

# Lower Thames Crossing

## 5.1 Consultation Report (2 of 6)

APFP Regulation 5(2)(q)

Infrastructure Planning (Applications:  
Prescribed Forms and Procedure)  
Regulations 2009

Volume 5

**DATE: October 2022**

Planning Inspectorate Scheme Ref: TR010032  
Application Document Ref: TR010032/APP/5.1

**VERSION: 1.0**

# Lower Thames Crossing

## 5.1 Consultation Report (2 of 6)

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# 11 Response to Statutory Consultation

## 11.1 Analysis of responses

### Introduction

- 11.1.1 Section 49 of the Planning Act 2008 provides that an applicant must *'have regard to any relevant responses to consultation'* under sections 42 and 47, and to publicity under section 48, before an application for a DCO is submitted. More information on how this duty should be discharged is included in the EIA Regulations, the APFP Regulations, the Planning Inspectorate's advice notes, and the DCLG's (2015) Guidance on pre-application consultation.
- 11.1.2 This chapter of the report explains the way in which the Applicant has complied with these requirements in respect of the Statutory Consultation held between 10 October and 20 December 2018 as well as an additional phase of consultation for section 42(1)(d) land interests between 16 August and 25 October 2019. It begins with an explanation of the way in which consultation responses were received, categorised, analysed and considered by the Applicant.
- 11.1.3 The chapter then sets out the answers provided by consultees in response to closed questions on the consultation response form, including questions concerning levels of support for different elements of the proposals as well as questions about the background and circumstances of respondents.
- 11.1.4 The chapter then sets out a series of tables in which comments from all consultees are grouped together according to the themes and issues they describe. These tables indicate which consultee strands (e.g. section 42 or section 47) the respondents making each point belong to. They also provide an explanation of how the Applicant has considered and responded to each issue with a yes/no answer to the last column 'Project change'. Equivalent information is then provided in Section 11.5 for the responses received by the Applicant to the further phase of consultation for section 42(1)(d) consultees held between August and October 2019.
- 11.1.5 Section 11.6 draws together the instances in Sections 11.4 where changes were made to the Project proposals in response to feedback provided by consultees. Section 11.7 provides an explanation of the way in which the Applicant has dealt with responses submitted after the stated deadline for the Statutory Consultation.

### Method of analysis

- 11.1.6 It was possible to respond to the Statutory Consultation using any of the following three dedicated response channels:
- A Royal Mail Freepost address
  - An email address
  - An online response form, accessed through the Project's consultation website

- 11.1.7 Each of these channels was free to use and each channel was managed by Traverse, the specialist response analysis agency commissioned by the Applicant for the Statutory Consultation.
- 11.1.8 Every response received by Traverse through these channels was scanned (if submitted in hard copy), assigned a unique identification reference and transcribed onto an analysis database.
- 11.1.9 It was possible to provide feedback to the consultation either by answering a set of questions that were listed on the hardcopy and online response form, or by providing a 'free text' response by email or letter. A copy of the consultation response form is provided in Appendix M and Table 11.1 lists each of the questions on the Project proposals that it contained.

**Table 11.1 List of questions on the consultation response form**

Question reference	Question	Closed question options
Q1a	Do you agree or disagree that the Lower Thames Crossing is needed?	Strongly agree / Agree / Neutral / Disagree / Strongly disagree / Don't know
Q1b	Please let us know the reasons for your response to Q1a and any other views you have on the case for the Lower Thames Crossing.	
Q2a	Do you support or oppose our selection of the preferred route for the Lower Thames Crossing?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q2b	Do you support or oppose the changes we have made to the route since our Preferred Route Announcement in 2017?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q2c	Please let us know the reasons for your response to Q2a-Q2b and any other views you have on our selection of a preferred route for the Lower Thames Crossing.	
Q3a	Do you support or oppose the proposed route south of the river?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q3b	Please give us your comments or any other views you have on the proposed route south of the river, including structures such as bridges, embankments and viaducts.	
Q3c	Please give us your comments on the tunnel, the north and the south tunnel entrances and any other feedback you have on this part of the proposed route.	
Q3d	Do you support or oppose the proposed route north of the crossing?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know

Question reference	Question	Closed question options
Q3e	Please give us your comments or any other views you have on the proposed route north of the river, including structures such as bridges, embankments and viaducts.	
Q4a	Do you support or oppose the proposed junction between the Lower Thames Crossing and the M2/A2?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q4b	Please let us know the reasons for your response to Q4a and any other views you have on the relationship between the Lower Thames Crossing and the existing road network south of the crossing, including new bridges, underpasses and diversions.	
Q4c	Do you support or oppose the proposed Tilbury junction?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q4d	Do you support or oppose the proposed junction between the Lower Thames Crossing and the A13/A1089?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q4e	Do you support or oppose the proposed junction between the Lower Thames Crossing and the M25?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q4f	Please let us know the reasons for your response to Q4c-Q4e, indicating which junction or junctions you are referring to, and any other comments you have on the proposed connections of the route north of the crossing.	
Q5a	Do you support or oppose our proposals in relation to public rights of way?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q5b	Please let us know the reasons for your response to Q5a and any other views you have on our plans in relation to public rights of way, including the new routes we have proposed.	
Q6a	Do you agree or disagree with the proposed measures to reduce the impacts of the project?	Strongly agree / Agree / Neutral / Disagree / Strongly disagree / Don't know
Q6b	Please let us know the reasons for your response to Q6a and any other views you have on the environmental impacts of the Lower Thames Crossing as set out in the Preliminary Environmental Impact Report, including our approach to assessing and reducing the impacts of the project.	



Question reference	Question	Closed question options
Q7a	Do you support or oppose the proposed area of land we require to build the Lower Thames Crossing?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q7b	Please let us know the reasons for your response to Q7a and any other views you have on the land we require to build the Lower Thames Crossing.	
Q8a	Do you support or oppose our proposals for a rest and service area in this location?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q8b	Do you support or oppose our proposals for a maintenance depot in this location?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q8c	Please let us know the reasons for your responses to Q8a and Q8b, and any other views you have on our proposals for a rest and service area, and for the maintenance depot.	
Q9a	Do you agree or disagree with the view that the Lower Thames Crossing would improve traffic conditions on the surrounding road network?	Strongly agree / Agree / Neutral / Disagree / Strongly disagree / Don't know
Q9b	Please let us know the reasons for your response to Q9a and any other views you have on the Lower Thames Crossing's impact on traffic.	
Q10	Please give us your views on our proposed approach to charging users of the crossing.	
Q11a	Do you support or oppose our initial plans for how to build the Lower Thames Crossing?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q11b	Please let us know the reasons for your response to Q11a and any other views you have on our initial plans on how to build the Lower Thames Crossing.	
Q12	Please give us your views on our proposed changes to utilities infrastructure.	
Q13	We would like to know what is important to you. Please let us know if you have any other comments about the Lower Thames Crossing.	
Q14	Please let us know what you think about the quality of our consultation materials, our events, the way in which we have notified people about our plans, and anything else related to this consultation.	

Question reference	Question	Closed question options
Q14a	Information – was the information clear and easy to understand?	Very good / Good / Average / Poor / Very poor / Not applicable
Q14b	Events – were the events of a good quality?	Very good / Good / Average / Poor / Very poor / Not applicable
Q14c	Events – were the events suitably located?	Very good / Good / Average / Poor / Very poor / Not applicable
Q14d	Promotion – was the consultation promoted well and to the right people?	Very good / Good / Average / Poor / Very poor / Not applicable
Q14e	Please let us know the reasons for your response to Q14a-Q14d and any other views you have on the delivery of this consultation.	

11.1.10 Traverse considered an initial set of responses and used these to produce a detailed list of 'codes', each of which described an issue raised by respondents to the consultation. These codes were grouped into themes to aid the analysis process, and the list of codes was updated iteratively to reflect new issues emerging from the responses received. Table 11.2 provides an illustration of the approach to developing codes.

**Table 11.2 Extract from Traverse's analysis code framework**

Question area	Sentiment	Topic	Specific point	Final code	Explanation
Need Case (NE)	Support	Transport	Quicker journey	NE – Support – Tran – quicker journey	The need case is supported because the Project would lead to quicker journeys
Need Case (NE)	Oppose	Transport	Congestion (worsen)	NE – Oppose – Tran – congestion (worsen)	The need case is opposed because the Project would make congestion worse

11.1.11 A team of trained analysts applied codes to each statement in the consultation responses, and their work was checked throughout that process to ensure that a consistent approach had been applied. This process of analysis has informed the structure of the tables contained in Section 11.4 of this report, in which each issue related to a wider theme (for example, 'Charging') is listed separately



along with an explanation of which consultee categories made each point and whether the Applicant has changed its plans for the Project as a result.

### Consideration of issues

- 11.1.12 Each code in the Traverse codeframe was assigned to an appropriate member of the Project Team, so that its contents could be reviewed. This enabled decisions to be made as to whether or not the issue each code represented should lead to change in the Project proposals.
- 11.1.13 The Project Team members involved in this task were instructed to approach each potential Project change with an open mind and to consider its potential advantages and disadvantages compared to the existing Project proposals. All decisions made in this way – whether to accept or to reject a potential change – were subject to internal review and approval. A summary of the decision taken for each code in the codeframe is provided in the column titled 'The Applicant's response' in each of the tables in Section 11.4.
- 11.1.14 Section 11.6 sets out a summary of the instances where the Applicant chose to make changes to the Project proposals in response to issues raised by consultees.

### Classifying respondents

- 11.1.15 Each respondent was categorised within one of the following consultation strands and this approach is reflected in the structure of the tables set out in Section 11.4:
- a. section 42(1)(a)-(aa) – prescribed consultees
  - b. section 42(1)(b)-(c) – local authorities whose boundaries the scheme falls within, as well as neighbouring authorities, and the Greater London Authority
  - c. section 42(1)(d) – those with interests in land affected by the scheme or entitled to make a relevant claim
  - d. section 47 – local community
  - e. section 48 – responses to statutory publicity
- 11.1.16 A copy of the database used to organise delivery of letters to all section 42 consultees, including those written to under section 42(1)(d), was used to assist the process of categorising responses into the above strands.
- 11.1.17 The names of all individuals and organisations submitting responses to the consultation were checked against this database and any matches were appropriately logged.
- 11.1.18 In addition to this database, answers provided in response to questions in the response form where consultees were invited to explain how they had heard about the consultation and whether they held an interest in land affected by the Project, were closely examined and used to categorise consultees.

- 11.1.19 If a response could not be positively identified as a section 42 response it was included with the section 47 / section 48 consultee strand.
- 11.1.20 Less than 1% (277) of all respondents indicated that they had heard about the consultation through statutory notices published by the Applicant. These include some who are also categorised as section 42 consultees and some who indicated on the response form that they had heard about the consultation through channels that would cause them to be categorised as section 47 consultees. In Section 11.4 of this report, section 47 consultees and section 48 consultees (those who heard about the consultation through statutory notices) are grouped together. Some organisations may fall into more than one consultee strand, for example a local authority may fall within both s42(1)(b) and s42(1)(d), as a person with an interest in land (PIL). Where this is the case, each consultee is listed only once, under their primary consultee strand (for example s42(1)(b) for a local authority that also falls within s42(1)(d)).
- 11.1.21 It was observed that 2,117 responses were submitted on behalf of a campaign organised by The Woodland Trust. Of these, 1,151 consisted only of a statement prepared by the organisation and a further 966 included the statement as well as individual comments from the consultee. All 2,117 of these responses have been treated individually. They have been categorised as section 47 consultees.
- 11.1.22 Although responses have been categorised according to the different consultee strands, they have all been analysed and considered in the same way. Responses submitted by section 42(1)(d) consultees were also reviewed by the Applicant's Land and Property Team to ensure that the issues they contained were considered in the wider context of any further Project engagement with the individuals and organisations concerned.
- 11.1.23 Appendix I of the Consultation Report sets out lists of respondents to Statutory Consultation according to the consultee strand that was assigned to them.

### **Statistical summary of responses**

- 11.1.24 There were 28,493 responses to the Lower Thames Crossing Statutory Consultation. Plate 11.1 provides a breakdown of the types of responses received. There were two types of campaign response to the consultation: 'campaign' (where the respondent had not changed or added to any of the text provided by the campaign organisation), and 'campaign with variation' (where the campaign text was modified or added to by the individual respondent).

### Plate 11.1 Breakdown of response type

#### Breakdown of response type



- 11.1.25 For the purposes of reporting, all responses were assigned a consultee category. The categories were as follows:
- Prescribed statutory bodies under section 42(1)(a) of the Planning Act 2008
  - Marine Management Organisation under section 42(1)(aa)
  - Local authorities under section 42(1)(b) and the Greater London Authority under section 42(1)(c)
  - People with an interest in land (PILs) under section 42(1)(d)
  - Members of the public and other non-statutory organisations under section 47 and section 48.

11.1.26 Table 11.3 indicates the number of responses received for each category.

**Table 11.3 Breakdown of consultee categories**

Consultee type	Count
S42(1)(a) – prescribed consultees	28
S42(1)(aa) – Marine Management Organisation	1
S42(1)(b) – local authorities	25
S42(1)(c) – the Greater London Authority	1
S42(1)(d) – PILs	259
S47 and S48 – Public	28,179
<b>Total</b>	<b>28,493</b>

11.1.27 The Woodland Trust organised an email campaign with a pre-printed message and a space for respondents to add their own comments. Plate 11.2 includes a copy of the pre-printed message.

## Plate 11.2 Woodland Trust campaign response

Dear Highways England,

I consider that the current Lower Thames Crossing proposal which puts 13 ancient woods and 10 veteran trees at risk of damage or destruction is simply unacceptable.

These are highly valuable habitats which are host to an array of rare and threatened plants and wildlife. Once these irreplaceable habitats are gone, they cannot be recreated.

I believe that the project in its current form is unsound and that Highways England needs to be committed to protecting the ancient woods and veteran trees within the development boundary.

It is imperative that these woods and trees are not subject to damage, loss or deterioration from the proposals.

- 11.1.28 In total, the consultation received 2,117 responses via this channel.
- 11.1.29 Table 11.4 includes the names of the 55 prescribed consultees and local authorities (as set out in section 42(1)(a)-(c) of the Planning Act 2008) which submitted a response to the Statutory Consultation.

**Table 11.4 Section 42(1)(a)-(c) consultees who responded to the consultation**

Consultee	Category
Anglian Water	S42(1)(a)
Ashford Borough Council	S42(1)(b)
Basildon Borough Council	S42(1)(b)
Braintree District Council	S42(1)(b)
Brentwood Borough Council	S42(1)(b)
Cadent Gas Ltd	S42(1)(a)
Canterbury City Council	S42(1)(b)
Chelmsford City Council	S42(1)(b)
Cobham Parish Council	S42(1)(a)
Colchester Borough Council	S42(1)(b)
Dartford Borough Council	S42(1)(b)
Dover District Council	S42(1)(b)
Environment Agency	S42(1)(a)
ESP Utilities Group Ltd - ES Pipelines Ltd	S42(1)(a)
Essex County Council	S42(1)(b)
Essex County Fire & Rescue Service	S42(1)(a)
Essex Police	S42(1)(a)
Folkestone & Hythe District Council	S42(1)(b)

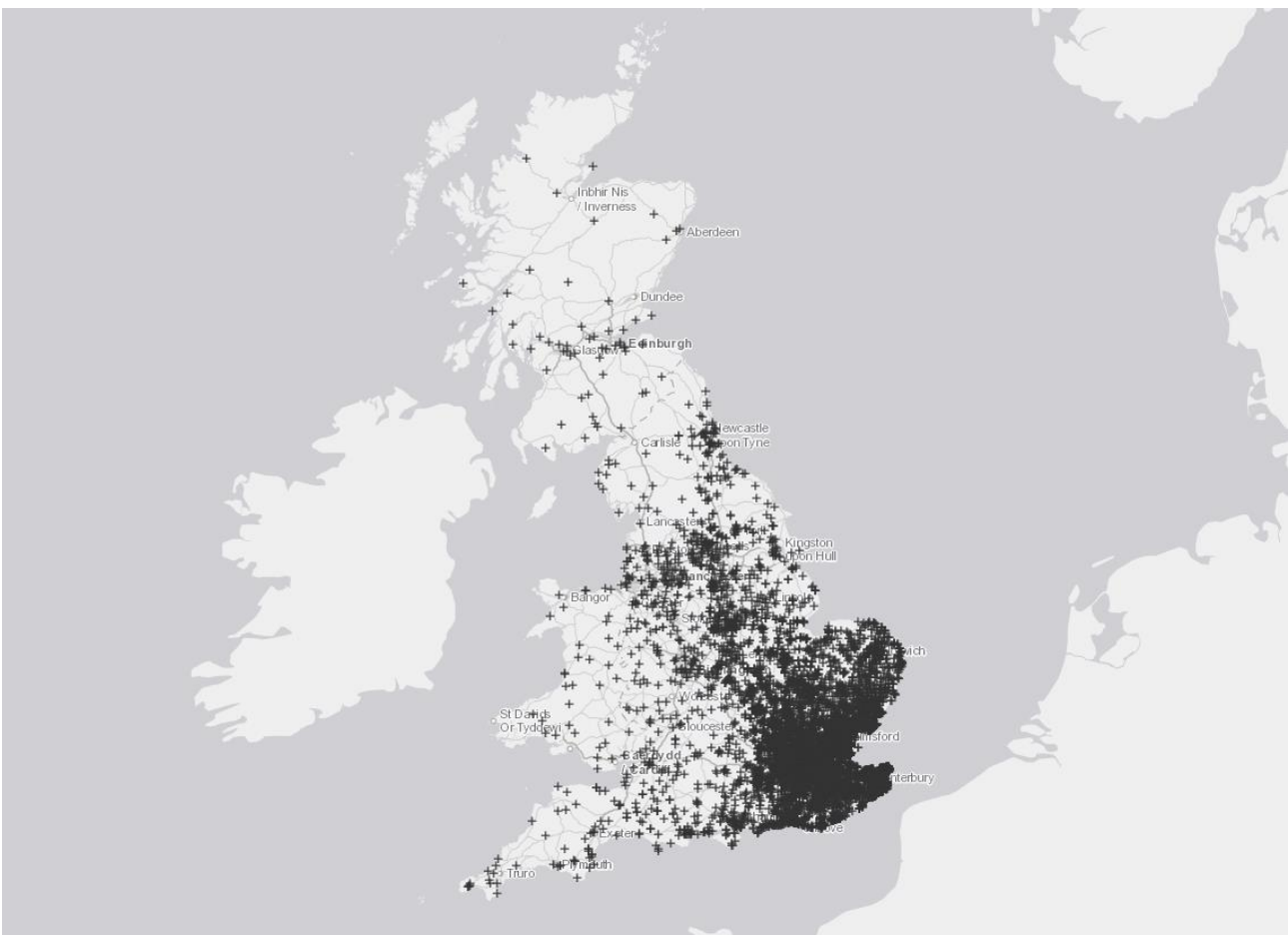
<b>Consultee</b>	<b>Category</b>
Forest Enterprise - part of Forestry Commission England	S42(1)(a)
Forestry Commission England South East & London Area Office	S42(1)(a)
Gravesham Borough Council	S42(1)(b)
Greater London Authority	S42(1)(c)
Harlow Council	S42(1)(b)
Health and Safety Executive (HSE)	S42(1)(a)
Higham Parish Council	S42(1)(a)
Historic England	S42(1)(a)
HS1 Limited	S42(1)(a)
Kent County Council	S42(1)(b)
Kent Downs AONB Unit	S42(1)(a)
Kent Police	S42(1)(a)
London Borough of Bexley	S42(1)(b)
London Borough of Havering	S42(1)(b)
London Borough of Redbridge	S42(1)(b)
Maidstone Borough Council	S42(1)(b)
Marine Management Organisation	S42(1)(aa)
Medway Council	S42(1)(b)
National Grid	S42(1)(a)
Natural England	S42(1)(a)
Network Rail	S42(1)(a)
Northumbrian Water (Essex & Suffolk Water operating area)	S42(1)(a)
Office for Nuclear Regulation	S42(1)(a)
Office of the Police and Crime Commissioner for Essex	S42(1)(a)
Port of London Authority	S42(1)(a)
Port of Tilbury London Limited	S42(1)(a)
Public Health England	S42(1)(a)
Royal Mail Group Limited	S42(1)(a)
RWE Generation UK plc	S42(1)(a)
Shorne Parish Council	S42(1)(a)
Southend-on-Sea City Council	S42(1)(b)
Suffolk County Council	S42(1)(b)
Swale Borough Council	S42(1)(b)
Thanet District Council	S42(1)(b)
Thurrock Council	S42(1)(b)
Tonbridge and Malling Borough Council	S42(1)(b)
Transport for London	S42(1)(a)

- 11.1.30 In addition to the 55 responses from prescribed consultees and local authorities under section 42(1)(a)-(c), responses were also submitted by more than 500 non-prescribed organisations. These are listed in Appendix I of this report.

## 11.2 Geographical distribution of responses

- 11.2.1 The consultation response form asked consultees to provide their postcode to enable a better understanding of where interest in the proposals was strongest as well as the way in which attitudes towards the Project changed from place to place. It was possible to respond to the consultation without providing a postcode.
- 11.2.2 Plate 11.3 shows the distribution of responses that included a valid UK postcode.

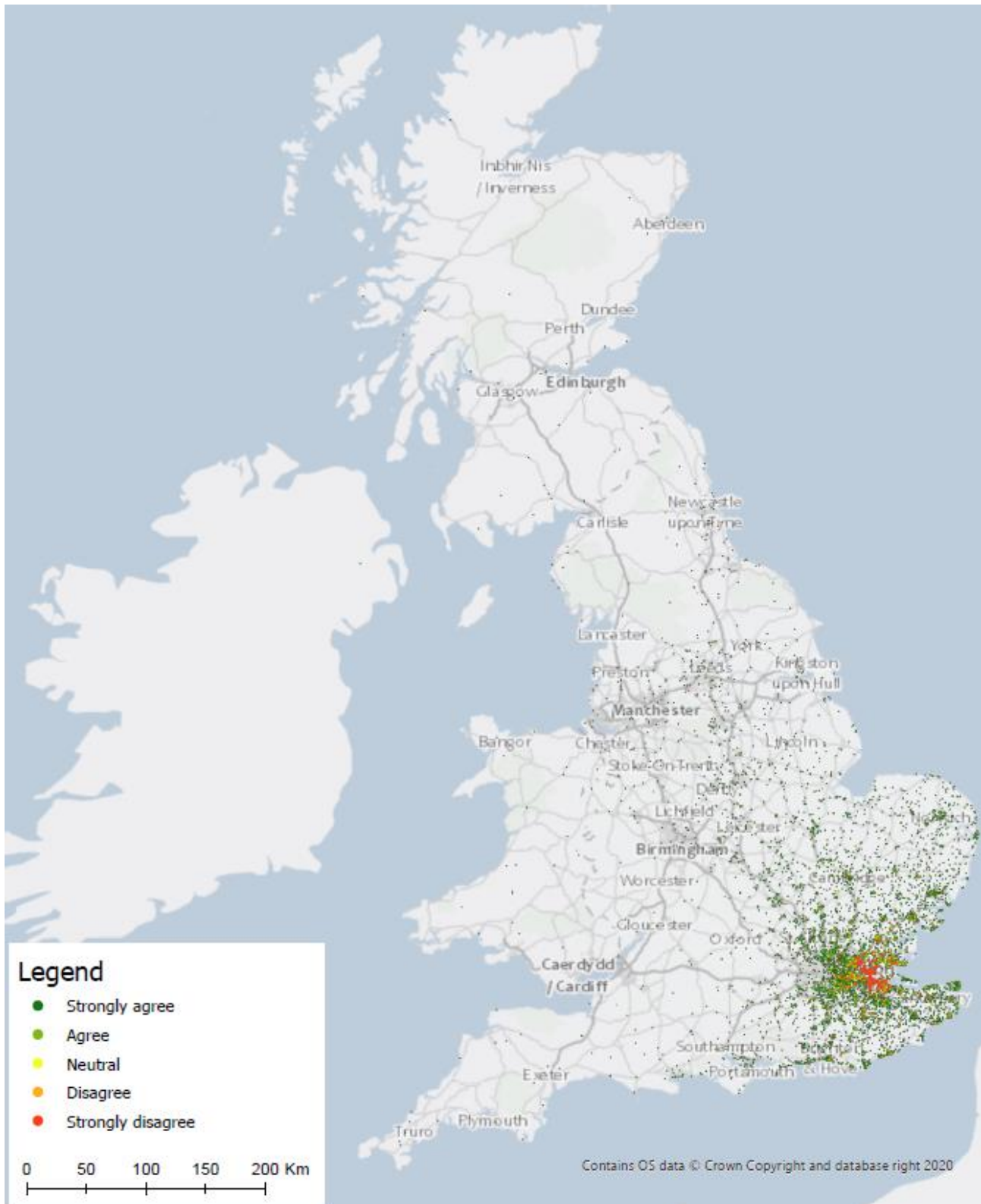
**Plate 11.3 Geographical distribution of responses**



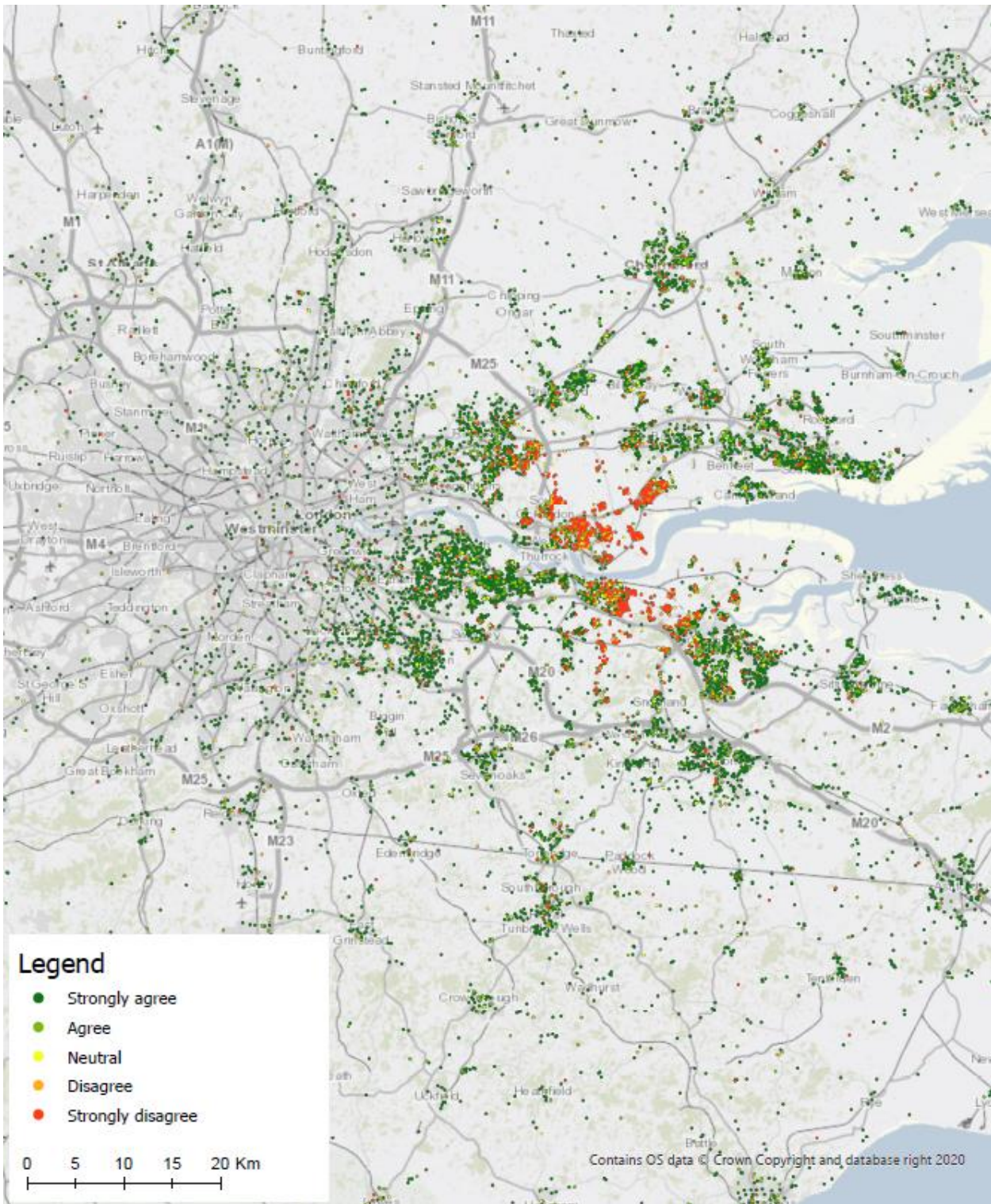
- 11.2.3 Plate 11.4 to Plate 11.7 show how views on the need case (Plate 11.4 and Plate 11.5, corresponding to Q1a of the questionnaire) and the preferred route for the Project (Plate 11.6 and Plate 11.7, corresponding to Q2a of the questionnaire) differed across the country. The maps only show responses where respondents provided their postcode and had answered the relevant closed question.



**Plate 11.4 Views on the need case: nationwide view**

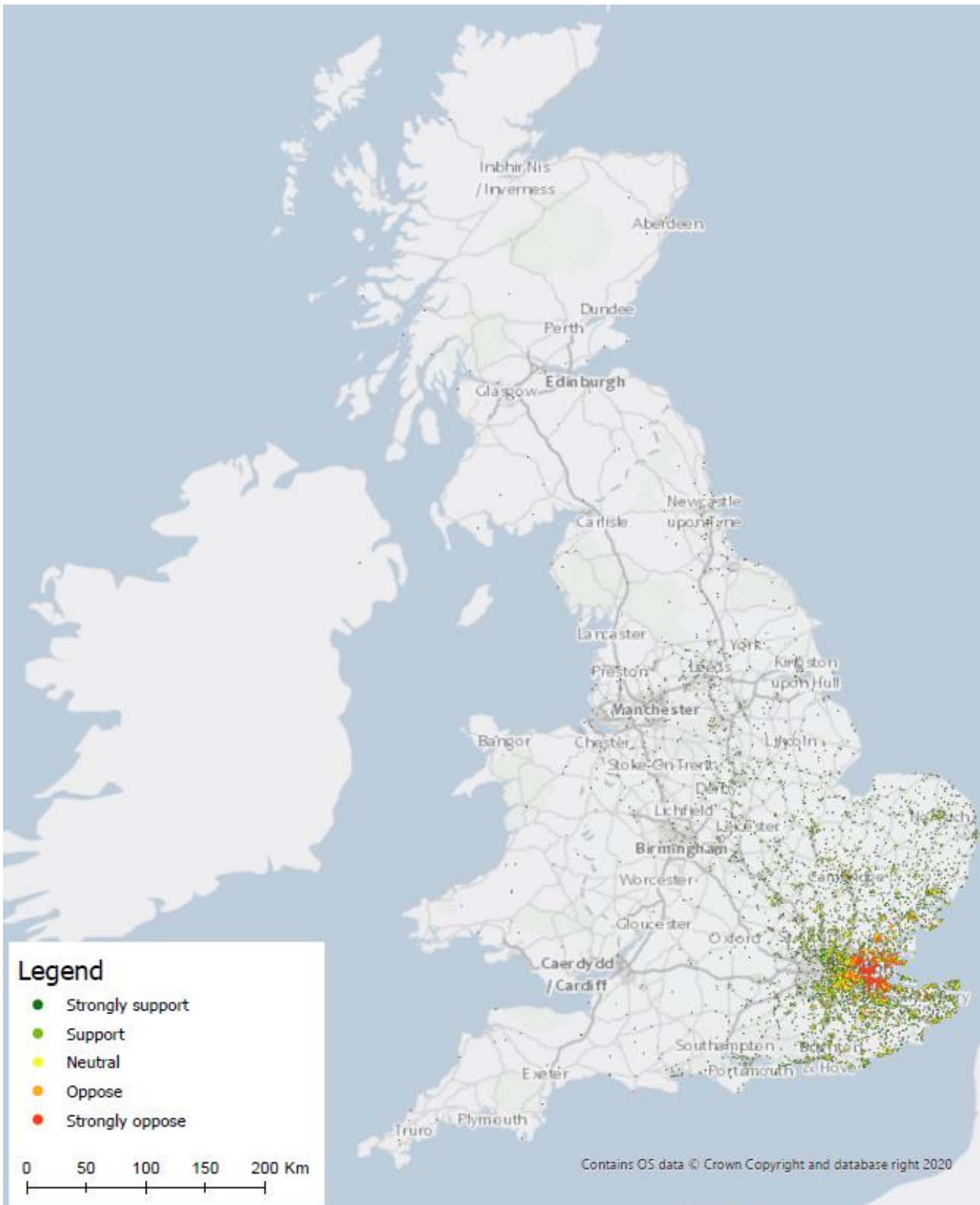


### Plate 11.5 Views on the need case: regional view (near the proposed location for the Project)

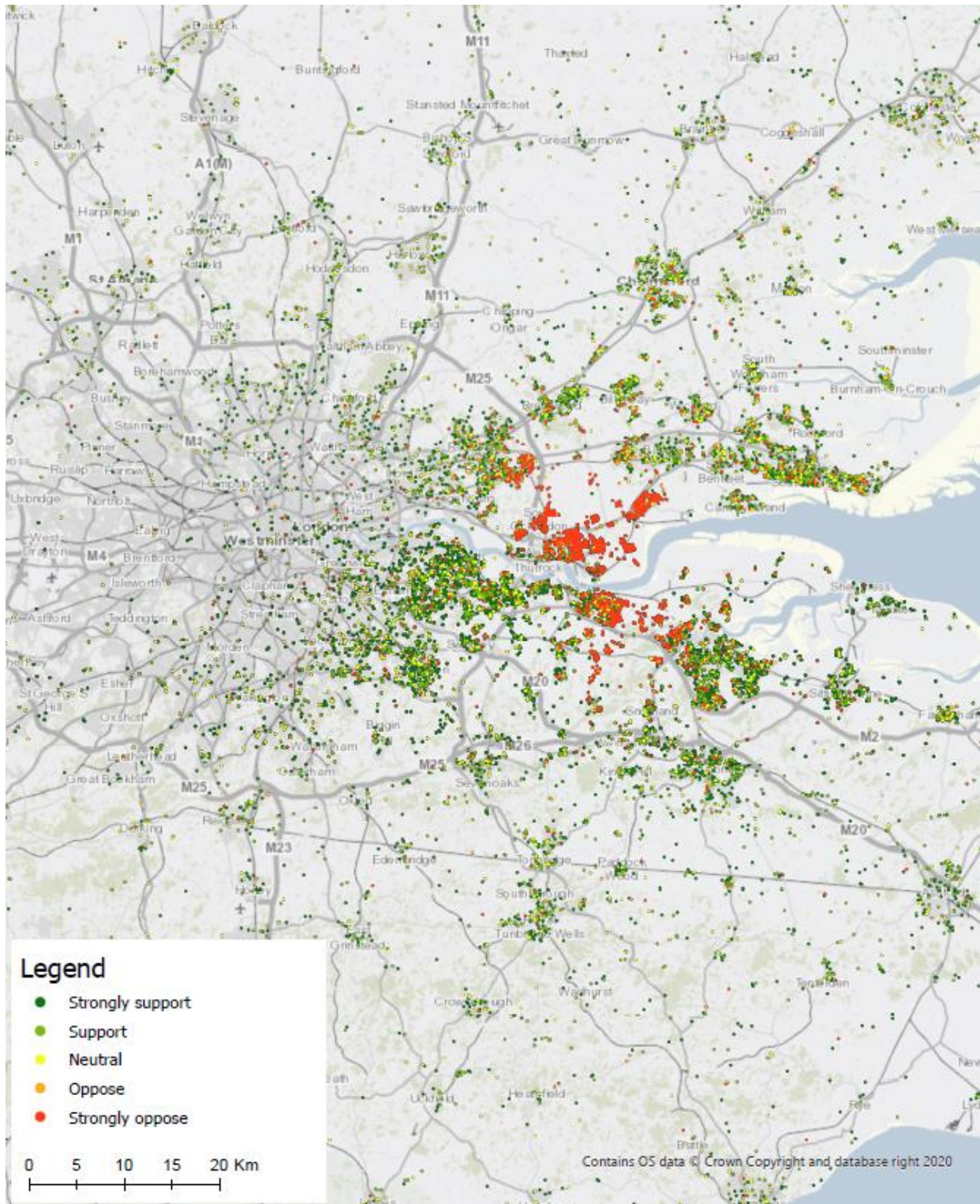




**Plate 11.6 Views on the preferred route: nationwide view**



**Plate 11.7 Views on the preferred route: regional view (in the vicinity of the proposed location for the Project)**





## 11.3 Data from respondents

11.3.1 The consultation response form included a number of identification questions which were included to gain an understanding of the background and personal circumstances of consultees. It also included closed questions aimed at understanding people's levels of agreement (or disagreement) with different aspects of the proposals.

### Identification questions

11.3.2 Question 6 in the identification section stated, '*If you use the transport network in the area that may be affected by the Lower Thames Crossing, please tell us how you do so by ticking one or more of the following boxes*' and provided a series of options. Plate 11.8 shows the results of that question.

**Plate 11.8 How respondents use the transport network in the area that may be affected by the Lower Thames Crossing**

#### Identification question 6:

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



11.3.3 Respondents selecting the 'Other' option were invited to explain the way in which they use the surrounding transport network. The most common answer was 'motorcycle' and some respondents queried why this was not included as an option on the list. Other respondents indicated that they use motorhomes, minibuses, cross-river ferries and a range of other transport modes.

11.3.4 Question 7 in the identification section of the response form asked respondents to state how they had heard about the consultation. Plate 11.9 shows the results of that question. It was possible to choose more than one option when answering this question, and it was common for respondents to do that.

### Plate 11.9 How respondents heard about the consultation

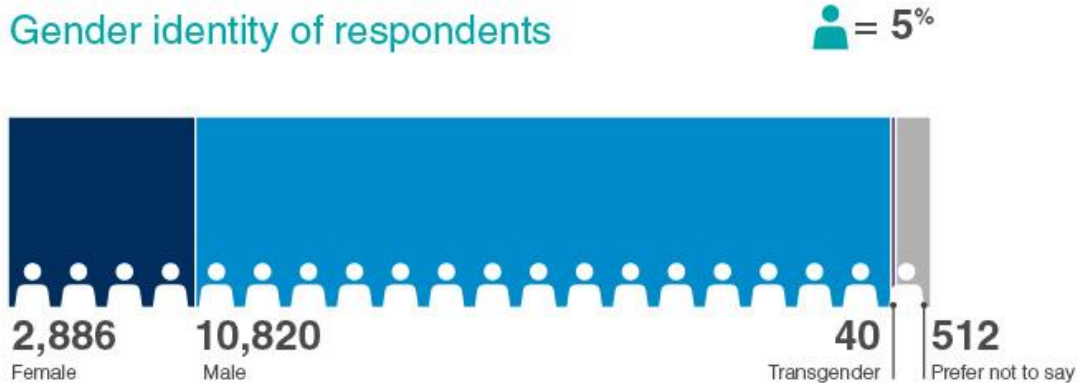
#### Identification question 7:

“Please let us know how you heard about this consultation.”



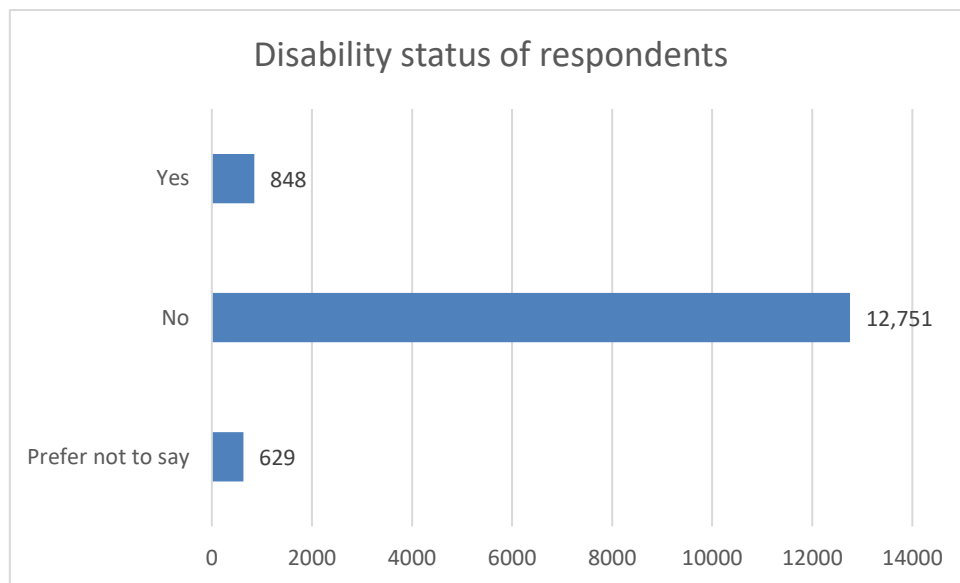
- 11.3.5 Respondents choosing the 'Other' option were invited to state the way in which they heard about the consultation. There was a wide range of answers to this question, including email communication from third-party organisations such as the Woodland Trust or from Members of Parliament, as well as the information events organised at various community venues and shopping centres. It was also common for people to explain that they heard about the consultation by watching news reports on television.
- 11.3.6 The response form included an equality and diversity section, which began with a tick box option for respondents to confirm that they gave their consent for the Applicant to process the special category data they provided. In total, 14,255 respondents ticked this consent box and provided answers to some or all of the equality and diversity questions.
- 11.3.7 The answers provided to a question asking for respondents' gender identity is provided in Plate 11.10.

**Plate 11.10 Gender identity of respondents**



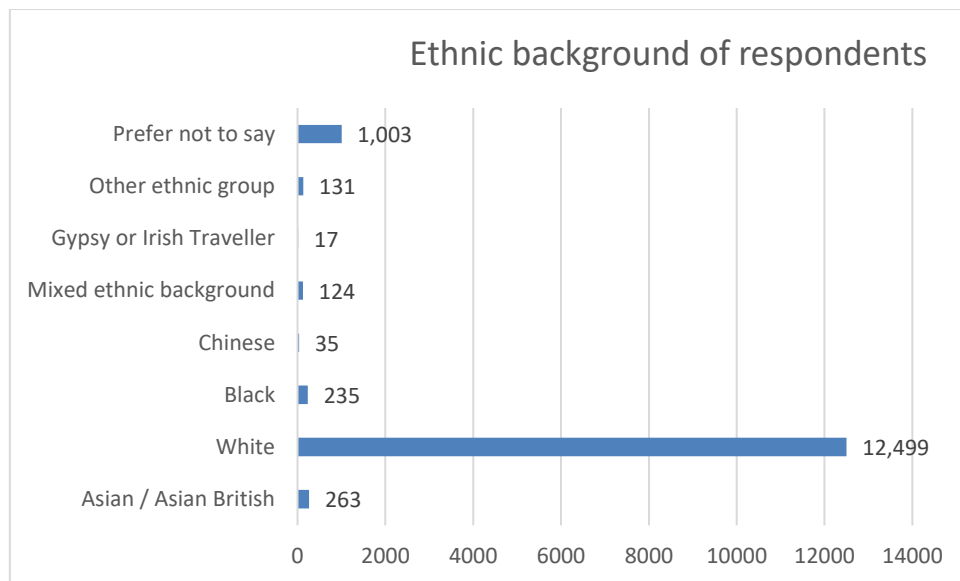
11.3.8 Respondents were asked to state whether they considered themselves to be ‘a person with a disability’ by selecting an answer from a list. The results of that question are provided in Plate 11.11.

**Plate 11.11 Disability status of respondents**



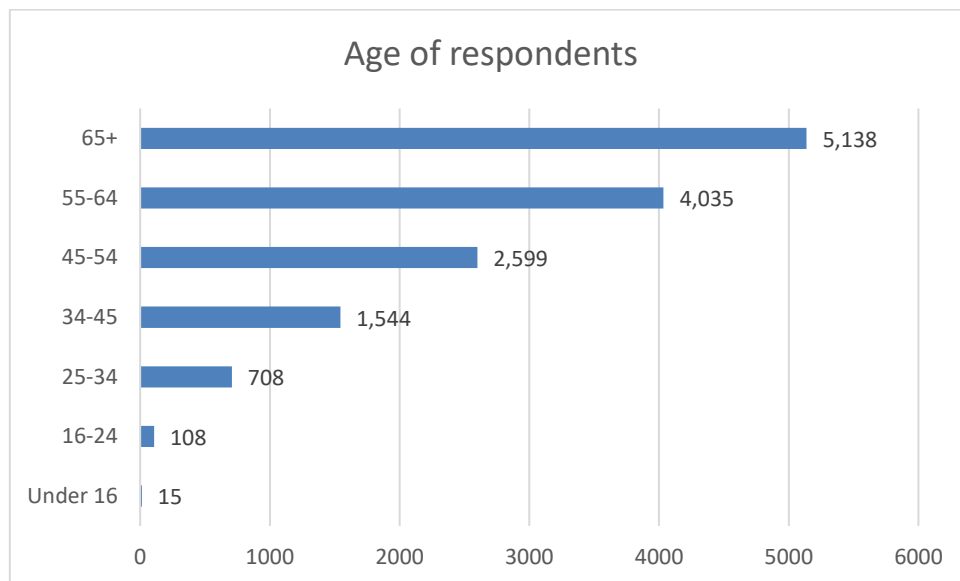
11.3.9 The next question in the equality and diversity section of the response form asked respondents to indicate their ethnic background by choosing from a list of options. The results are presented in Plate 11.12.

**Plate 11.12 Ethnic background of respondents**



11.3.10 The final question in the equality and diversity section of the response form asked respondents to indicate their age range by selecting an option from a list. The results are presented in Plate 11.13.

**Plate 11.13 Age range of respondents**



### Levels of agreement

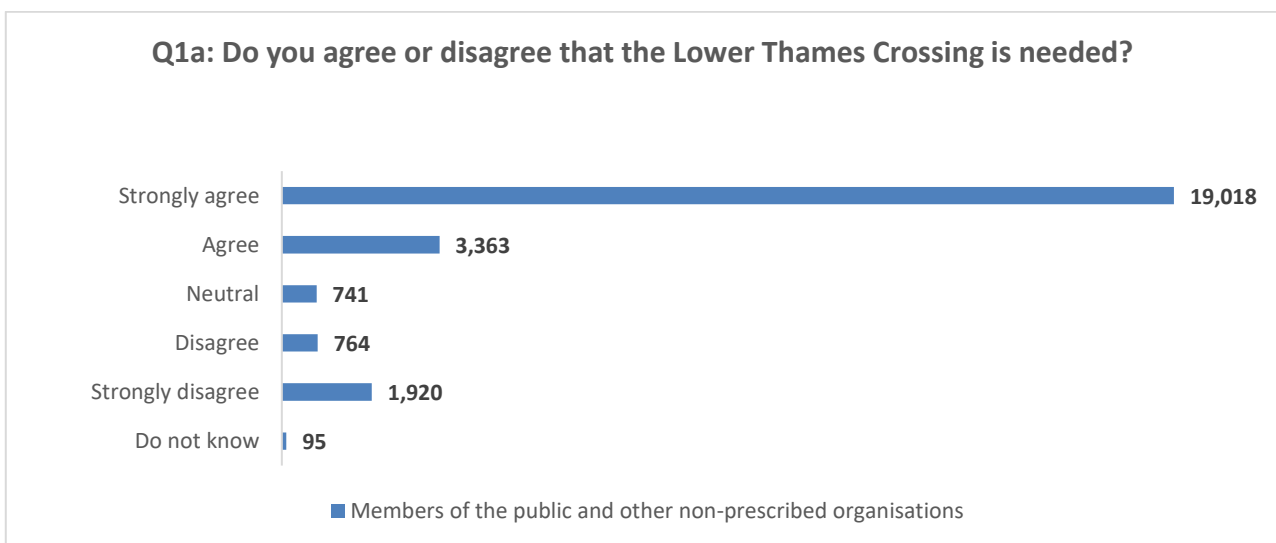
11.3.11 There were 14 questions on the consultation response form that dealt with different elements of the Project proposals. For most of these elements there was an open question, asking for comments in any form that the respondent chose to use, as well as a corresponding closed question in which respondents were asked to tick a box according to their level of support or agreement for that element.

11.3.12 The following set of plates provides a breakdown of the answers to these closed questions. For each closed question there are three sets of answers: one based on all members of the public and non-prescribed organisations who answered the question; one for all section 42(1)(d) 'people with an interest in land'; and one for all section 42(1)(a)-(c) prescribed bodies and local authorities. The Marine Management Organisation (section 42(1)(aa)) did not provide answers to the closed questions and is therefore not represented on any of the plates.

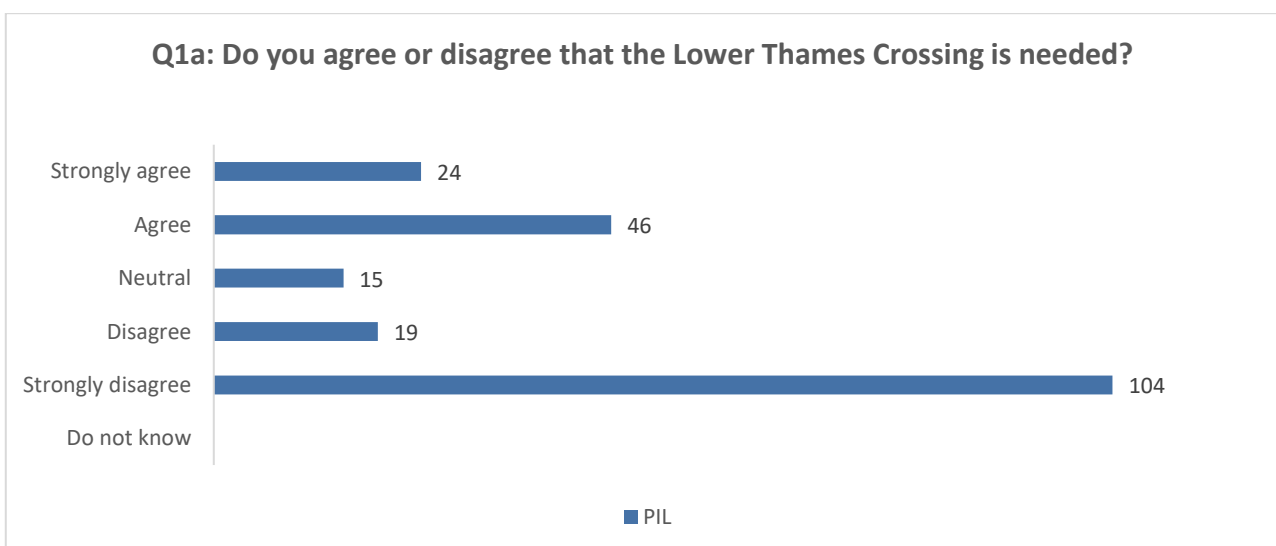
11.3.13 Q1a asked: 'Do you agree or disagree that the Lower Thames Crossing is needed?'

11.3.14 In total, 26,127 respondents answered this question.

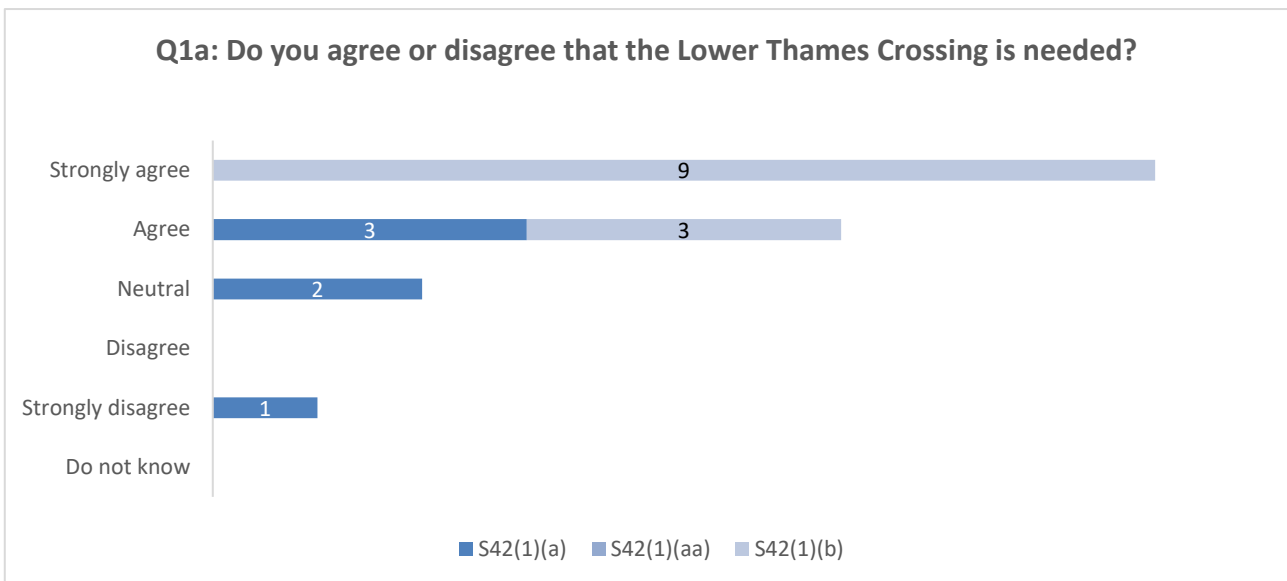
**Plate 11.14 Answers from members of the public and other non-prescribed organisations to Q1a (n=25,901)**



**Plate 11.15 Answers from people with interest in land to Q1a (n=208)**



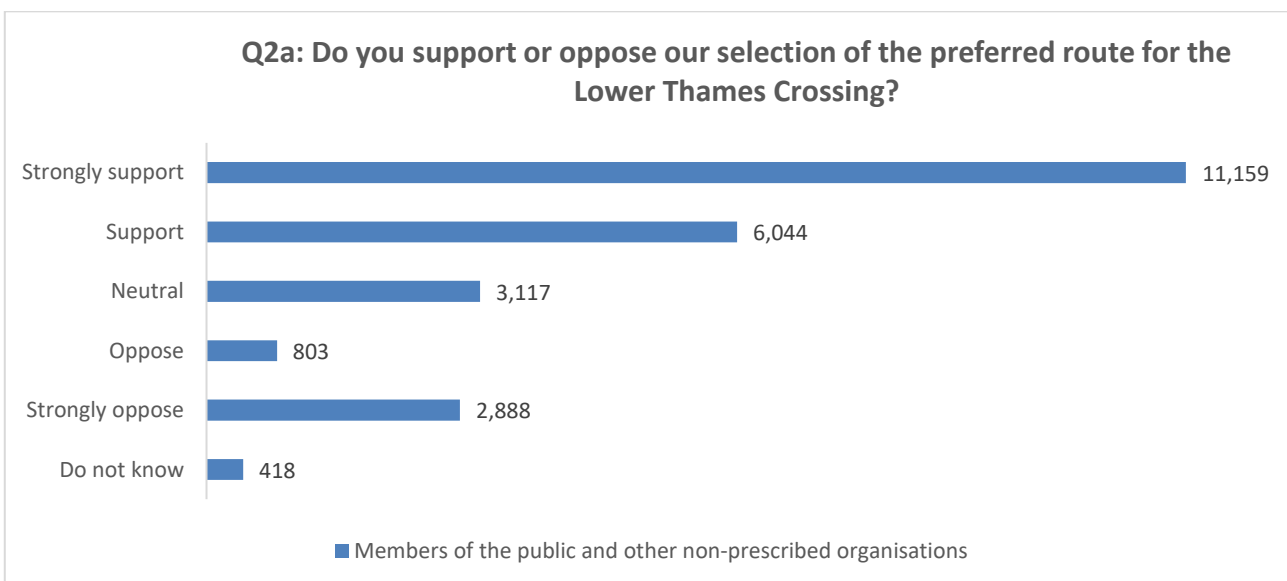
**Plate 11.16 Answers from prescribed bodies and local authorities to Q1a (n=18)**



11.3.15 Q2a asked: ‘Do you support or oppose our selection of the preferred route for the Lower Thames Crossing?’

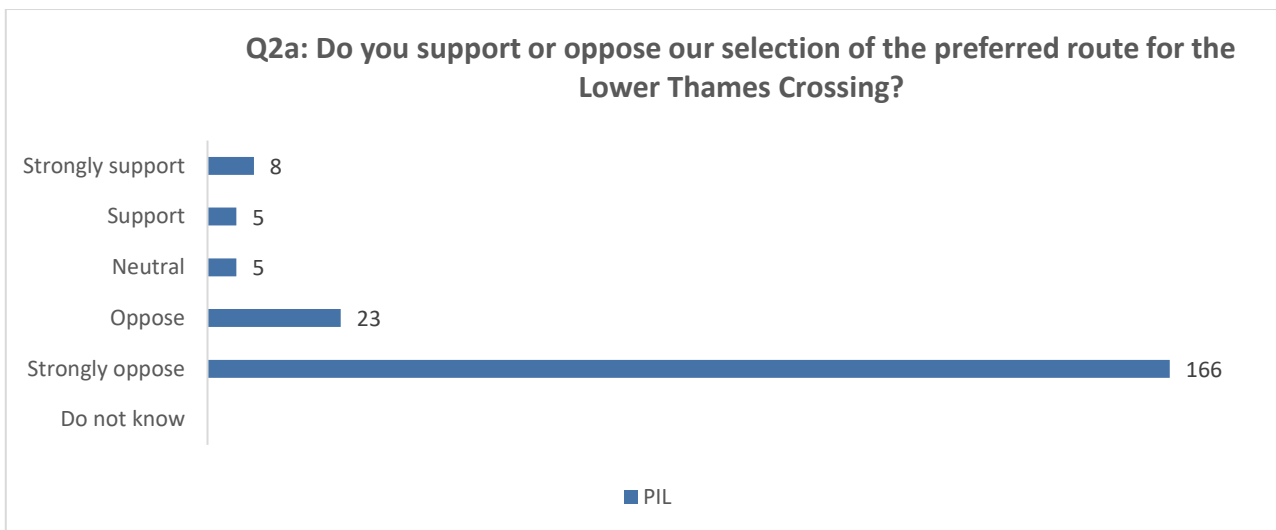
11.3.16 In total, 24,653 respondents answered this question.

**Plate 11.17 Answers from members of the public and other non-prescribed organisations to Q2a (n=24,429)**

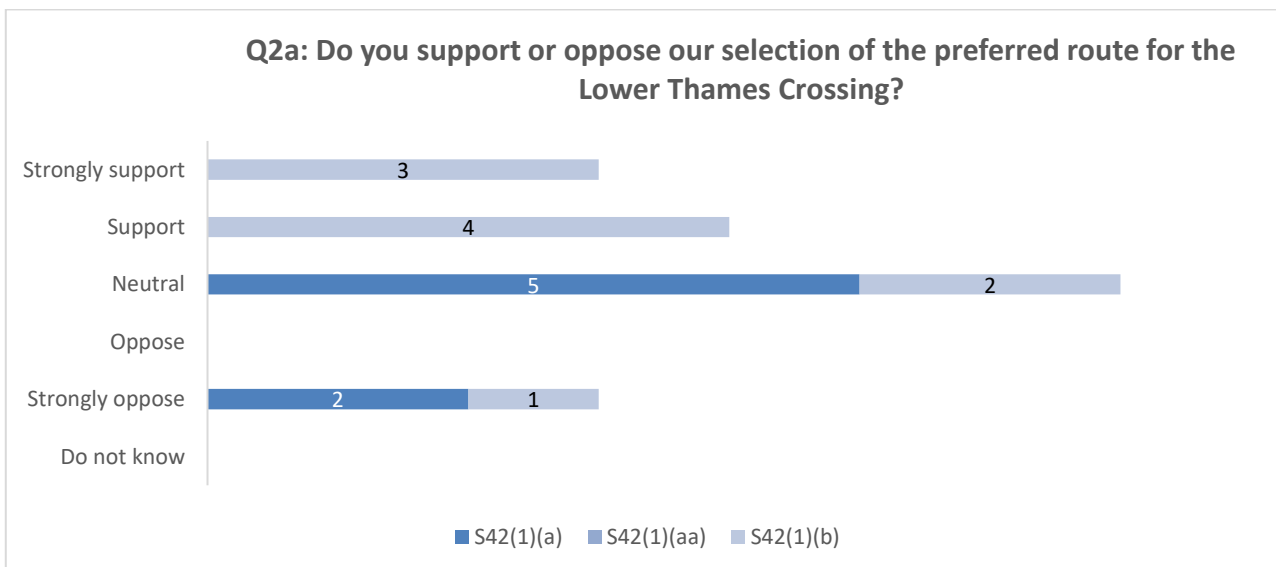




**Plate 11.18 Answers from PILs (n=207)**



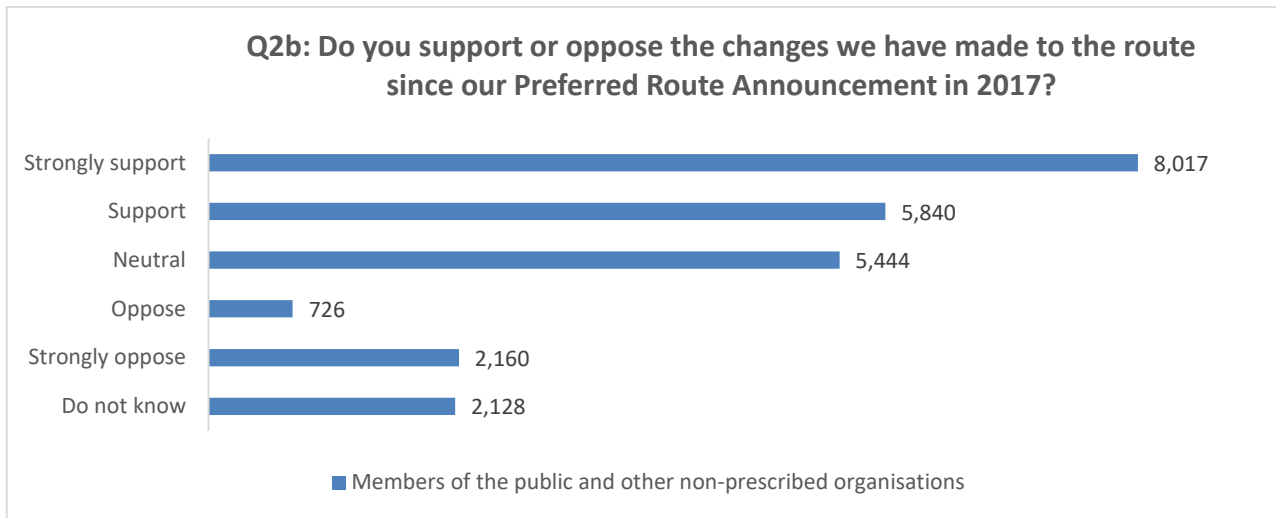
**Plate 11.19 Answers from prescribed bodies and local authorities to Q2a (n=17)**



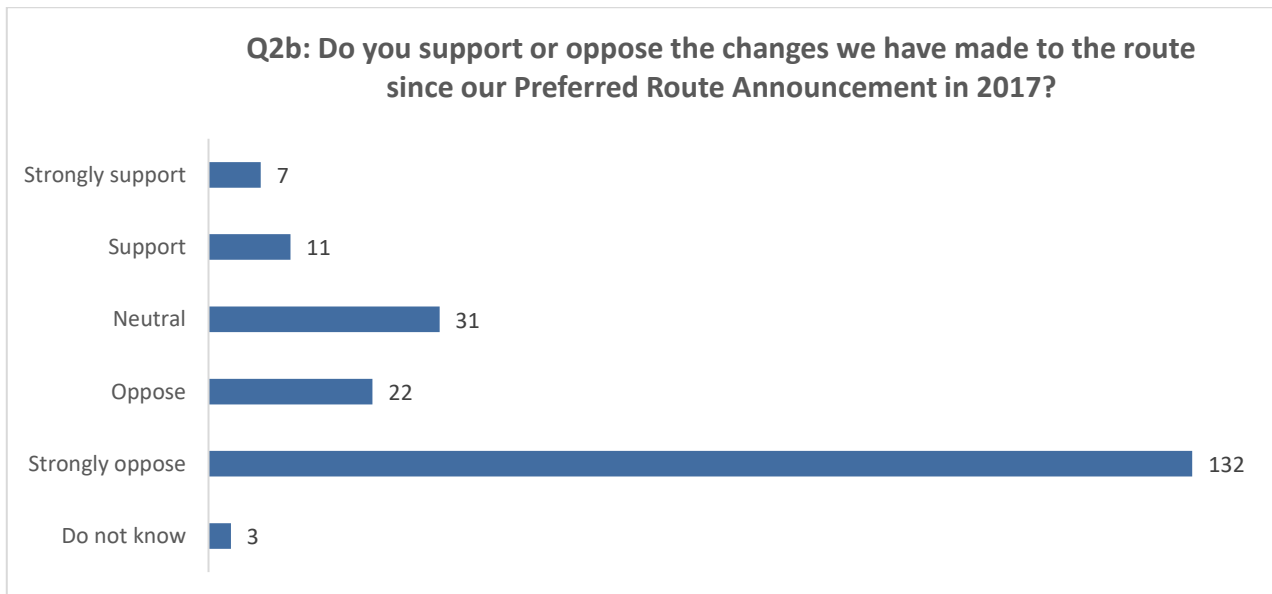
11.3.17 Q2b asked: *‘Do you support or oppose the changes we have made to the route since our Preferred Route Announcement in 2017?’*

11.3.18 In total, 24,538 respondents answered this question.

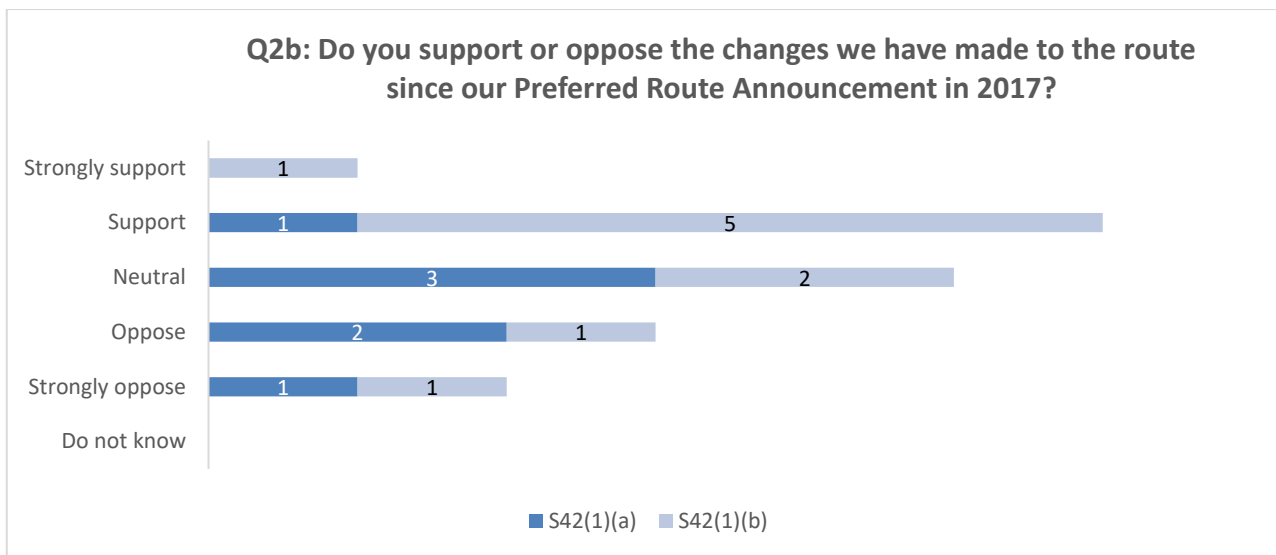
### Plate 11.20 Answers from members of the public and other non-prescribed organisations to Q2b (n=24,315)



### Plate 11.21 Answers from PILs to Q2b (n=206)



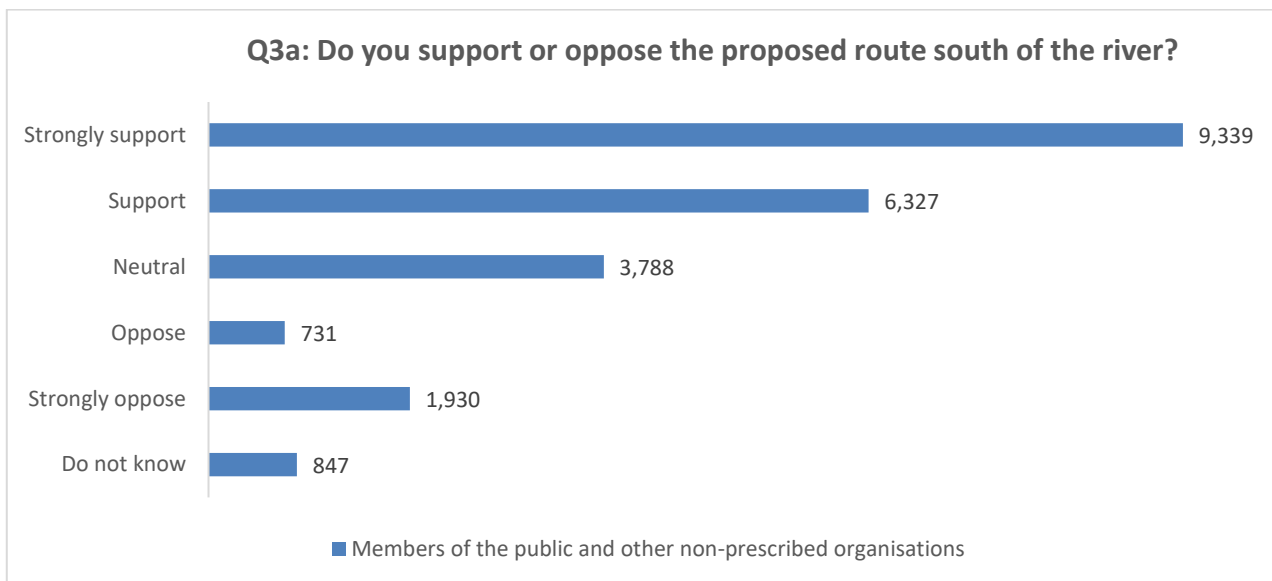
**Plate 11.22 Answers from prescribed bodies and local authorities to Q2b (n=17)**



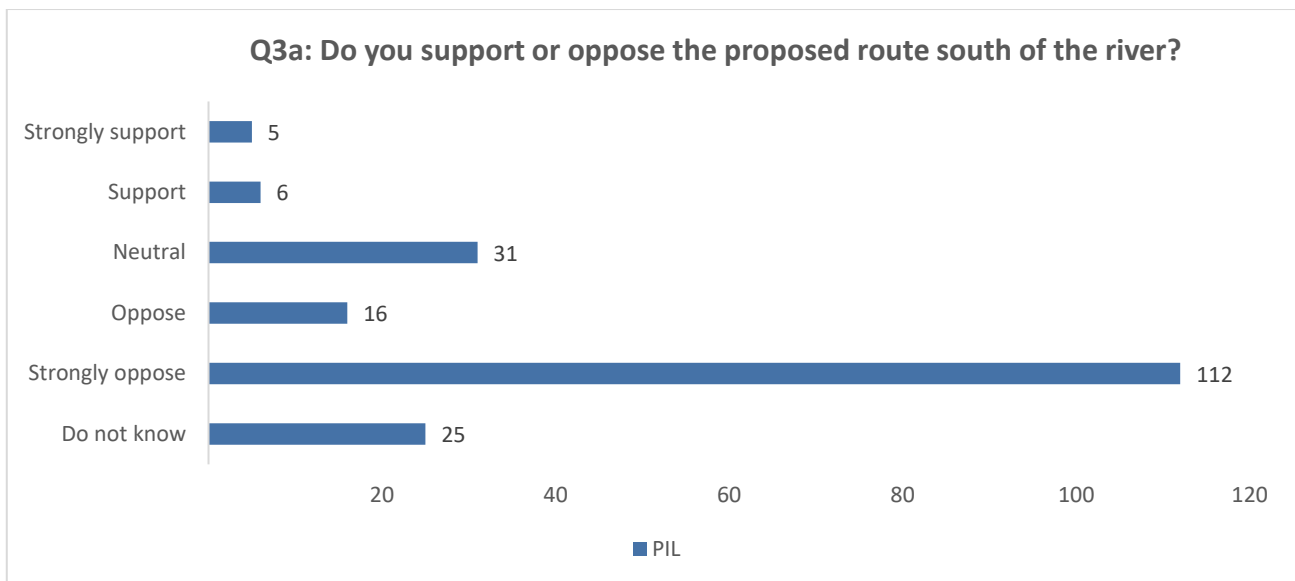
11.3.19 Q3a asked: *‘Do you support or oppose the proposed route south of the river?’*

11.3.20 In total, 23,174 respondents answered this question.

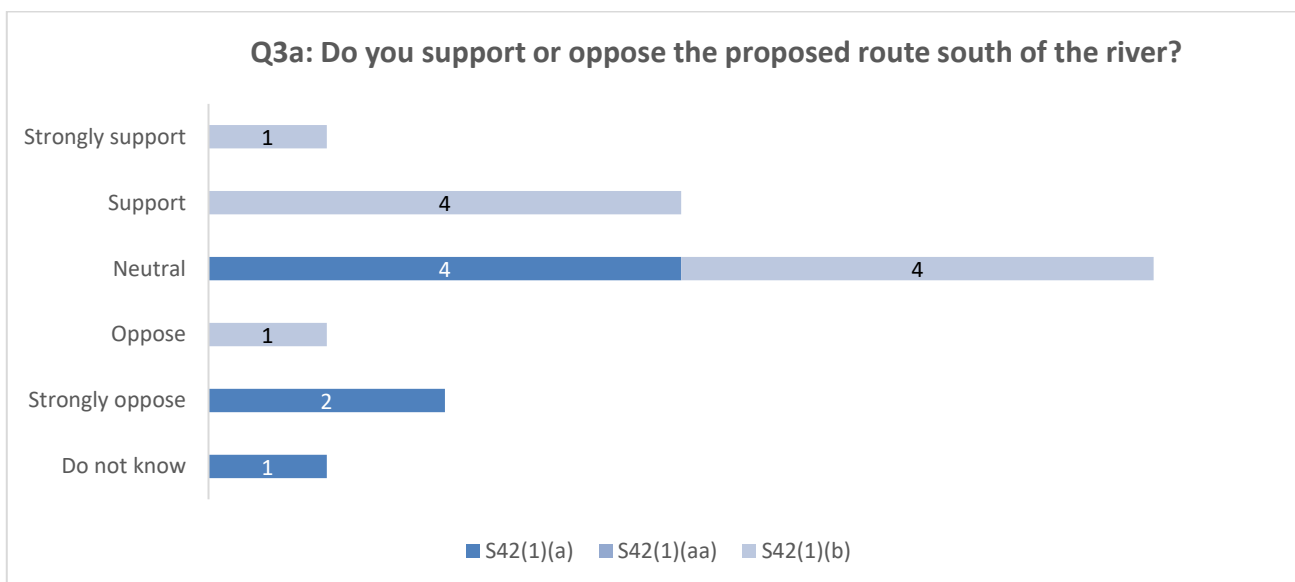
**Plate 11.23 Answers from members of the public and other non-prescribed organisations to Q3a (n=22,962)**



**Plate 11.24 Answers from PILs to Q3a (n=195)**



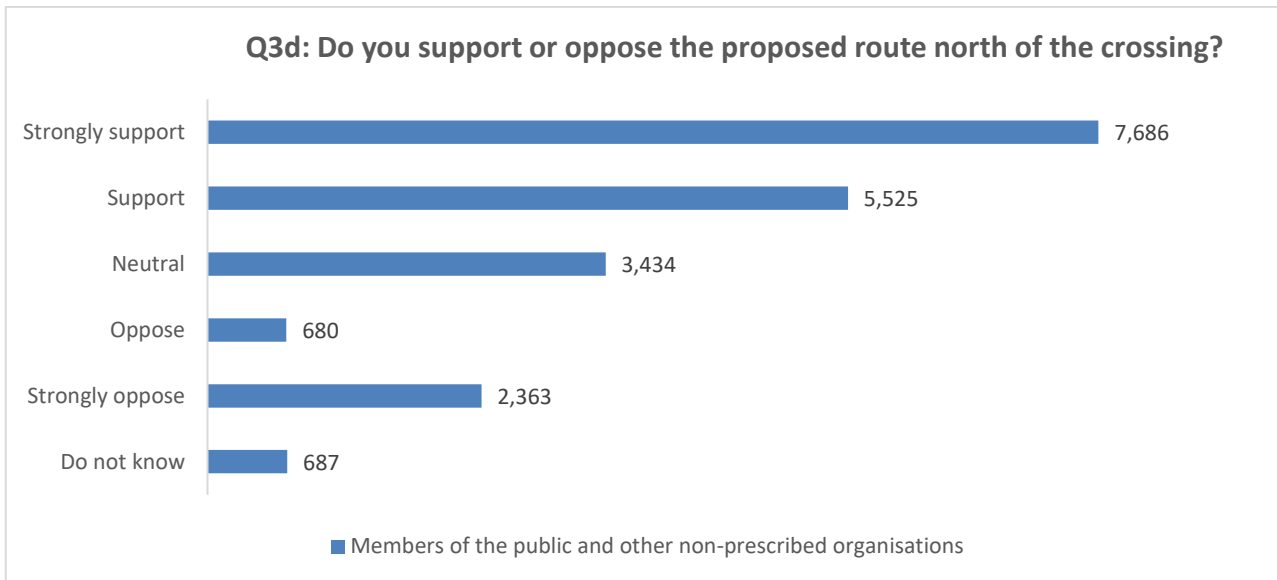
**Plate 11.25 Answers from prescribed bodies and local authorities to Q3a (n=17)**



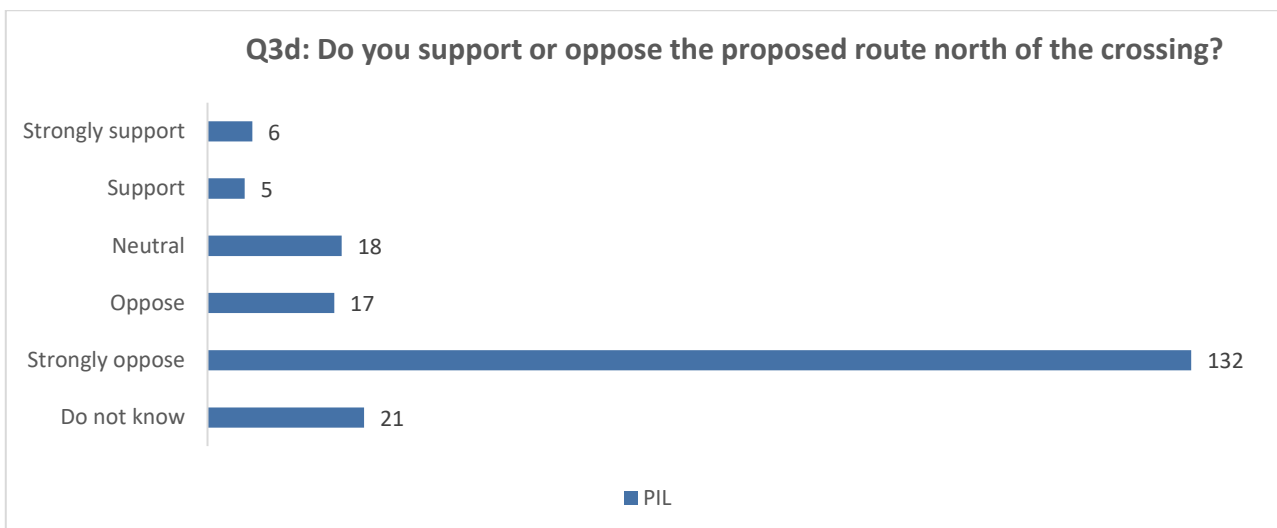
11.3.21 Q3d asked: ‘Do you support or oppose the proposed route north of the crossing?’

11.3.22 In total, 20,589 respondents answered this question.

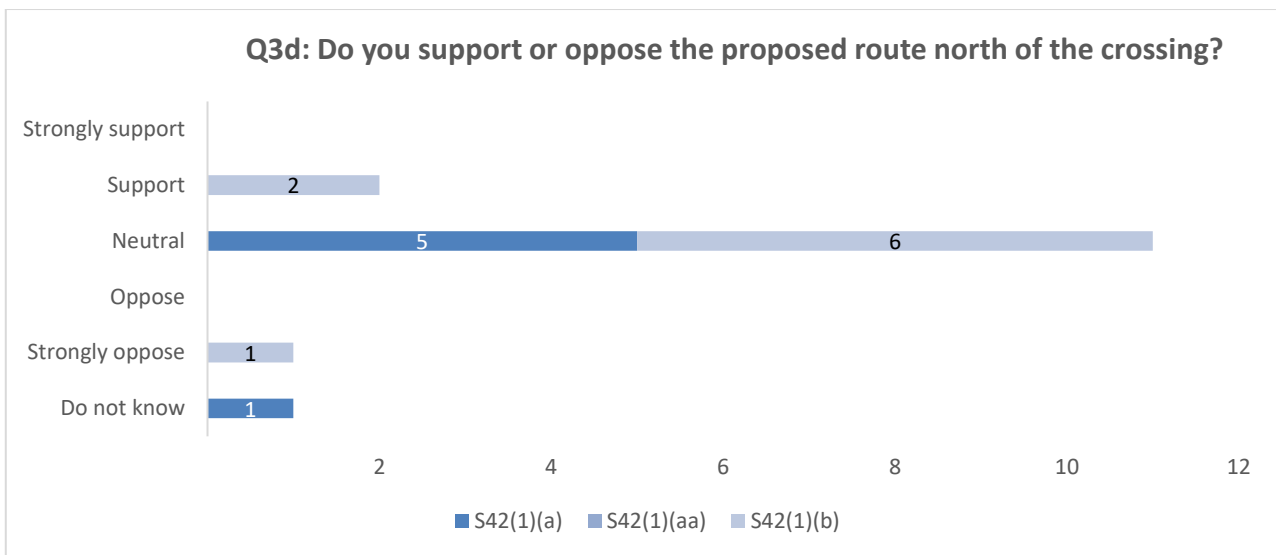
**Plate 11.26 Answers from members of the public and other non-prescribed organisations to Q3d (n=20,375)**



**Plate 11.27 Answers from PILs to Q3d (n=199)**



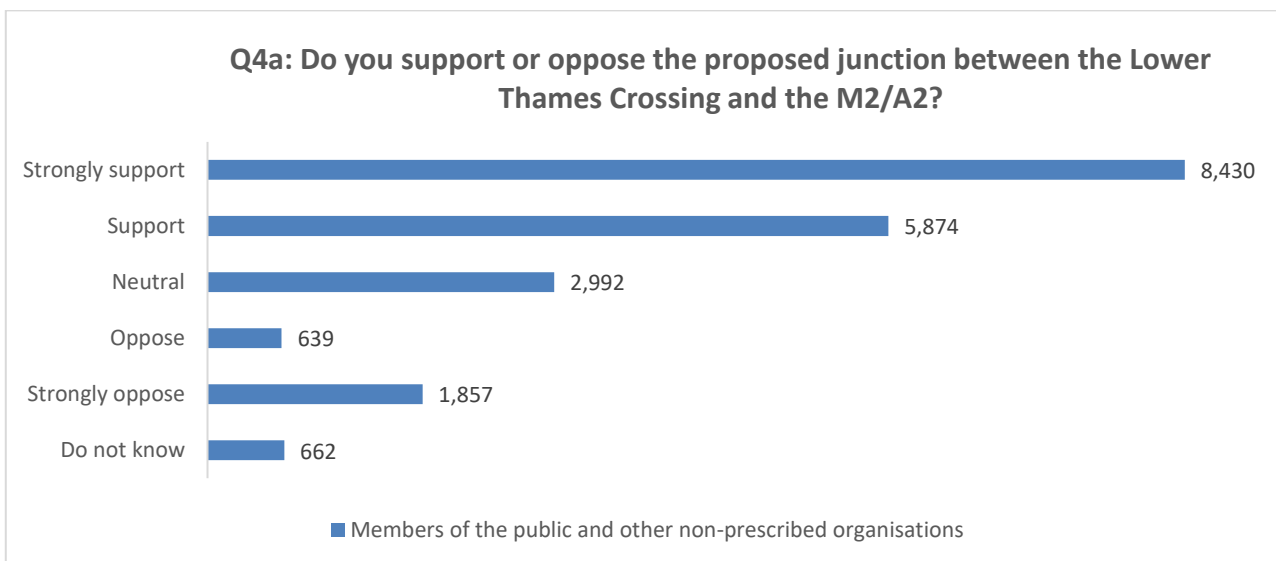
**Plate 11.28 Answers from prescribed bodies and local authorities to Q3d (n=15)**



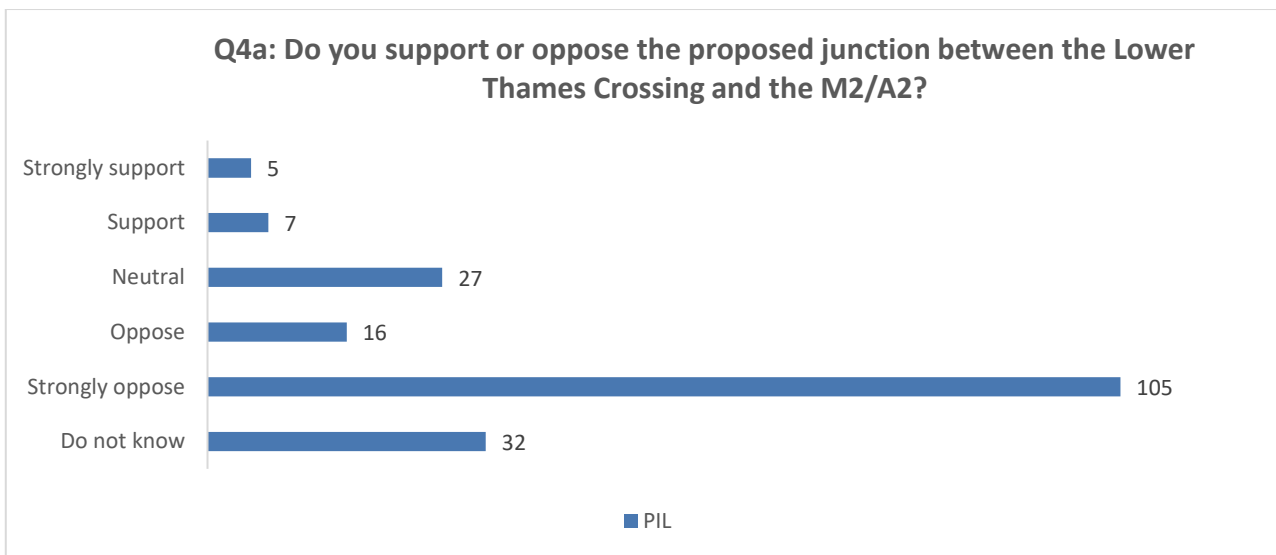
11.3.23 Q4a asked: ‘Do you support or oppose the proposed junction between the Lower Thames Crossing and the M2/A2?’

11.3.24 In total, 20,660 respondents answered this question.

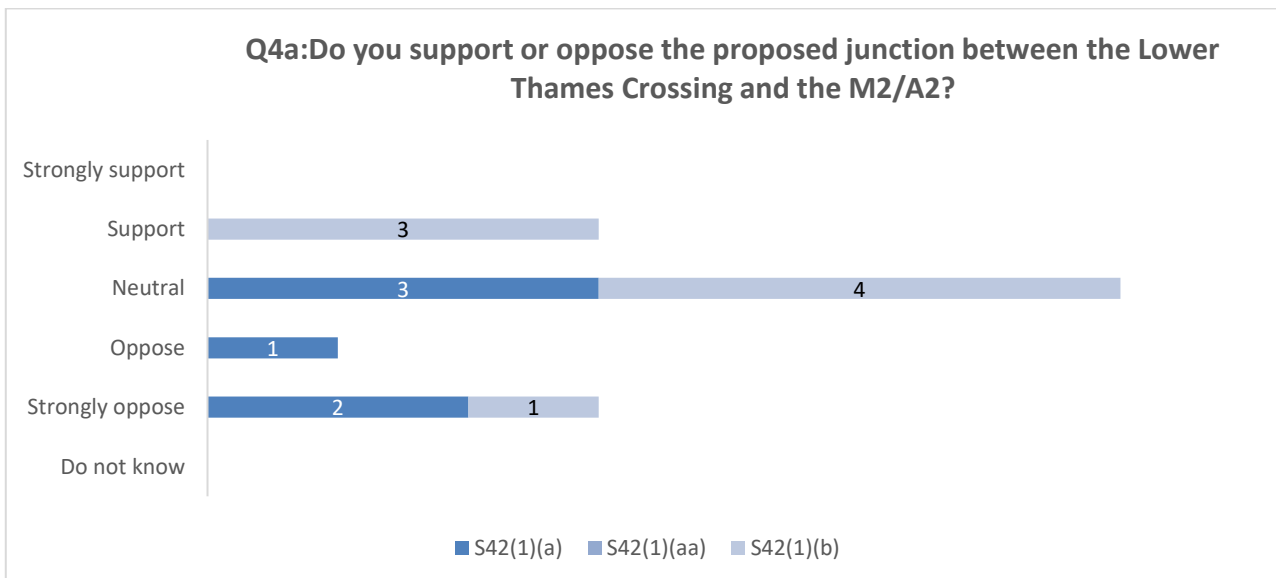
**Plate 11.29 Answers from members of the public and other non-prescribed organisations to Q4a (n=20,454)**



**Plate 11.30 Answers from PILs to Q4a (n=192)**



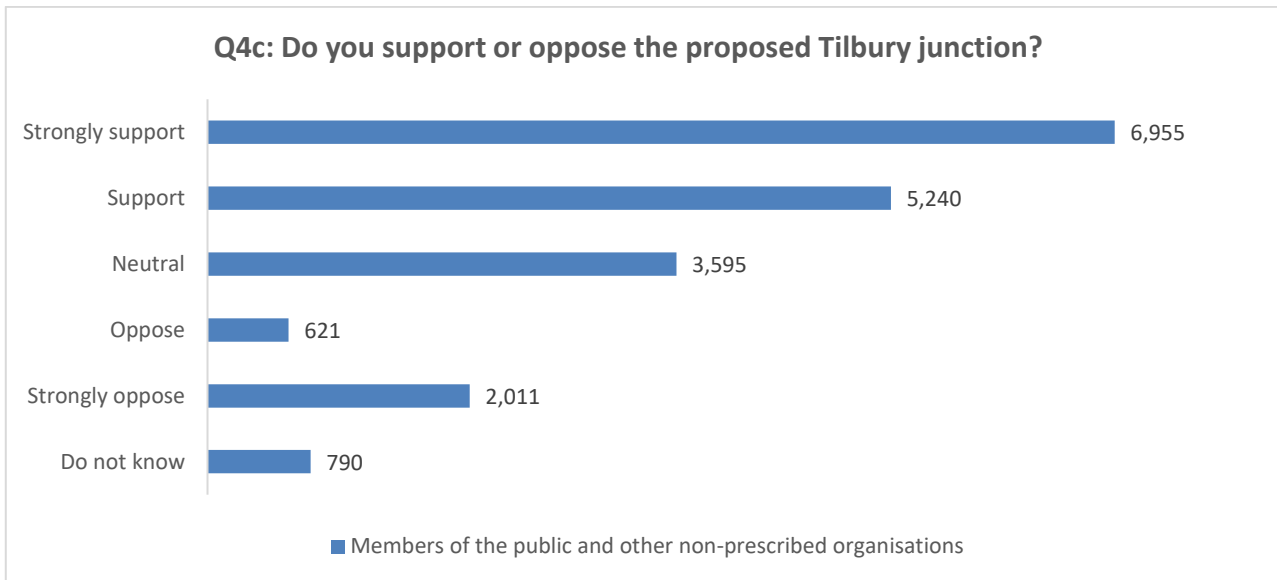
**Plate 11.31 Answers from prescribed bodies and local authorities to Q4a (n=14)**



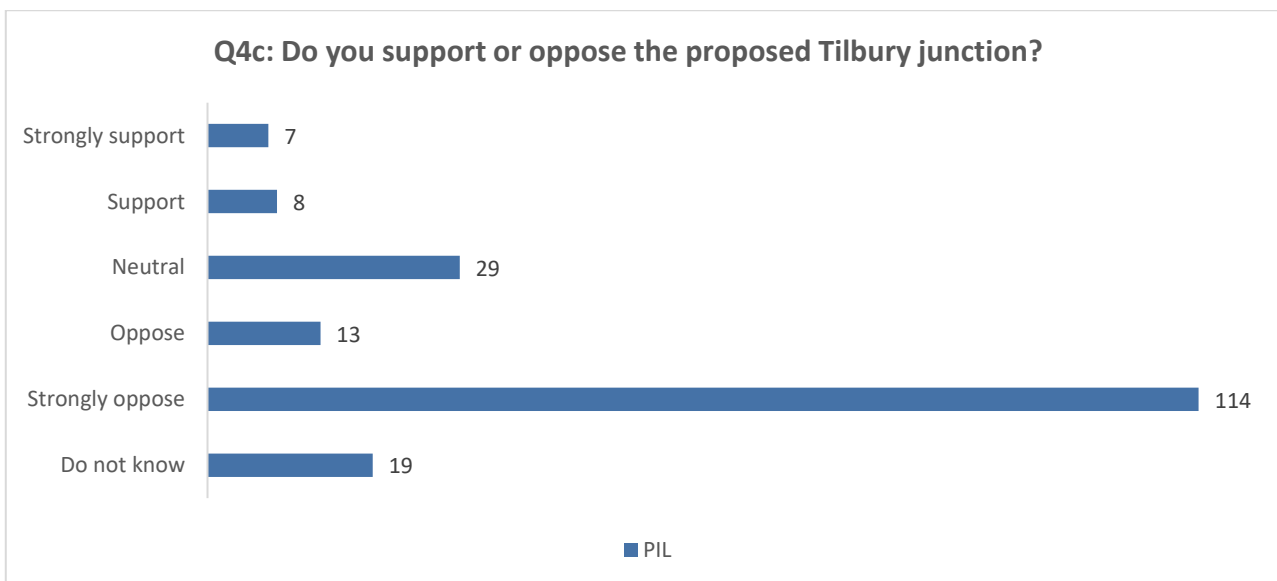
11.3.25 Q4c asked: 'Do you support or oppose the proposed Tilbury junction?'

11.3.26 In total, 19,416 respondents answered this question.

**Plate 11.32 Answers from members of the public and other non-prescribed organisations to Q4c (n=19,212)**

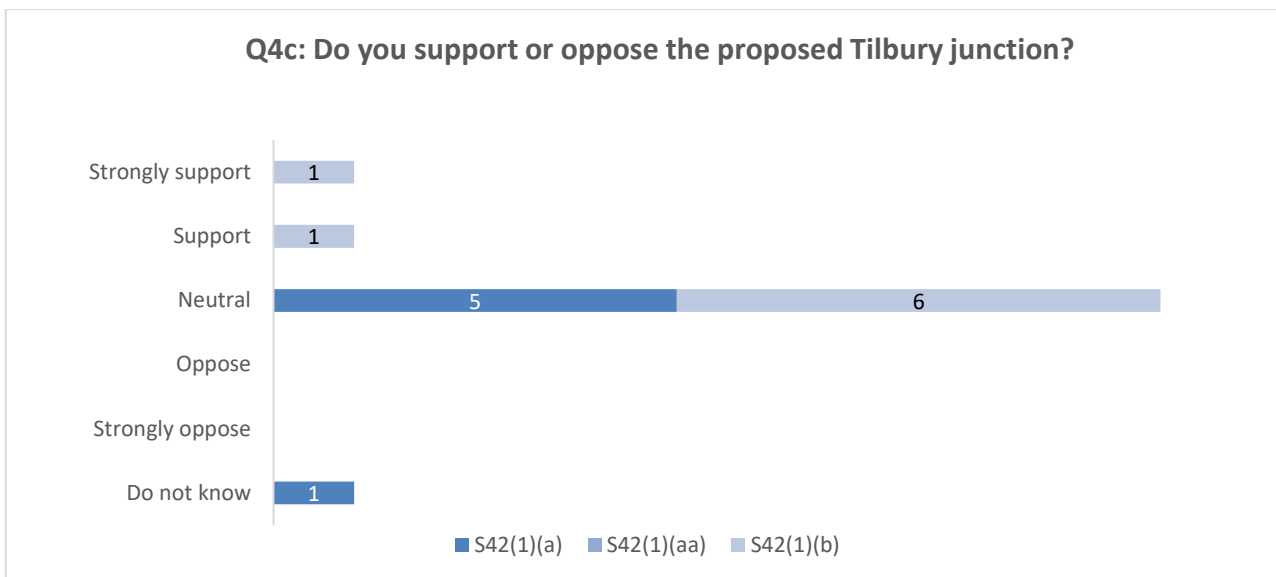


**Plate 11.33 Answers from PILs to Q4c (n=190)**





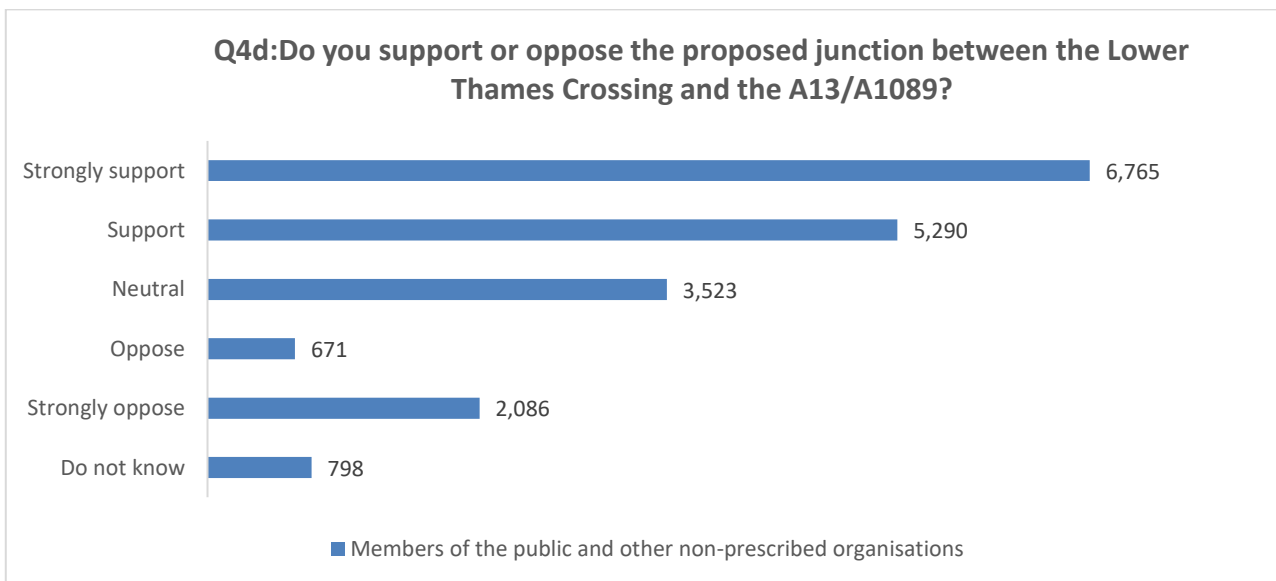
**Plate 11.34 Answers from prescribed bodies and local authorities to Q4c (n=14)**



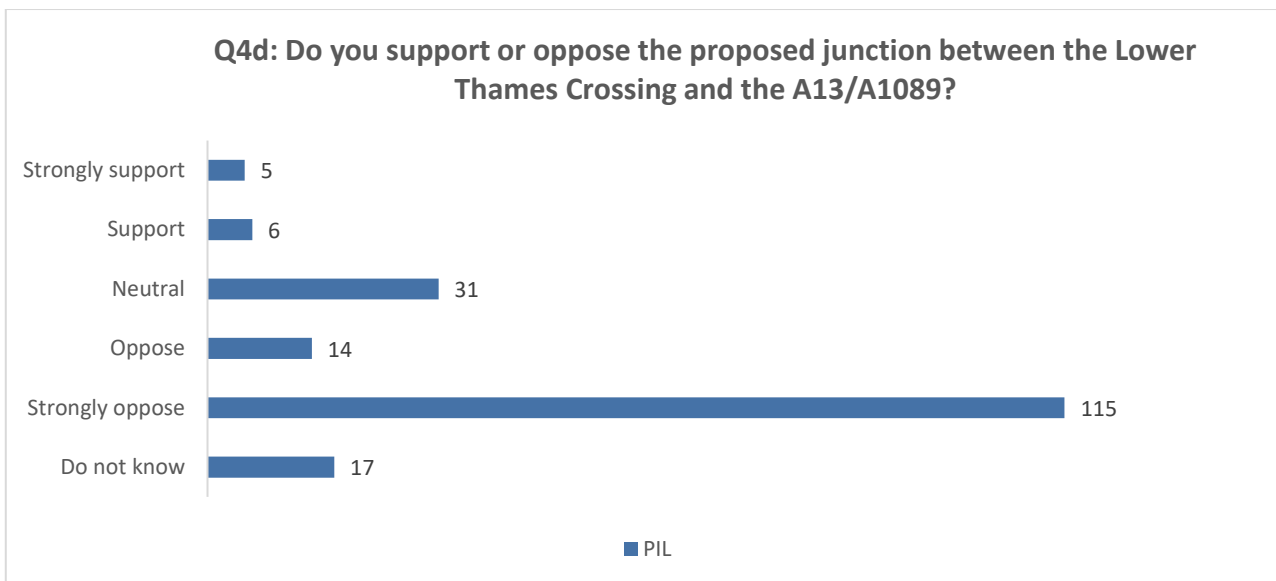
11.3.27 Q4d asked: *‘Do you support or oppose the proposed junction between the Lower Thames Crossing and the A13/A1089?’*

11.3.28 In total, 19,335 respondents answered this question.

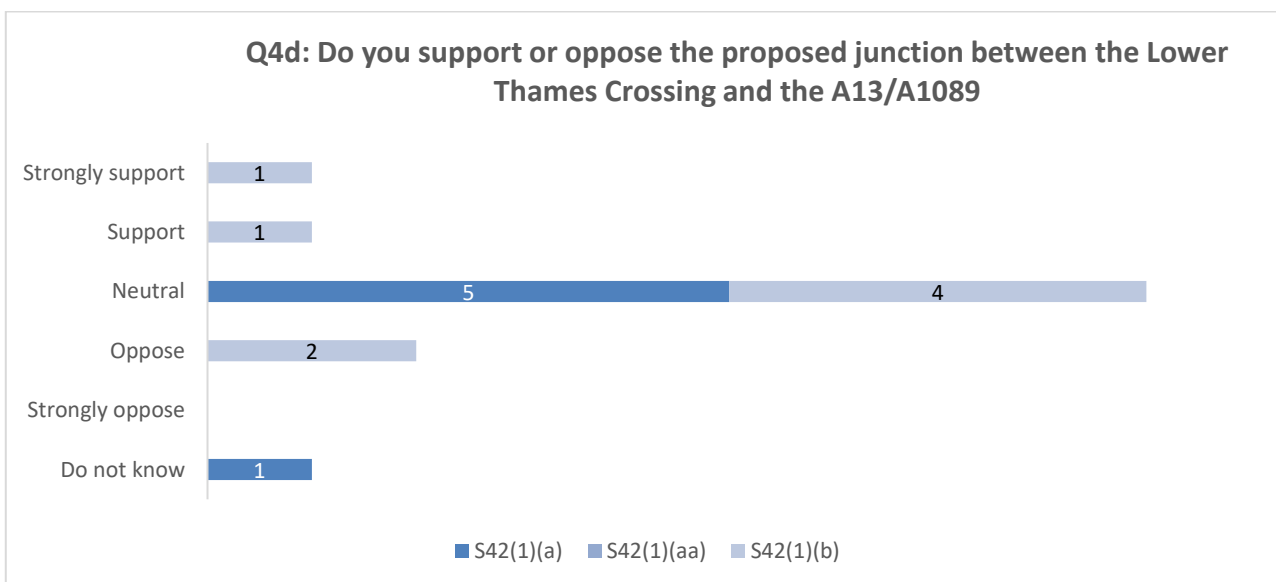
**Plate 11.35 Answers from members of the public and other non-prescribed organisations to Q4d (n=19,133)**



**Plate 11.36 Answers from PILs to Q4d (n=188)**



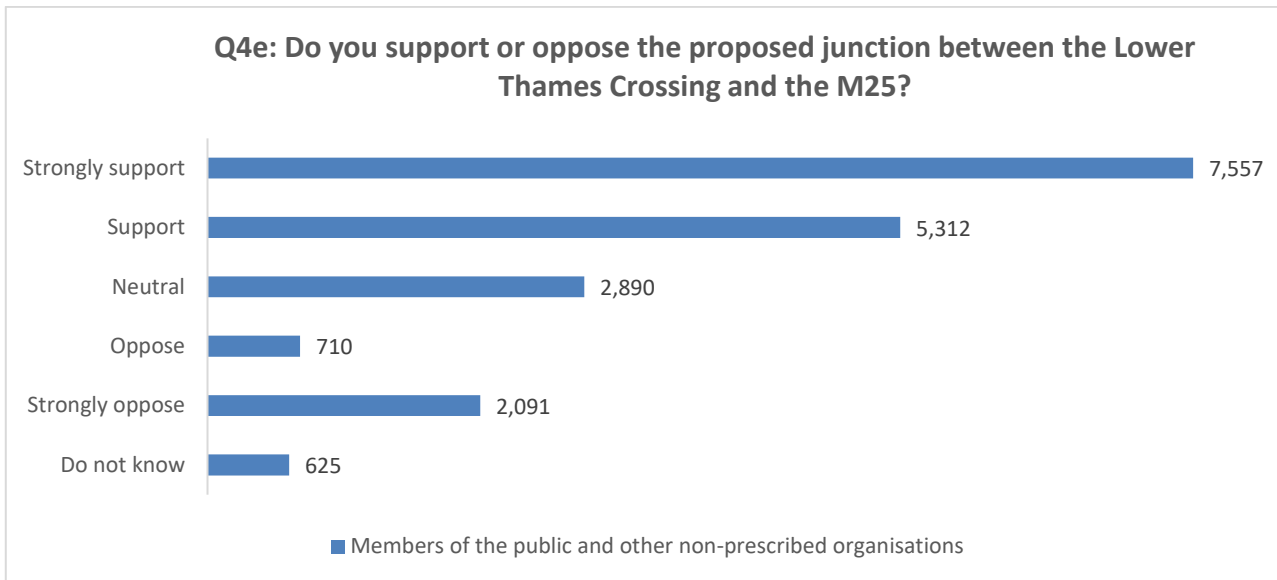
**Plate 11.37 Answers from prescribed bodies and local authorities to Q4d (n=14)**



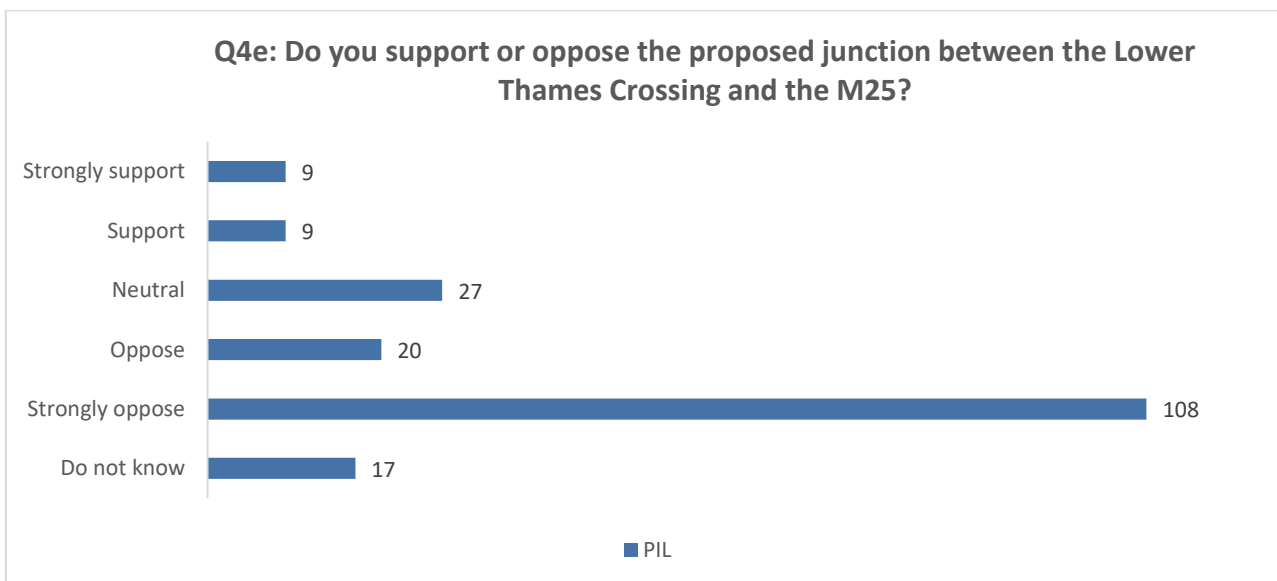
11.3.29 Q4e asked: *‘Do you support or oppose the proposed junction between the Lower Thames Crossing and the M25?’*

11.3.30 In total, 19,388 respondents answered this question.

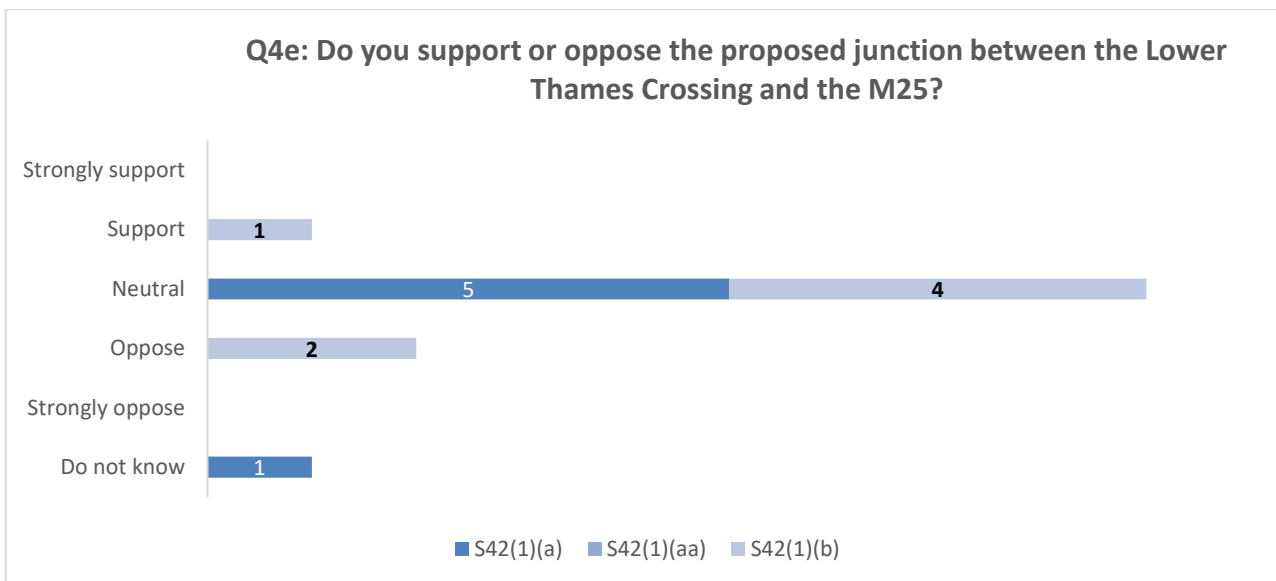
**Plate 11.38 Answers from members of the public and other non-prescribed organisations to Q4e (n=19,185)**



**Plate 11.39 Answers from PILs to Q4e (n=190)**



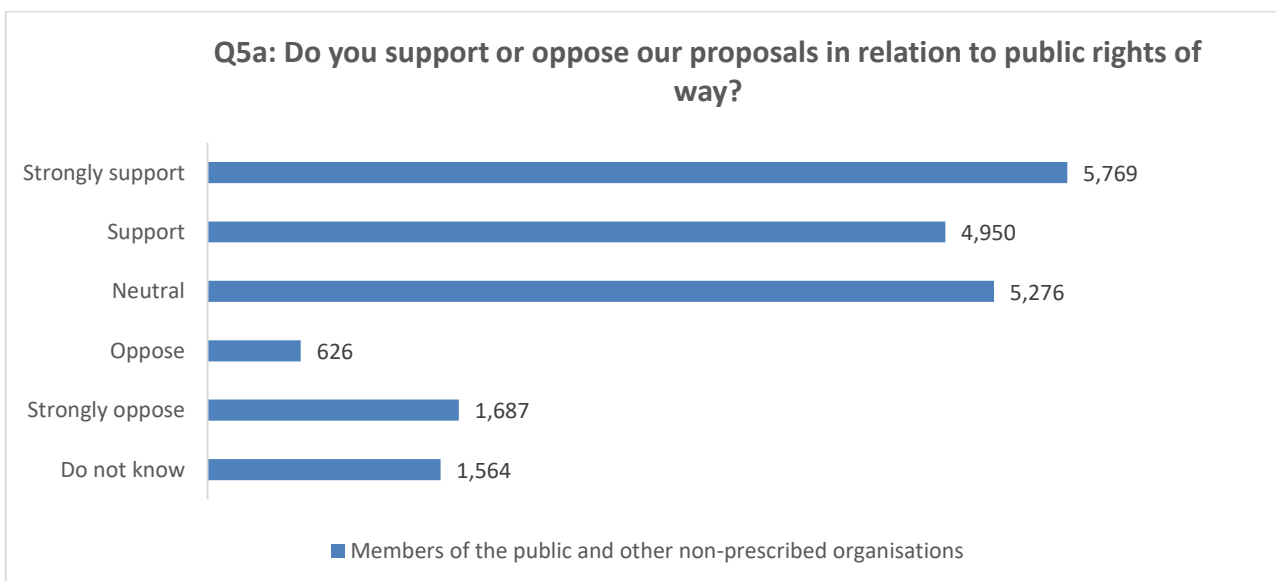
**Plate 11.40 Answers from prescribed bodies and local authorities to Q4e (n=13)**



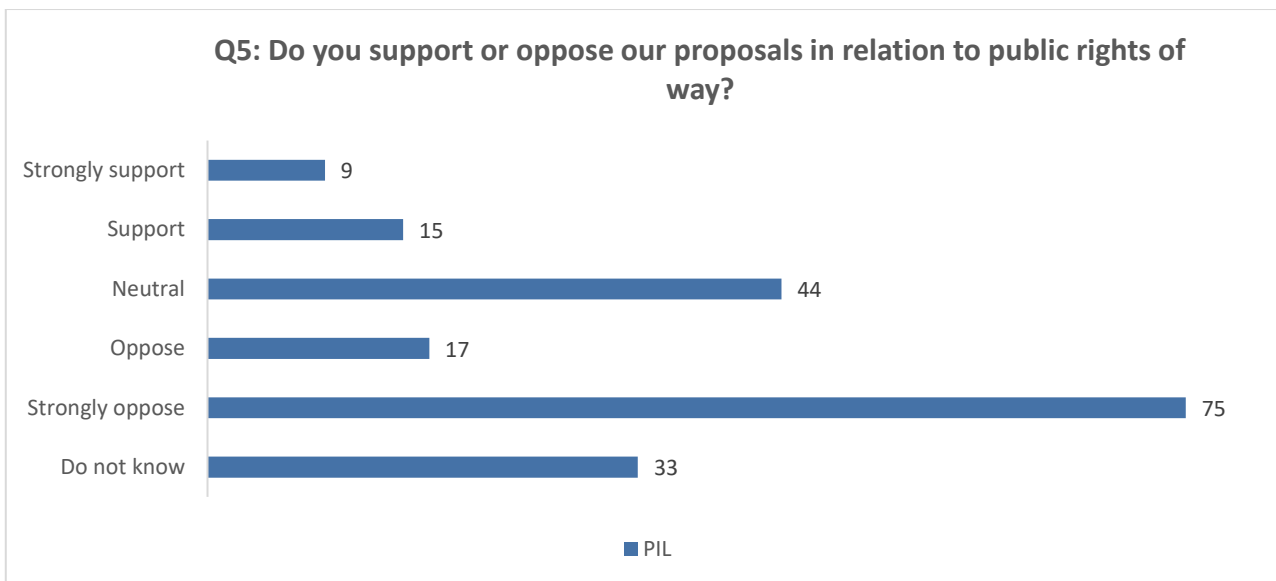
11.3.31 Q5a asked: ‘Do you support or oppose our proposals in relation to public rights of way?’

11.3.32 In total, 20,080 respondents answered this question.

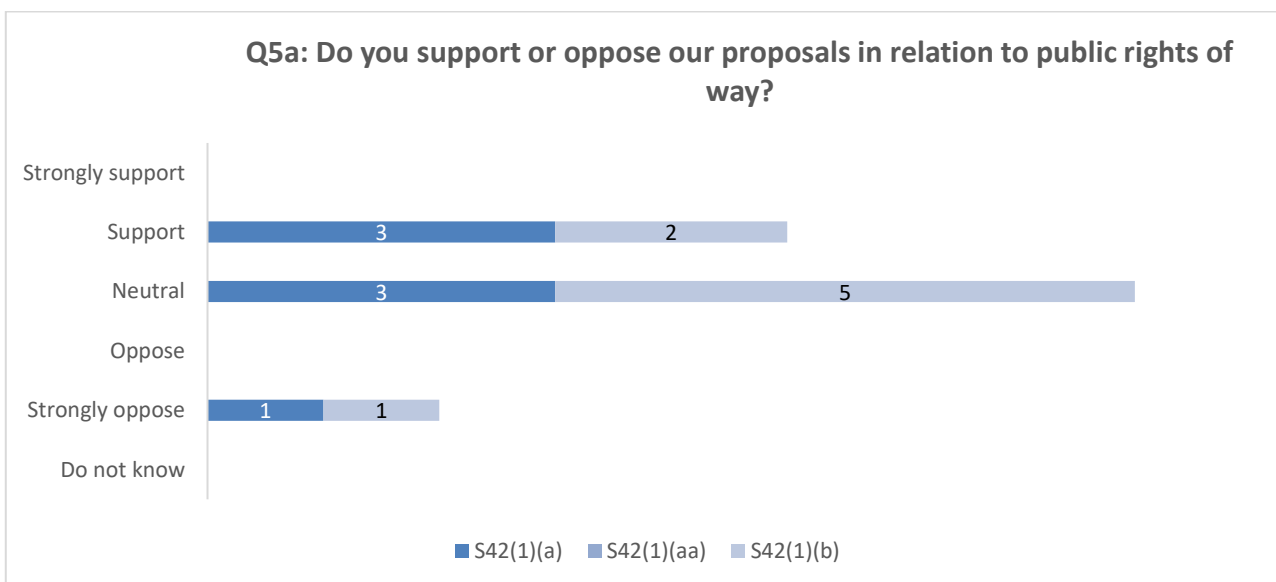
**Plate 11.41 Answers from members of the public and other non-prescribed organisations to Q5a (n=19,872)**



**Plate 11.42 Answers from PILs to Q5a (n=193)**



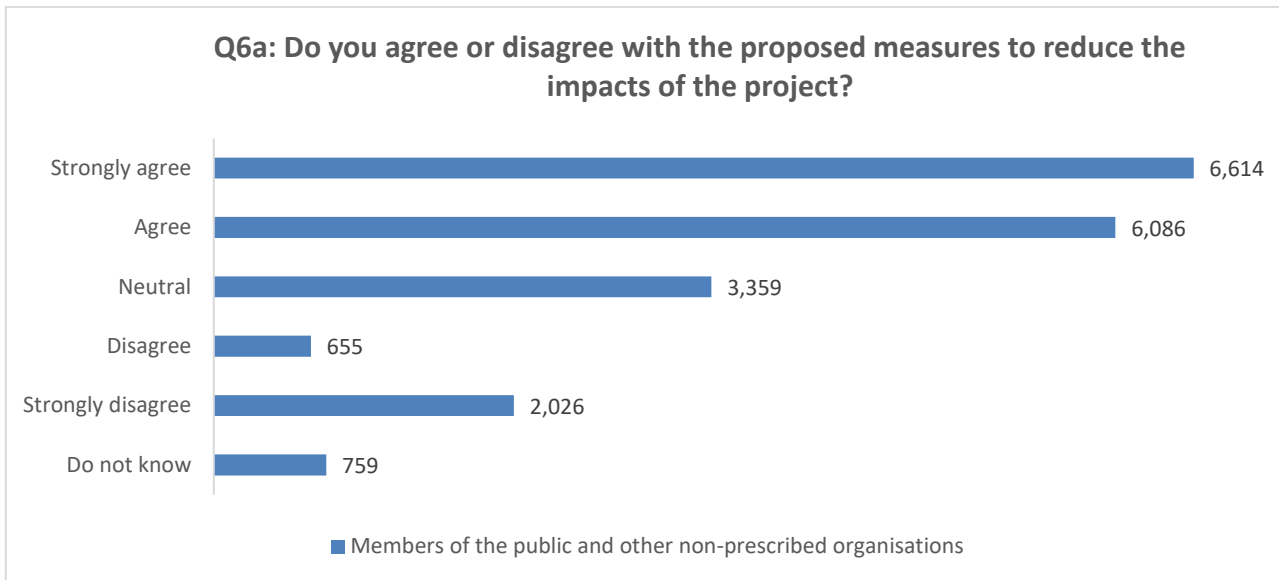
**Plate 11.43 Answers from prescribed bodies and local authorities to Q5a (n=15)**



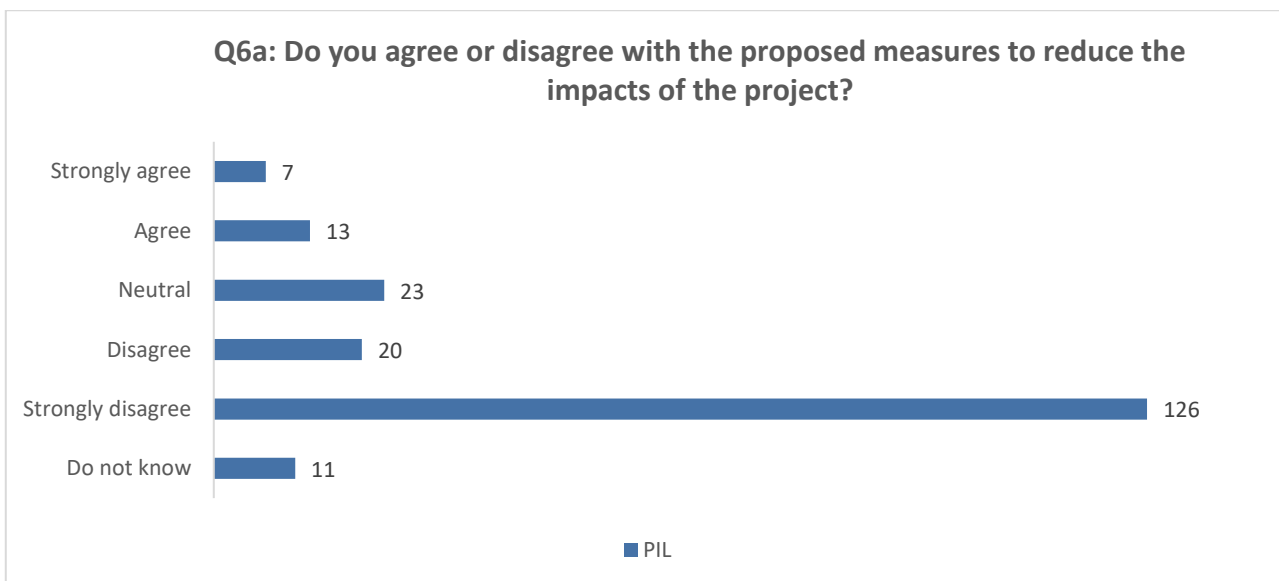
11.3.33 Q6a asked: *‘Do you agree or disagree with the proposed measures to reduce the impacts of the project?’*

11.3.34 In total, 19,713 respondents answered this question.

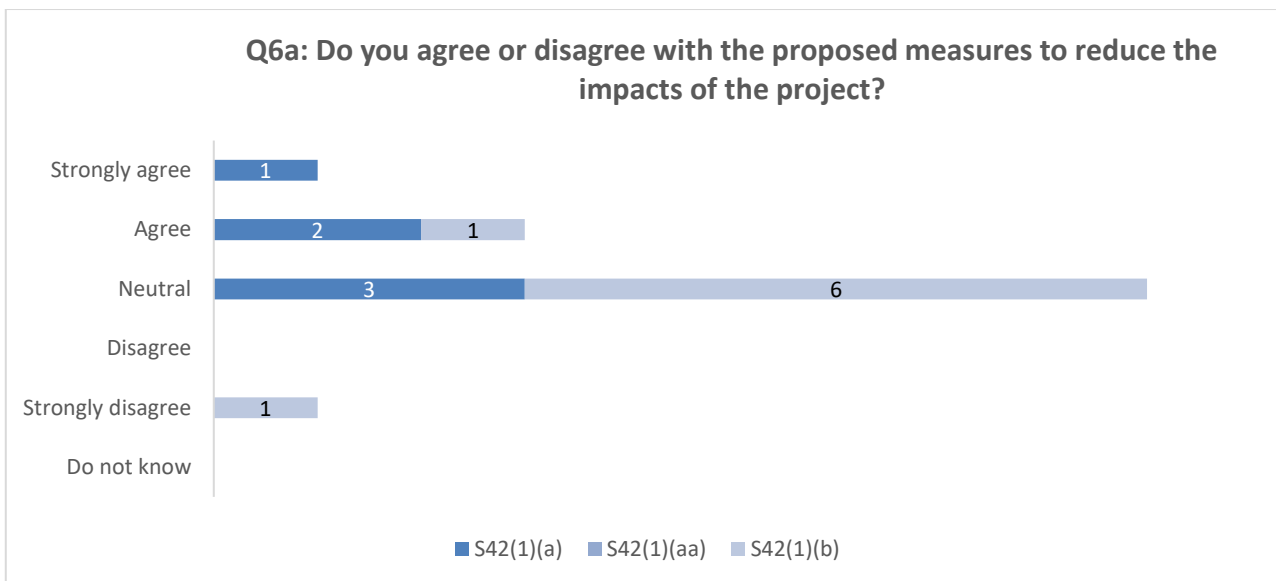
**Plate 11.44 Answers from members of the public and other non-prescribed organisations to Q6a (n=19,499)**



**Plate 11.45 Answers from PILs to Q6a (n=200)**



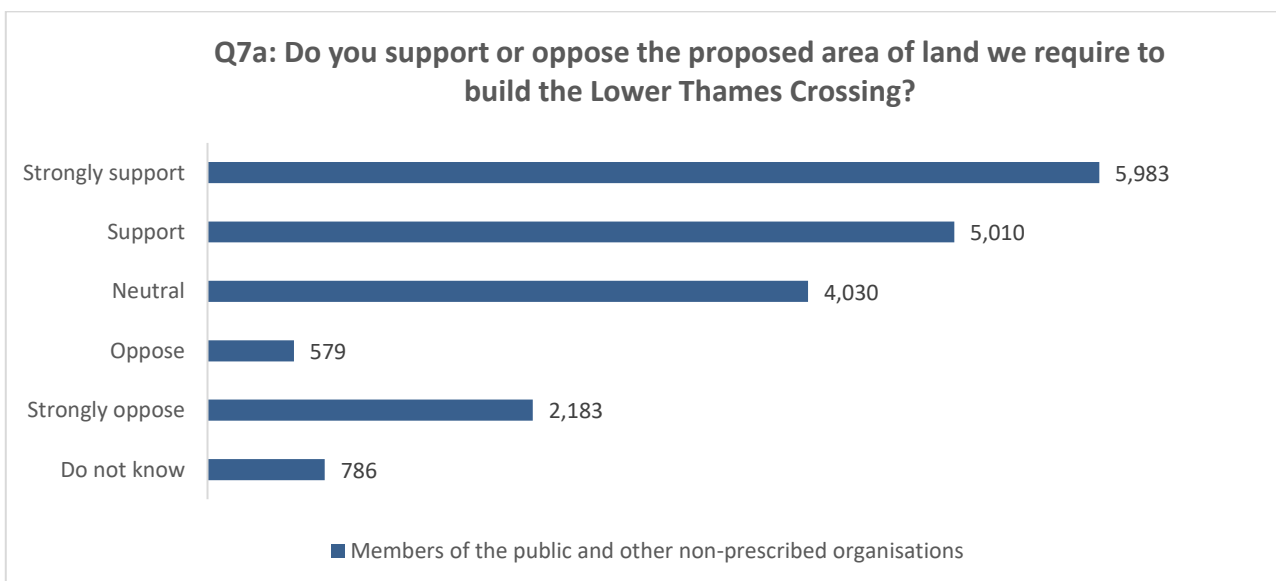
**Plate 11.46 Answers from prescribed bodies and local authorities to Q6a (n=14)**



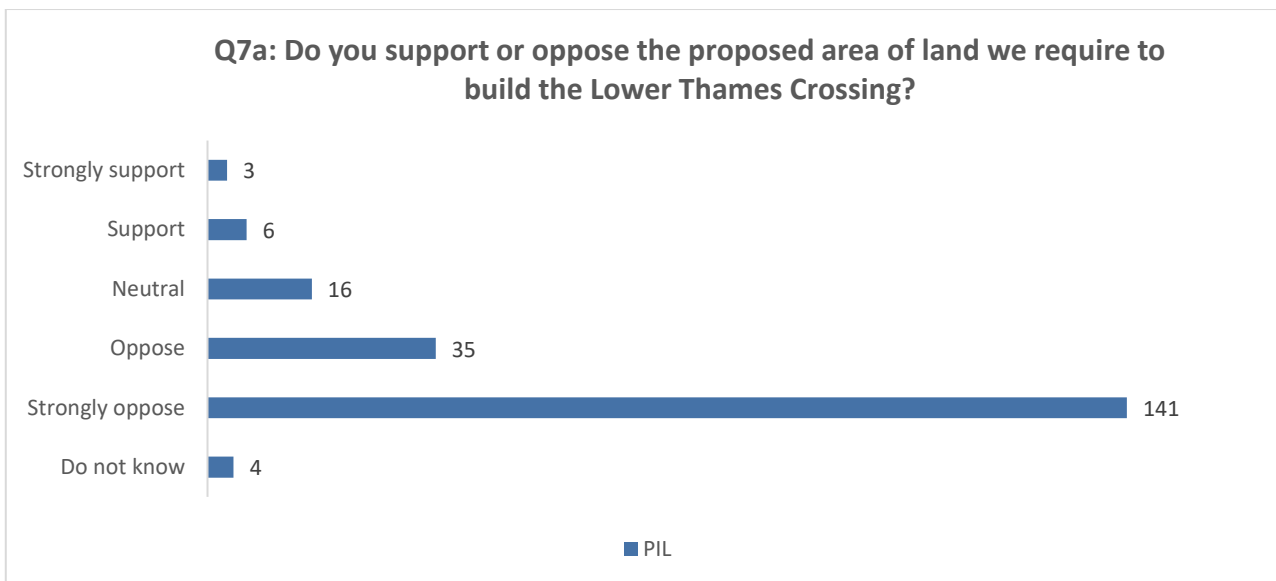
11.3.35 Q7a asked: ‘Do you support or oppose the proposed area of land we require to build the Lower Thames Crossing?’

11.3.36 In total, 18,789 respondents answered this question.

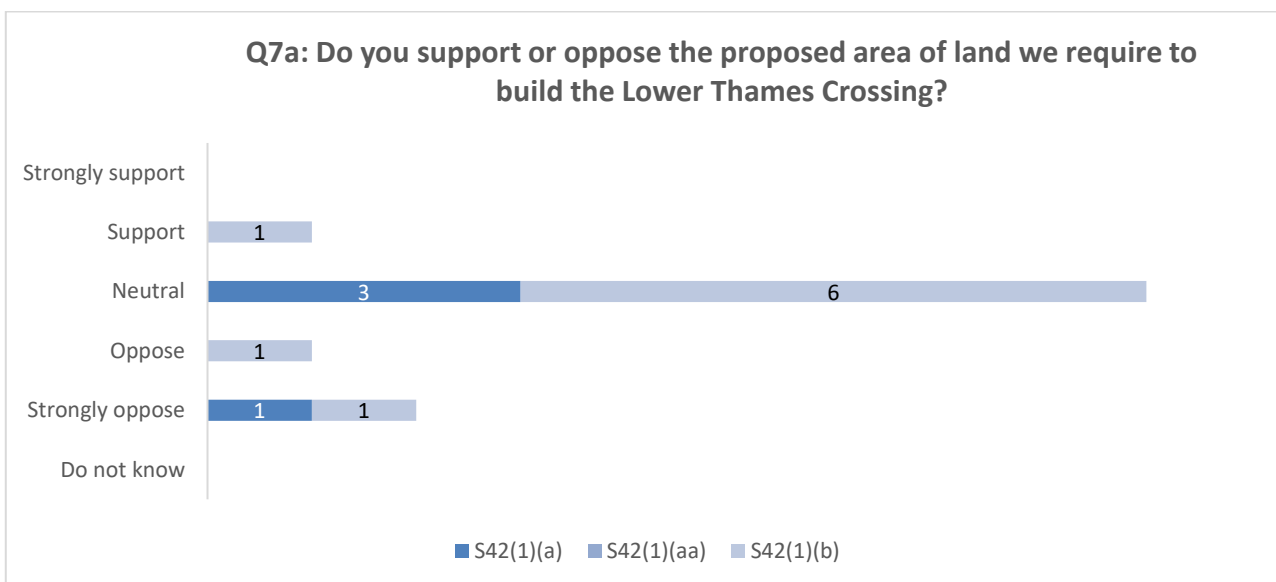
**Plate 11.47 Answers from members of the public and other non-prescribed organisations to Q7a (n=18,571)**



**Plate 11.48 Answers from PILs to Q7a (n=205)**



**Plate 11.49 Answers from prescribed bodies and local authorities to Q7a (n=13)**

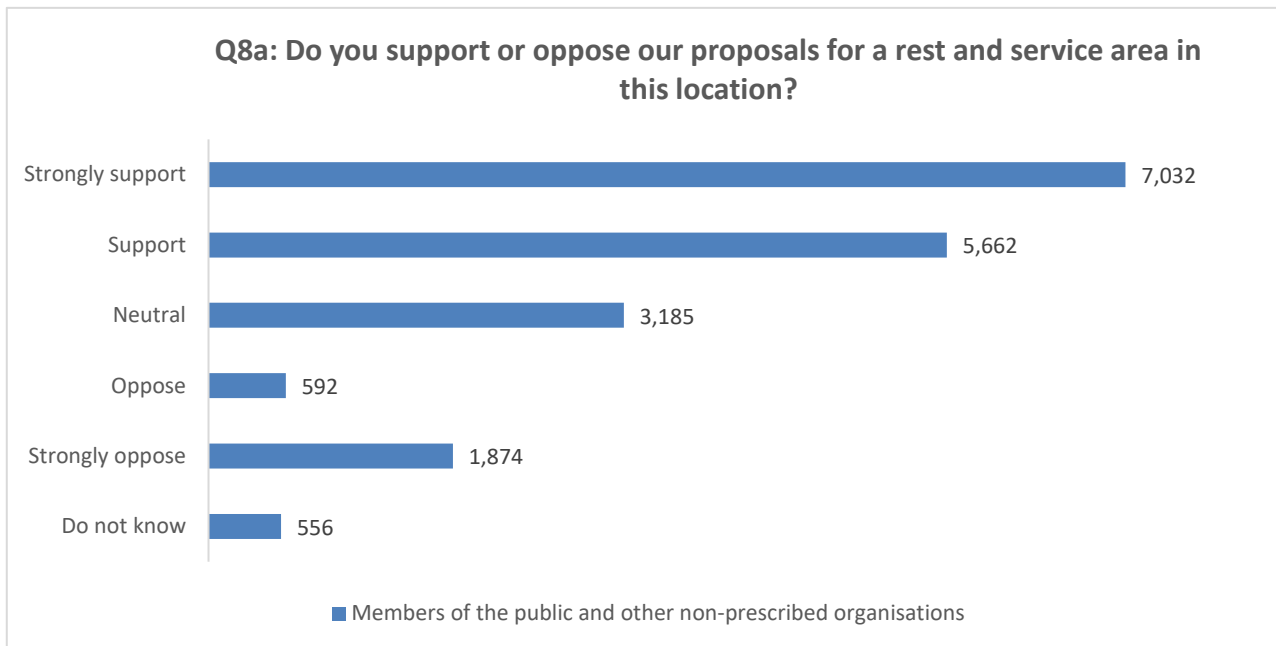


11.3.37 Q8a asked: ‘Do you support or oppose our proposals for a rest and service area in this location?’

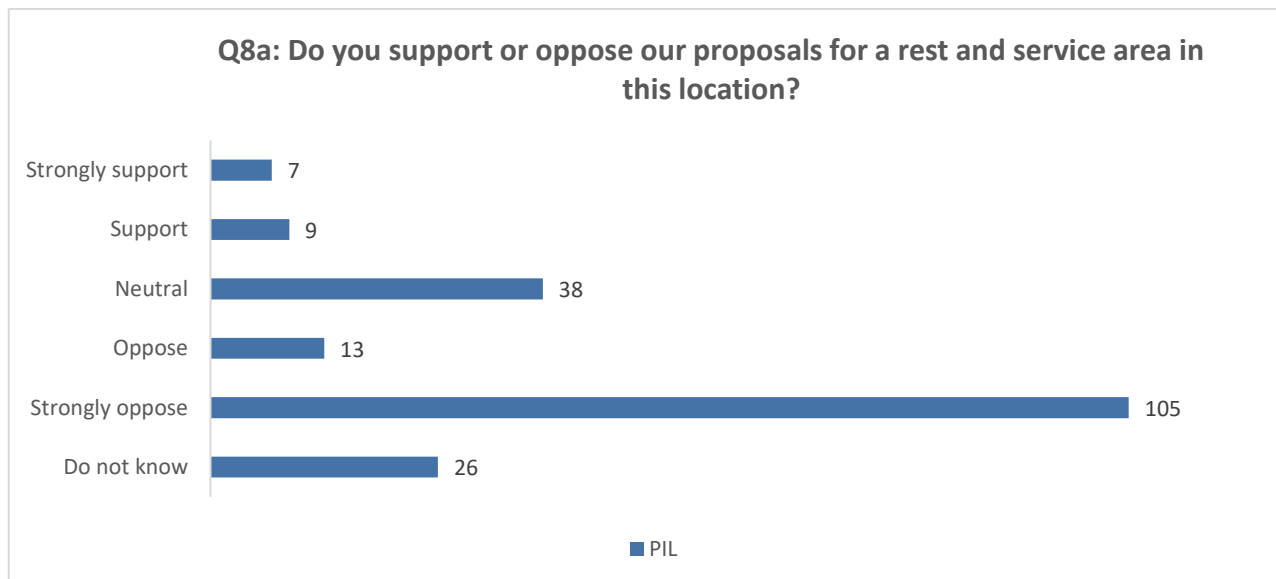
11.3.38 In total, 19,113 respondents answered this question.



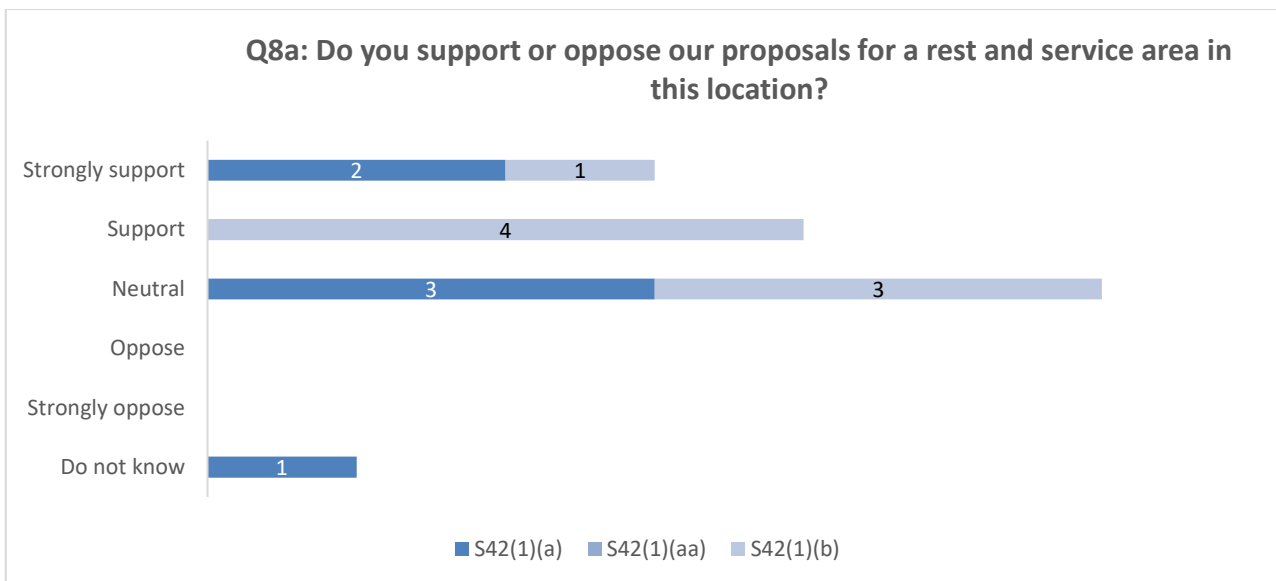
### Plate 11.50 Answers from members of the public and other non-prescribed organisations to Q8a (n=18,901)



### Plate 11.51 Answers from PILs to Q8a (n=198)



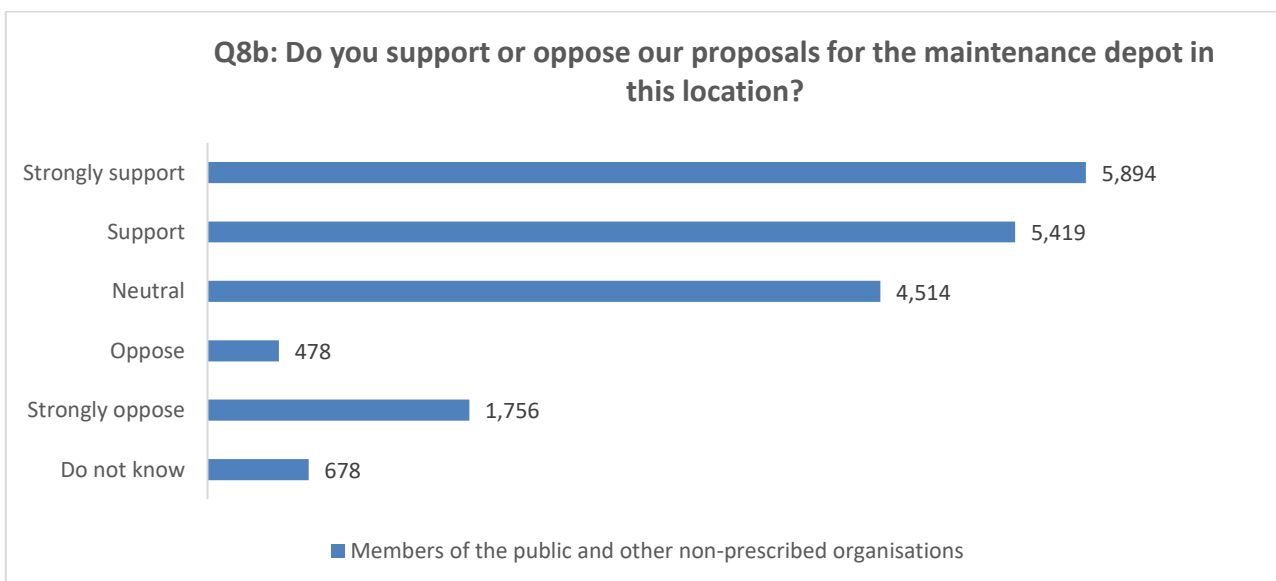
**Plate 11.52 Answers from prescribed bodies and local authorities to Q8a (n=14)**



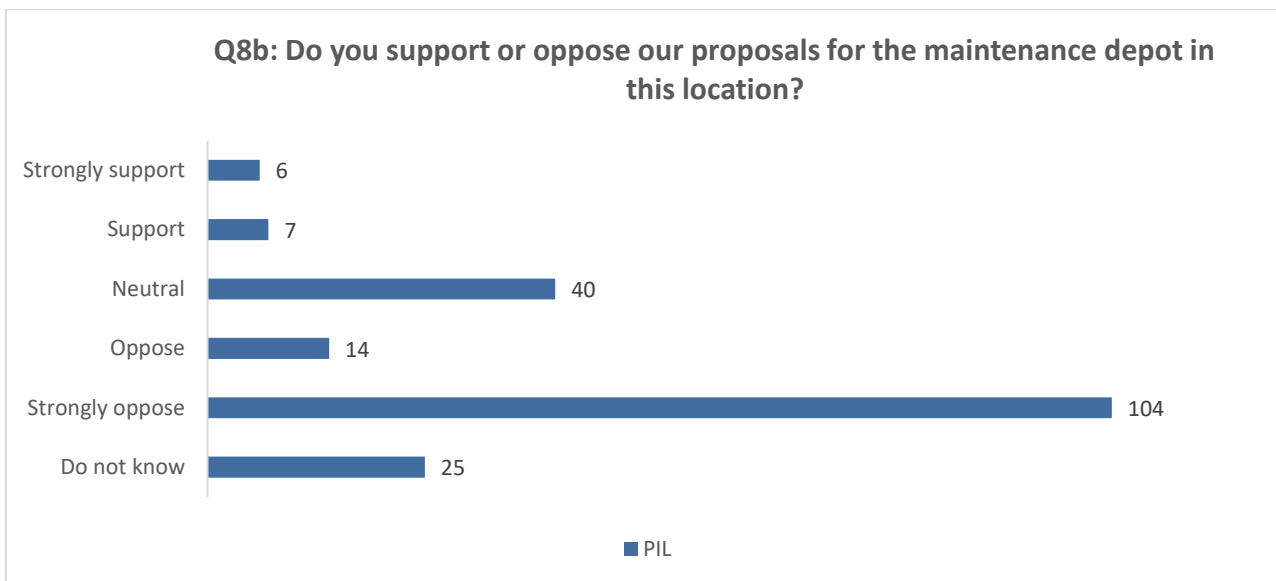
11.3.39 Q8b asked: ‘Do you support or oppose our proposals for the maintenance depot in this location?’

11.3.40 In total, 18,949 respondents answered this question.

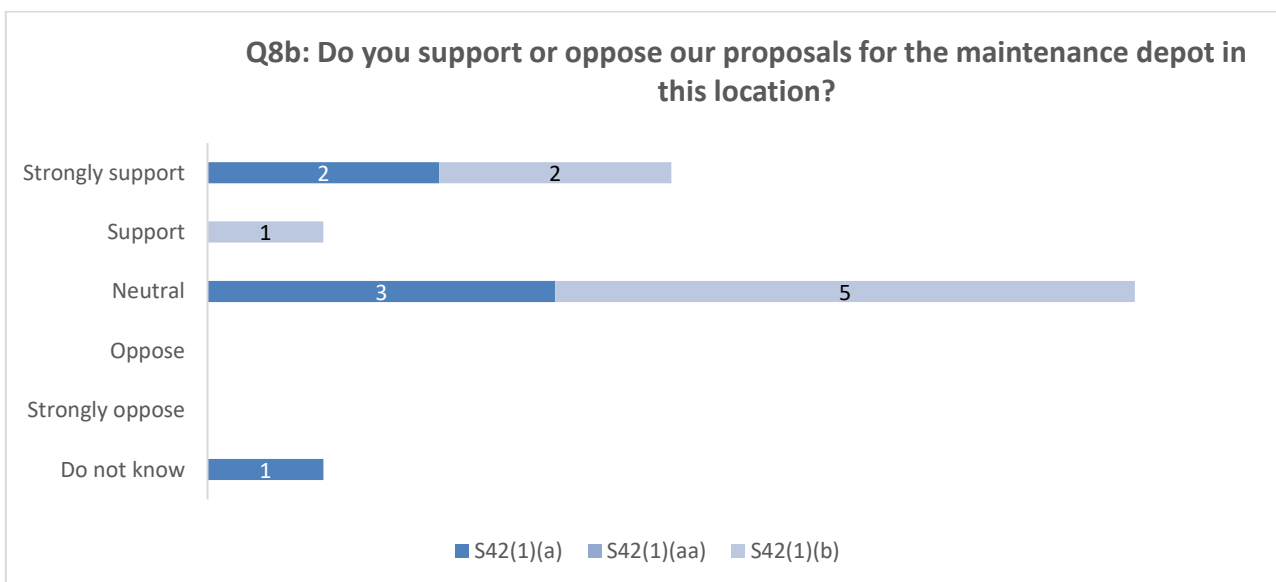
**Plate 11.53 Answers from members of the public and other non-prescribed organisations to Q8b (n=18,739)**



**Plate 11.54 Answers from PILs to Q8b (n=196)**



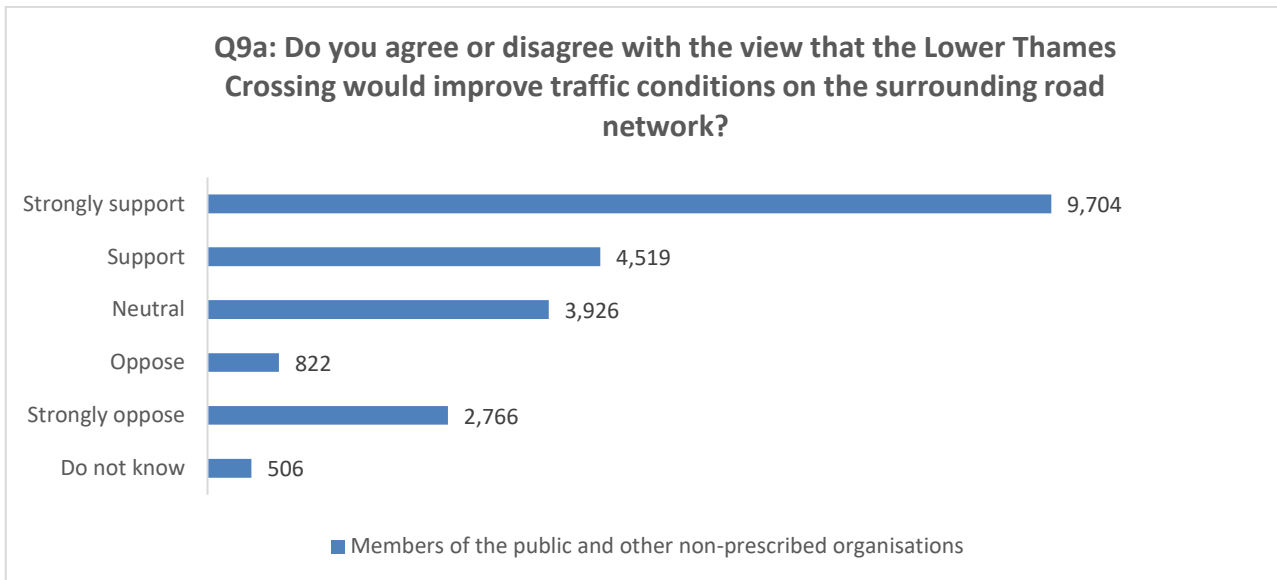
**Plate 11.55 Answers from prescribed bodies and local authorities to Q8b (n=14)**



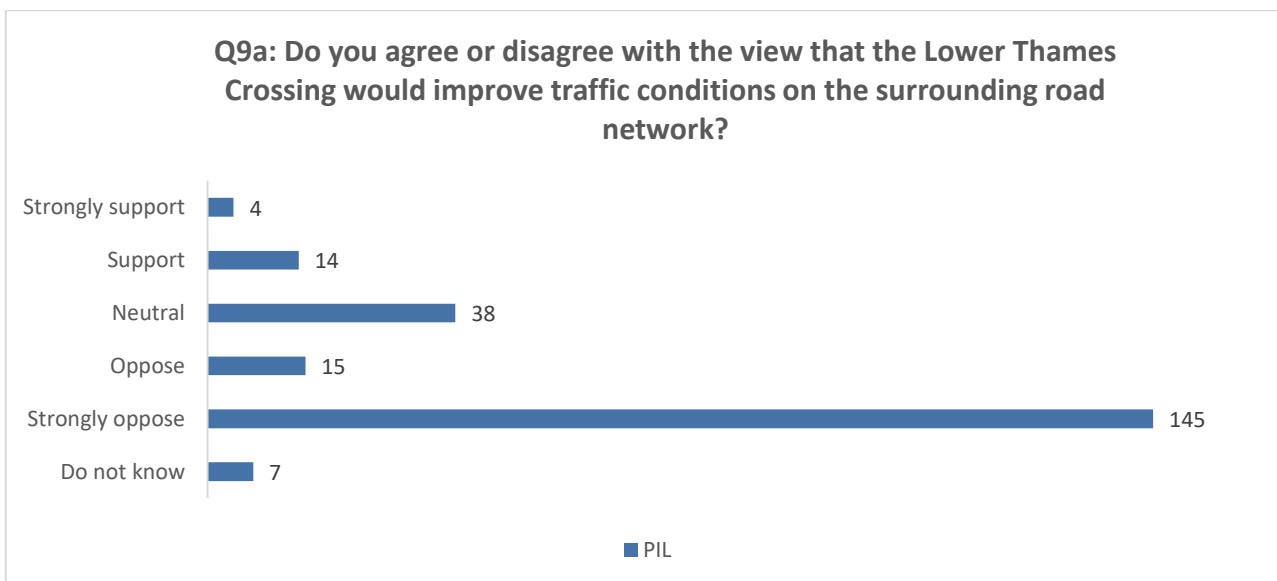
11.3.41 Q9a asked: *‘Do you agree or disagree with the view that the Lower Thames Crossing would improve traffic conditions on the surrounding road network?’*

11.3.42 In total, 22,487 respondents answered this question.

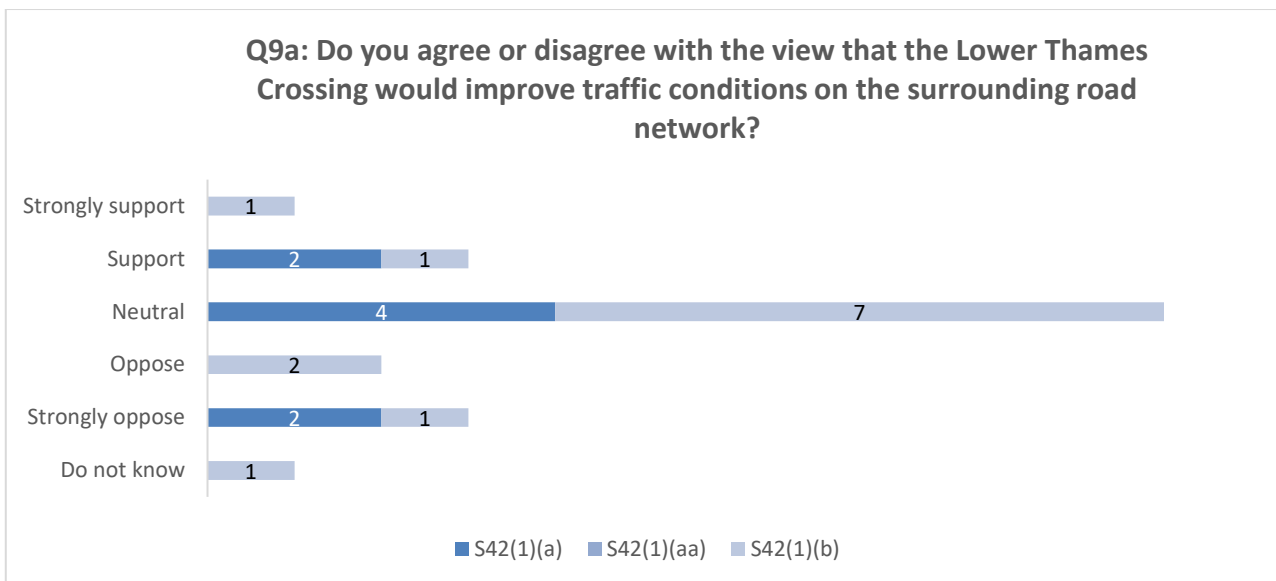
**Plate 11.56 Answers from members of the public and other non-prescribed organisations to Q9a (n=22,243)**



**Plate 11.57 Answers from PILs to Q9a (n=223)**



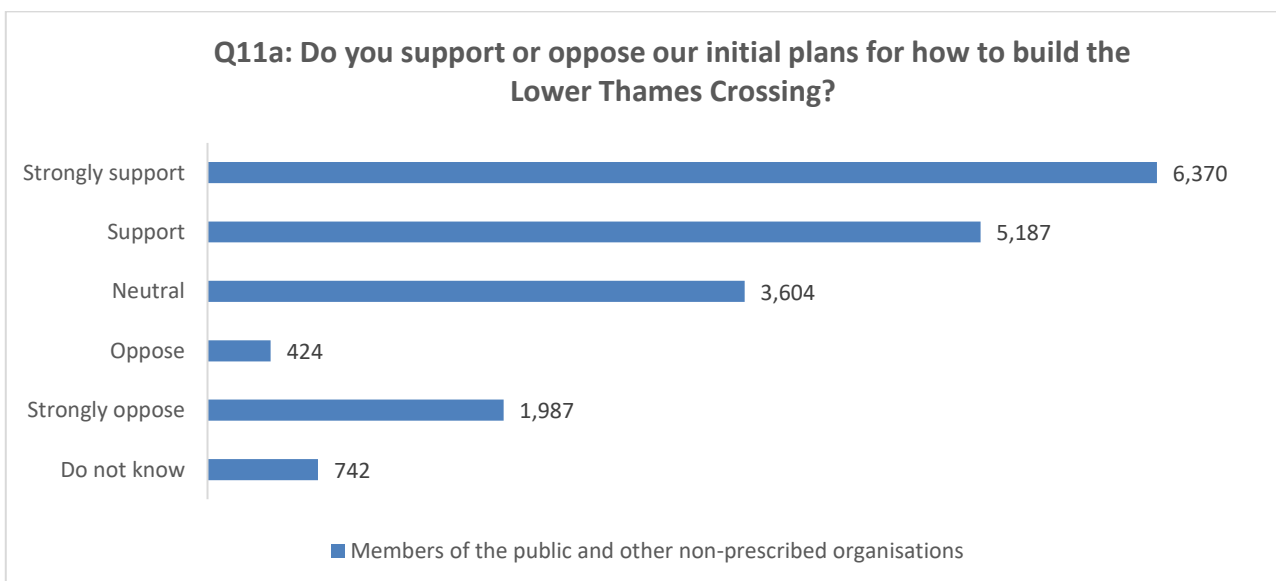
**Plate 11.58 Answers from prescribed bodies and local authorities to Q9a (n=21)**



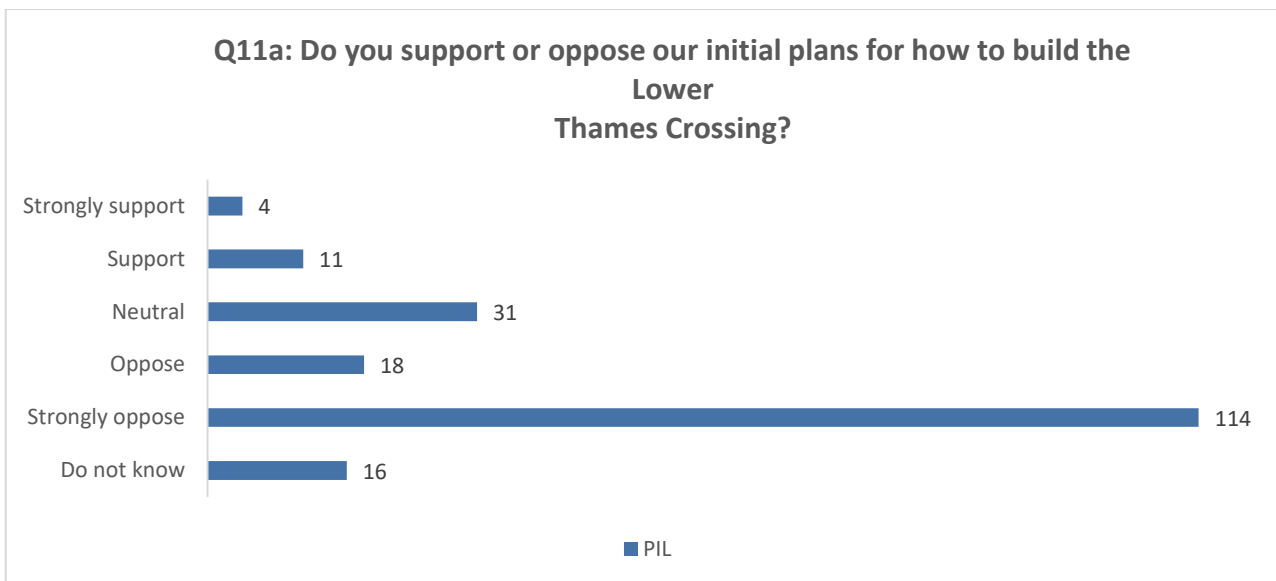
11.3.43 Q11a asked: ‘Do you support or oppose our initial plans for how to build the Lower Thames Crossing?’

11.3.44 In total, 18,523 respondents answered this question.

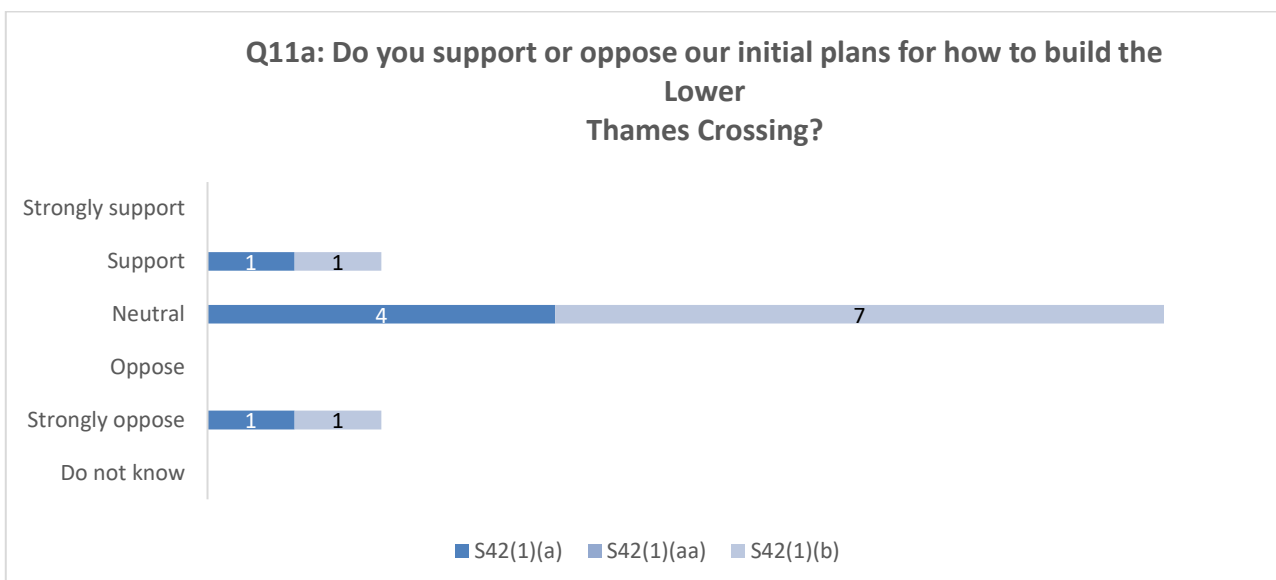
**Plate 11.59 Answers from members of the public and other non-prescribed organisations to Q11a (n=18,314)**



**Plate 11.60 Answers from PILs to Q11a (n=194)**



**Plate 11.61 Answers from prescribed bodies and local authorities to Q11a (n=15)**



11.3.45 Q14 asked ‘Please let us know what you think about the quality of our consultation materials, our events, the way in which we have notified people about our plans, and anything else related to this consultation.’

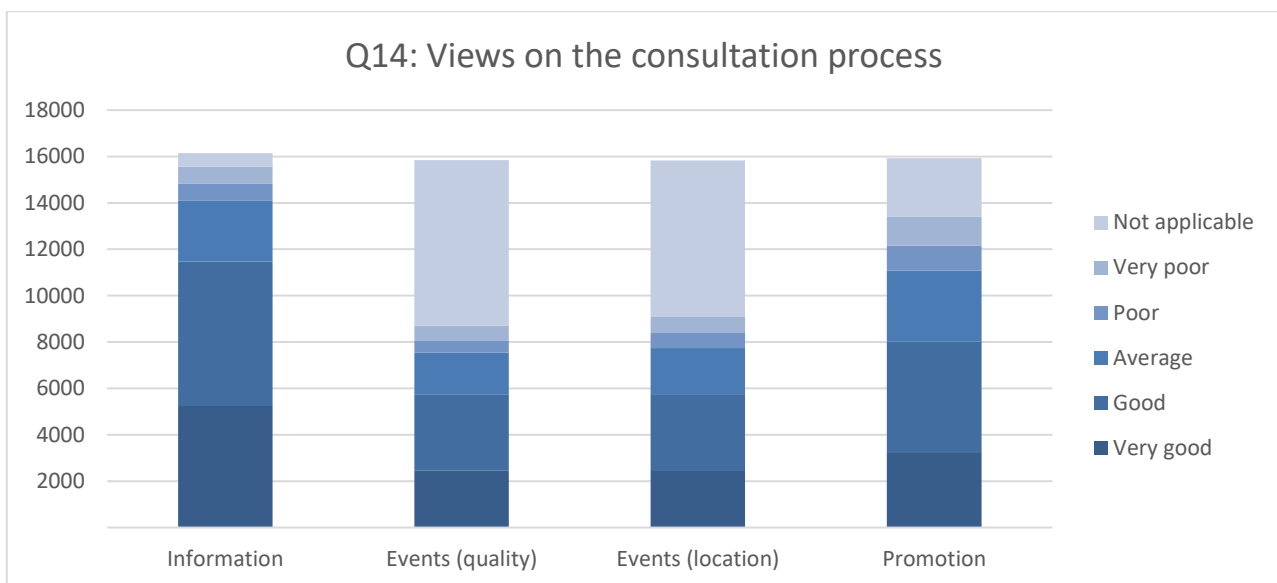
11.3.46 It then provided a set of 'level of agreement' options to select in relation to each of the following: information; events (quality); events (location); and promotion.

11.3.47 In total:

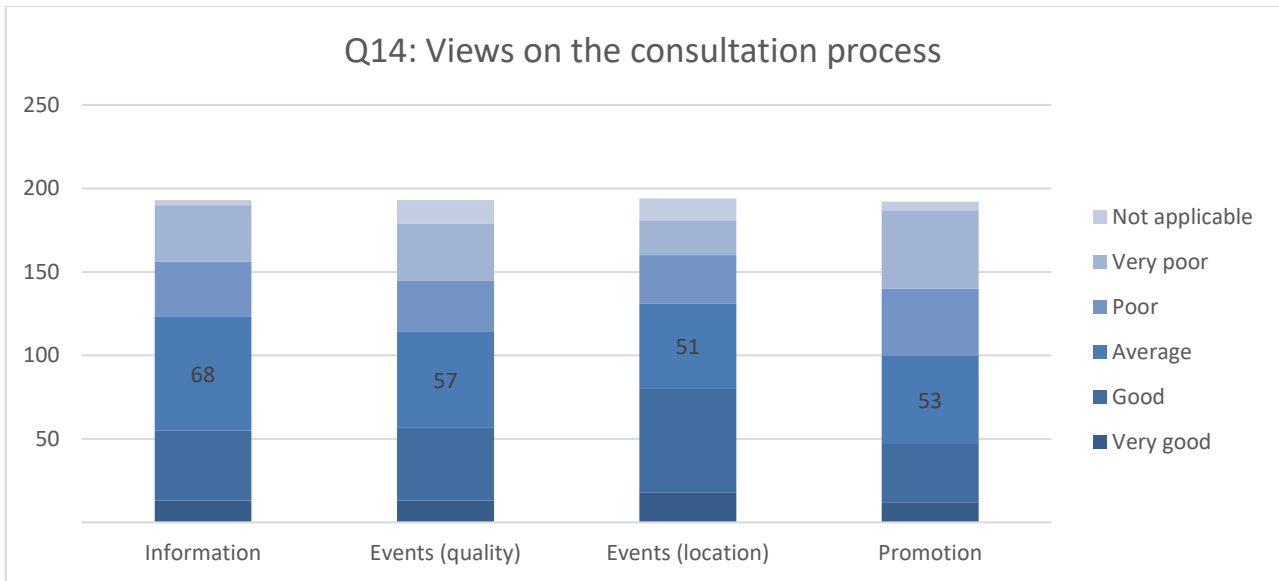
- a. 16,354 respondents answered the question asking for views on the consultation information. Of those 16,147 were members of the public, 193 were PILs and 14 were prescribed consultees.

- b. 16,052 answered the question asking for views on the quality of the events. Of those 15,845 were members of the public, 193 were PILs and 14 were prescribed consultees.
- c. 16,043 answered the question asking for views on the location of the events. Of those 15,836 were members of the public, 194 were PILs and 13 were prescribed consultees.
- d. 16,130 answered the question asking for views on the promotion of the events. Of those 15,924 were members of the public, 192 were PILs and 14 were prescribed consultees.

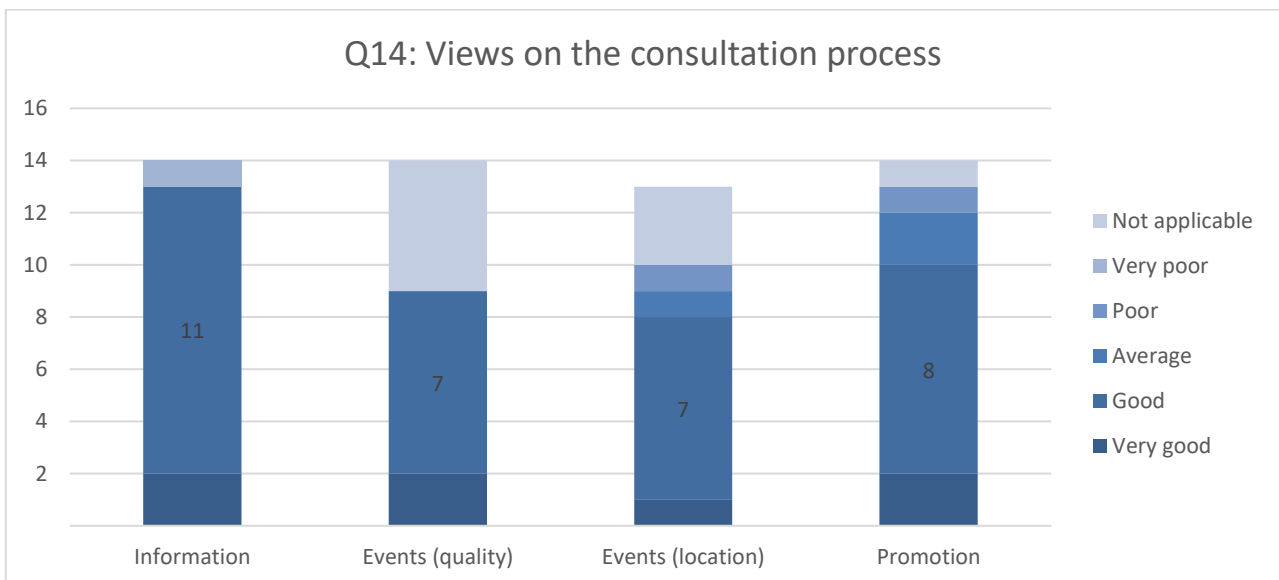
**Plate 11.62 Answers from members of the public and other non-prescribed organisations to Q14**



**Plate 11.63 Answers from PILs to Q14**



**Plate 11.64 Answers from prescribed bodies and local authorities to Q14**





## 11.4 The Applicant’s responses to issues raised during Statutory Consultation

- 11.4.1 The response form published during the Statutory Consultation provided a set of questions that invited feedback from consultees on the proposals presented during consultation. The response form included 20 closed questions and 17 open questions, with closed questions offering respondents a choice of fixed answers and open questions inviting respondents to provide feedback in any words they chose. Sixteen of the open questions were on specific topics and one open question was non-specific. The feedback from the non-specific open question was analysed using codes applied to the responses to the specific questions. The response form can be found in Appendix M of this report. More information about the closed questions and the answers provided to them can be found in Section 11.3 of this report.
- 11.4.2 There are 16 tables in this chapter that present the issues raised during consultation, with each relating to the theme addressed by one of the specific open questions in the response form. Table 11.5 below shows the open question number to which each table in this chapter relates, along with the theme of the open question and the code assigned to the issues raised.
- 11.4.3 It was possible to respond to the consultation without reference to the questions in the response form. For example, some respondents chose to submit a letter or email instead. Comments in responses submitted in this way were grouped into themes in the same way as responses that were submitted to questions in the response form. For example, if comments in an email raised concerns about the route north of the River Thames, then one or more codes from the NR theme (see Table 11.5 below) would be applied to them. For more information about the way responses were analysed and grouped into themes, see Section 11.1 of this report.
- 11.4.4 Every response received during Statutory Consultation was read and analysed to identify the issues raised. The analysis of the responses was carried out using the methodology as set out in Chapter 4 of this report.

**Table 11.5 The 16 tables setting out the responses to issues raised during Statutory Consultation**

Table	Open question	Theme	Code
Table 11.6	Q1b	Need for the Project	NE
Table 11.7	Q2c	Route selection	RS
Table 11.8	Q3b	Route south of the River Thames	SR
Table 11.9	Q3c	The crossing	CR
Table 11.10	Q3e	Route north of the River Thames	NR
Table 11.11	Q4b	Connections south of the River Thames	SC
Table 11.12	Q4f	Connections north of the River Thames	NC
Table 11.13	Q5b	Walking, cycling and horse riding	WC
Table 11.14	Q6b	Environment	EN

Table	Open question	Theme	Code
Table 11.15	Q7b	Land use	LU
Table 11.16	Q8c	Roadside service facility	RF
Table 11.17	Q9b	Traffic modelling	TR
Table 11.18	Q10	Charging	CH
Table 11.19	Q11b	Construction	BU
Table 11.20	Q12	Utilities	UP
Table 11.21	Q14e	Statutory Consultation	CP

### Issues raised in response to open Question 1b

- 11.4.5 Table 11.6 below presents the Applicant’s responses to the issues raised, in particular the feedback and issues raised in response to open question Q1b in the consultation response form, which was as follows:
- 11.4.6 *Q1b: Please let us know the reasons for your response to Q1a and any other views you have on the case for the Lower Thames Crossing.*
- 11.4.7 For reference, the closed Question Q1a referred to in Q1b above was as follows:
- 11.4.8 *Q1a: Do you agree or disagree that the Lower Thames Crossing is needed?*
- 11.4.9 For more information about Q1a and how consultees responded to it and the other closed questions in the consultation response form, see Section 11.3 of this report.
- 11.4.10 The issues raised that relate to the need for the Project are summarised in Table 11.6 below. Where issues were raised in response to Q1b that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 11.4.11 The Applicant has fully considered all of the responses received, Table 11.6 explains how the Applicant has had regard to those issues raised and the Applicant’s response is presented in the penultimate column of the table. The final column of the table identifies where the Applicant has made a change to the Project in line with the issues raised during this consultation.
- 11.4.12 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to them with a combined response.

### Information presented in Table 11.6

- 11.4.13 The information presented in Table 11.6 is the following:
- ‘Code’ is a unique code assigned to each issue for reference purposes.
  - ‘Summary of issue(s) raised’ is a summary of the issues raised by respondents, either directly in response to Q1b or to another question in the response form but covering similar topics.

- c. 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
- d. 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.
- e. 's42(1)(d)' states how many respondents with a land interest raised that issue.
- f. 's47 & s48' states how many members of the public raised that issue.
- g. 'The Applicant's response' presents the Applicant's response to the issue(s) raised and explains how the Applicant has had regard to the issue(s).
- h. 'Project change' states whether the issue(s) raised resulted in a change to the Project.
  - i. 'Yes' indicates that changes to the Project proposals have been made since Statutory Consultation in line with the issue(s) raised. Some changes have been made as a result of environmental or other assessments, as well as through consideration of consultation responses.
  - ii. 'No' indicates that the suggestions or requests did not result in a change to the Project proposals.

### **Summary of issues raised relating to the need for the Project and the Applicant's responses**

11.4.14 Table 11.6 below summarises the issues raised relating to the need for the Project and the Applicant's responses to those issues raised.

**Table 11.6 Summary of issues raised relating to the need for the Project and the Applicant's responses**

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
NE1	General comments expressing concern about the Project.	-	-	0	12	The Scheme Objectives for the Project were agreed between the Applicant and the Department for Transport and are set out in the Need for the Project (Application Document 7.1). These objectives include the requirement to relieve the congested Dartford Crossing and its approach roads. The Project proposals have been assessed as the optimal response to the objectives set.	No
NE2	Comments opposing the Project in which consultees say the impacts would outweigh the benefits.	-	-	1	5		No
NE3	General comments opposing the Project, including consultees saying it is not wanted or needed and the benefits are not understood.	-	-	58	1,347		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The Project would provide an alternative to the Dartford Crossing and would help transform the economies of Kent, Thurrock, Essex and Havering, and would provide an additional vital cross-river connectivity with increased resilience, including for freight travelling to and from the Kent ports. It would help transform the economic geography of the area and connect two economies that have historically been separated by the River Thames. This would connect local people to more jobs, make business-to-business interactions easier and more effective, and facilitate growth in trade and freight, which is dependent on reliable journey times to ports and to the Channel Tunnel.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans (e.g. the Engineering Drawings and Sections (Application Document 2.9)) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1) or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1).</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5 of the DCO) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The benefits of the Project are documented in the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results. Information about benefits can also be found in the Need for the Project (Application Document 7.1).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Costs of construction and operation are considered at every part of the design process. All parts of the Project, including links and structures, have been designed to be cost-efficient and the Project carries out periodic reviews to ensure costs are controlled. The budget is also subject to close scrutiny by the Department for Transport, whose objectives include that the Project be affordable to government and users, and to achieve value for money. In assessing the three shortlisted options for a northern route, the Non-Statutory Consultation in January 2016 assessed their relative costs, benefits, benefit-cost ratios (BCRs) and value for money. The Pre-Consultation Scheme Assessment Report (Highways England, 2016a), produced to inform the Non-Statutory Consultation, reported that Route 3 had the highest BCR, would provide the shortest route, the greatest improvement to journey times and would have the lowest environmental impact of the three options. Of the options presented at the Non-Statutory Consultation, Route 3 also proved to be the most popular.</p>	
NE4	Comments expressing concern about whether there is a need for the Project, saying specific areas would not benefit.	-	-	0	20	<p>The preferred route was chosen to maximise national and local benefits, to minimise the environmental impacts, to deliver social and economic benefits while providing value for money for taxpayers, and to demonstrate accordance with national policy as set out in the National Policy Statement for National</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Networks (Department for Transport, 2014). Details of the route selection process is outlined in more detail in the Planning Statement (Application Document 7.2).</p> <p>The high level of traffic wanting to use the Dartford crossing exceeds the design capacity of the road. This results in frequent traffic congestion and poor journey time reliability, making the Dartford Crossing one of the least reliable sections of the strategic road network (SRN). Whilst incremental improvements to the Dartford Crossing have helped ease these issues, these have not been sufficient to address the lack of road capacity east of London. Congestion, delays and poor journey time reliability at the Dartford Crossing and on surrounding roads is a major impediment to economic growth in the South East of England. As a result of these ongoing issues at the Dartford Crossing, slow-moving and queuing traffic on both the local highway network and SRN approaches to the Dartford Crossing also impact the environment and surrounding communities through high levels of noise and air pollution.</p> <p>The Project would provide an alternative to the Dartford Crossing and would help transform the economies of Kent, Thurrock, Essex and Havering, and would provide and additional vital cross-river connectivity with increased resilience, including for freight travelling to and from the Kent ports. It would help transform</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the economic geography of the area and connect two economies that have historically been separated by the River Thames. This would connect local people to more jobs, make business-to-business interactions easier and more effective, and facilitate growth in trade and freight, which is dependent on reliable journey times to ports and to the Channel Tunnel.</p> <p>The traffic modelling submitted as part of the Development Consent Order application forecasts that, compared with the situation without the new road crossing, the traffic using the Dartford Crossing would fall by 19% in 2030 and remain below the current levels for the foreseeable future. This would provide substantial benefits to users of the road network by cutting congestion on the Dartford Crossing and its approach roads, where journey times would be reduced and reliability increased. The improved connectivity provided at Dartford and by the new road crossing would benefit local economic growth and employment by making it easier for local businesses to interact with their customers and suppliers, and for them to retain and attract workers.</p> <p>For more information about traffic modelling, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7), with information about the Project benefits in</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						Appendix D: Economic Appraisal Package (EAP). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.	
NE5	Comments expressing concern about the Project, saying the Dartford Crossing is adequate.	-	-	0	43	<p>The Dartford Crossing is operating significantly above its intended capacity. It is designed to take 135,000 vehicles a day but carries more than 180,000 vehicles on some of the busiest days in the year. This often results in long delays, particularly at peak times, and is a significant factor in why roads and motorways on both sides of this crossing experience frequent congestion. The Dartford Crossing also frequently closes as a result of vehicle collisions, high winds and other circumstances such as oversized lorries and dangerous goods being escorted through the tunnels.</p> <p>The Project would provide additional free-flowing capacity across the River Thames and give road users a choice of routes, therefore providing an alternative in the event of network incidents, particularly the closure of the Dartford Crossing. The rationale for the Project and the Scheme Objectives agreed between the Applicant and the Department for Transport are set out in the Need for the Project (Application Document 7.1).</p> <p>The traffic modelling presented in the Development Consent Order application forecasts that, compared with the situation</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						without the new road crossing, the traffic using the Dartford Crossing would fall by 19% in 2030 and remain below current levels for the foreseeable future.  Average speeds on that part of the network would rise and journey times would become more reliable. For more information, see the Combined Modelling and Appraisal Report (Application Document 7.7).	
NE6	General comments in support of the Project, many of which mention existing problems at the Dartford Crossing.	Transport for London	Dartford Borough Council	0	203	These comments have been noted.	No
NE7	Comments in support of the Project, saying it is needed as soon as possible.	-	Dartford Borough Council, Kent County Council	5	4,441		No
NE8	Comments in support of the Project, which say the benefits outweigh the impacts or disruption.	-	-	0	167		No
NE9	Comments in support of the Project, saying it would redress regional imbalances. Comments include those pointing to the lack or shortage of crossings east of Greater	-	-	0	108		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	London compared with the number in the city.						
NE10	Comments in support of the Project, saying additional crossings are needed to increase road capacity.	-	Brentwood Borough Council, London Borough of Bexley, London Borough of Havering	3	620		No
NE11	Suggestion that, instead of the Project, there is a need for additional non-road projects, such as new or expanded airports, ports, railways, stations and ferry routes.	-	-	3	55	An assessment was carried out by the Department for Transport (DfT) in 2009 which found that, accounting for both passenger and freight provision, the inclusion of rail infrastructure within the Project would not provide value for money. The Applicant has reviewed this assessment in 2022 against current planning policy and believes that this decision stands. More information about this assessment can be found in the Planning Statement (Application Document 7.2). Strategic development of national transport infrastructure, including airports, is the responsibility of the DfT.	No
NE12	Suggestion that, instead of the Project, other transport projects should be considered for meeting journey demands, such as new ferry routes and railways.	-	Gravesham Borough Council	3	153	Following the decision by the DfT that a new road would be built, the Project identified the Scheme Objectives. These objectives, which comprise three principal categories of Economic, Community and Environment, and	No
NE13	Suggestion that a railway line should be included in any new crossing to provide a direct rail link between Essex and Kent.	-	Southend-on-Sea City Council	1	129		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Transport, were developed by the Applicant and agreed with the DfT.</p> <p>The Project must align with the Scheme Objectives. These objectives limit the Project to delivering a new road crossing across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.2).</p>	
NE14	Suggestions that the existing road network should be improved instead of expanding road capacity by building the Project.	-	-	6	248	<p>The National Policy Statement for National Networks (Department for Transport (DfT), 2014), sets out the need for the development of the national networks, the Government's policy and strategic vision and objectives. Paragraph 2.2 states that '<i>there is a critical need to improve the national networks to address road congestion... to support safe, expeditions and resilient networks that better support social and economic activity; and to provide a transport network that is capable of stimulating and supporting economic growth.</i>'</p>	No
NE15	Suggestions that, as well as the Project, there is a need for additional road projects, such as widening the M25 or that the Project should be part of a second orbital ring around Greater London. Comments include the suggestion that the Project should form part of a new route from Dover to the Midlands and the North.	-	Kent County Council	0	81	<p>The Applicant is responsible for managing the strategic road network (SRN) in England. The Dartford Crossing is the only crossing over the River Thames east of London and the high level of traffic wanting to use this crossing exceeds the design capacity of the road. This results in frequent congestion and poor journey time reliability, making the Dartford Crossing one of the least reliable sections of the SRN. Whilst some improvements have eased these issues, these have not been</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>sufficient to address the lack of road capacity east of London.</p> <p>The Project would provide additional free-flowing road capacity across the River Thames and give road users a choice of routes, therefore providing resilience in the event of network incidents, particularly the closure of the Dartford Crossing. The rationale for the Project and the Scheme Objectives agreed between the Applicant and the DfT are set out in the Need for the Project (Application Document 7.1).</p> <p>The traffic modelling presented in the application for development consent forecast that, compared with the situation without the new crossing, the traffic using the Dartford Crossing would fall by 19% in 2030 and remain below current levels for the foreseeable future. Further details about the traffic modelling can be found in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The statutory process to assess investment needs across the SRN is the Road Investment Strategy (RIS), which is reviewed by the Government. New routes and upgrade schemes are announced as part of RIS, as they fall outside of the scope for this Project.</p>	
NE16	Suggestions that cycling and walking facilities	-	-	0	61	The Applicant is one of the biggest builders of pathways in the UK and the Project would add,	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	should be improved as an alternative to the Project.					or improve, more than 60km in total. These new or improved pathways would be designed to encourage active travel and promote health and wellbeing across the region. The plans include: seven new green bridges; two new footbridges; a network of bridleways; a new 3km foot and cycle path; and improved foot and cycle paths between local community and heritage sites, including Coalhouse Fort and East Tilbury Battery.	
NE17	Suggestions that there should be a more integrated transport strategy, with comments including those saying that there should be better links to public transport, cycling and walking routes, and that improved rail and port links are needed.	-	Brentwood Borough Council, Essex County Council, London Borough of Havering	1	131	All of the green bridges would include crossing routes for walkers and cyclists, with equestrian access provided as appropriate for the location.	No
NE18	Suggestion that there should be a more integrated transport strategy. This includes comments saying the Project could be an opportunity to improve public transport routes, provide connections to the rail network, and link to expanded airports.	-	-	0	7	The proposals for walking, cycling and horse riding networks in the vicinity of the Project were presented in the Supplementary Consultation in January 2020, with further revisions presented during the Design Refinement Consultation in July 2020, the Community Impacts Consultation in July 2021, and the Local Refinement Consultation in May 2022. For more information, see the consultation materials in Appendix Q, R, S and T of this report. The Project Design Report (Application Document 7.4) includes information about the proposed walking, cycling and horse riding routes.  The Project would be available to public transport operators running bus or coach services and may also improve journey times for existing bus routes using the Dartford	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Crossing or for local bus routes affected by the current performance of the Dartford Crossing. Impacts on bus and coach services during the operational phase were consulted on as part of the Community Impacts Consultation in July 2021. This information can be found in the Ward Impact Summaries (see Appendix S of this report).</p> <p>Once the Project is operational, there would be opportunity to integrate the new road with the existing public transport system. In addition, it is predicted that there would be a reduction in bus journey times for routes that currently use the Dartford Crossing and the surrounding area.</p> <p>An assessment was carried out by the Department for Transport (DfT) in 2009 which found that, accounting for both passenger and freight provision, the inclusion of rail infrastructure within the Project would not provide value for money. More information about this assessment can be found in the Need for the Project (Application Document 7.1).</p> <p>Strategic development of national transport infrastructure, including airports, is the responsibility of DfT.</p>	
NE19	Suggestions that measures should be taken to reduce the number of cars on the	-	Gravesham Borough Council	9	395	Strategic development of national transport infrastructure – such as reducing the volume of motor vehicles on the roads, improving public transport, reducing freight on the roads,	No

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	road, rather than building the Project.					or addressing regional imbalance – is the responsibility of the Department for Transport (DfT).	
NE20	Comments in support for the Project, which also say there is a need for alternatives to road transport, including improvements to public transport.	-	-	0	18	The Applicant is responsible for managing the strategic road network (SRN) in England. The Project sits within a wider package of works for the SRN in the South East of England, as described within the Government's Road Investment Strategy: for the 2015/16 to 2019/20 Road Period (RIS 1) (DfT, 2015b). Overall, RIS 1 outlined a long-term programme of investment in over 100 major schemes to enhance, renew and improve the SRN in England. Over half of these schemes are in the Midlands, North West England, North East England and Yorkshire.	No
NE21	Suggestion that more freight should be transported by rail, river or sea to reduce freight transported on roads, reducing the need for the Project.	-	-	8	246	The Scheme Objectives for the Project, as agreed between the Applicant and DfT, include the requirement to relieve the congested Dartford Crossing and its approach roads. The proposals for the Project have been assessed as the optimal response to the objectives set. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).	No
NE22	Suggestion that Heavy Goods Vehicle (HGV) traffic should be reduced by transporting freight by river, rail or sea, instead of constructing the Project. Suggestions include comments saying that there should be more use of the River Thames for freight and passenger transport.	-	London Borough of Havering	0	8	The SRN provides essential infrastructure which allows for the efficient movement of people and goods. Such a network can play a key part in enabling and sustaining economic prosperity and productivity. In September 2020, DfT released information on traffic trends up to 2019. These indicated that while	No
NE23	Suggestions that, to reduce the need for the Project, the volume of	-	-	4	181		No

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	freight on the roads should be reduced, which some consultees say would also improve traffic flow.					<p>overall traffic on urban A-roads remained constant between 1994 and 2019, all other types of roads experienced an increase in traffic, with motorways and rural A-roads experiencing some of the highest growth in the same period. Currently, 79% of domestic freight is moved by road, and 68% of people typically travel to work by car.</p> <p>To achieve the challenging goal of net zero greenhouse gas emissions by 2050 there will need to be substantial changes in ways to travel around the country. This will include changes in technology to reduce emissions from vehicles and will also include a need to deliver more efficient logistics, to reduce mileage driven by HGVs, and increasing the use of active travel (cycling and walking) and public transport.</p> <p>While reduction in demand across the national road network may be required to achieve the net zero greenhouse gas emissions by 2050, there remains a need to relieve the congested Dartford Crossing and approach roads.</p>	
NE24	Comments expressing concern about the amount of investment directed towards the south or south-east of England. Often this is contrasted with a lack of investment in other areas such as the north of England.	-	-	0	29		No
NE25	Comments opposed to the amount of investment directed towards the south or south-east of England. This is contrasted with a lack of investment in other areas such as the north of England.	-	-	1	119		No
NE26	Suggestions that the Dartford Crossing should be improved instead of building the Project.	Higham Parish Council	Gravesham Borough Council	16	391		No
NE27	Suggestions that improvements should be made to the Dartford Crossing in addition to	-	Dartford Borough Council	2	176		No



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	constructing the Project. Suggestions include those saying improvement at Dartford is necessary to increase growth in East London and around the M25.					that a bored tunnel east of Gravesend and Tilbury was the best-performing crossing solution. The Non Statutory Consultation in 2016 covered this crossing location (Option C) along with several proposals for connecting a tunnel at this location to the existing strategic road network (SRN). For more information about the Scheme Objectives and the options process, see the Planning Statement (Application Document 7.2) or Environmental Statement Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1), which provides an assessment of the alternative schemes considered by the Applicant and the main reasons for the preferred option, taking into account environmental effects.	
NE28	Suggestions that traffic management and the running of the Dartford Crossing should be improved instead of building the Project.	-	-	19	409	<p>Multiple options for expanding capacity at the Dartford Crossing have been considered as part of the Project's development, but there is currently no planned additional investment at Dartford, beyond any changes that might be possible to improve flow through the existing tunnels and bridge. However, implementing the Project is expected to bring about significant improvements in journey time reliability at Dartford, with traffic falling by 19% in 2030 and remaining below current levels for the foreseeable future.</p> <p>The Applicant monitors and regularly reviews the operation of the Dartford Crossing to identify whether further efficiencies can be</p>	No

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						<p>made. This includes regularly reviewing incidents and responses, and updates being made to the control systems that reduce the time taken to release escorts and to remove oversized vehicles from the approaches.</p> <p>Other improvements have also been developed. In December 2020, enforcement cameras were installed at A282 junction 1b to deter misuse of the yellow boxes, preventing motorists blocking the junction, reducing the impact on local roads during periods of congestion on the approach to the Dartford Crossing. In August 2019, a number of improvements to M25 junction 2 were implemented to improve and manage traffic flows. These included upgraded traffic signals, an extra lane on the roundabout, extension of the A2 London-bound exit slip-on to the M25 link road, improvements to road signs and markings, and installation of red light traffic enforcement cameras.</p> <p>Due to the existing constraints at the Dartford Crossing, improvements to the existing infrastructure and management, while improving traffic flow, would not provide the additional capacity needed to relieve the congested Dartford Crossing and its approach roads.</p> <p>For more information about the current issues with the Dartford Crossing and improvements made to date, see the Need for the Project (Application Document 7.1) and the Economic</p>	

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						Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results, including the options process.	
NE29	Suggestions that rather than building the Project, the need to travel should be reduced, such as encouraging people to live closer to their workplace.	-	-	0	24	The Applicant is responsible for managing the SRN in England. The objectives for the Project were agreed between the Applicant and the Department for Transport (DfT) and are recorded in the Scheme Objectives, see the Need for the Project (Application Document 7.1). These objectives include the requirement to relieve the congested Dartford Crossing and approach roads. The proposals for the Project have been assessed as the optimal response to the objectives set.	No
NE30	Suggestions that greener modes of public transport (such as rail, ferry and tram) should be improved rather than building the Project and expanding the road network. This includes suggestions that alternative options for public transport should be explored.	Higham Parish Council	Gravesham Borough Council	13	675	Strategic development of national transport infrastructure is the responsibility of the DfT. National policies regarding the development of housing and employment are the responsibility of the Government, including the Department for Levelling Up, Housing and Communities, and the Department for Business, Energy and Industrial Strategy.  The Project could be used by public transport operators running bus or coach services and would improve journey times for existing bus routes using the Dartford Crossing or for local bus routes affected by the current	No

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						<p>performance of the Dartford Crossing. Longer-distance coaches that choose to re-route from the Dartford Crossing to the Lower Thames Crossing would benefit from reduced journey times.</p> <p>Impacts on bus and coach services during the operational phase were consulted on as part of the Community Impacts Consultation in July 2021. This information can be found in the Ward Impact Summaries (see Appendix S of this report).</p> <p>Once the Project is operational, there would be opportunity to integrate the new road with the existing public transport system. In addition, it is predicted that there would be a reduction in bus journey times for the X80 route that currently uses the Dartford Crossing and the surrounding area.</p> <p>An assessment was carried out by the DfT in 2009 which found that, accounting for both passenger and freight provision, the inclusion of rail infrastructure within the Project would not provide value for money. More information about this assessment can be found in the Need for the Project.</p>	
NE31	Comments expressing concern about the Project, with consultees saying that changing road use (such as the increasing popularity of electric or autonomous cars) would	-	-	1	55	The Applicant has considered that future use of the road network could have changed by the time the Project is implemented. In accordance with the Government's transport analysis guidance (DfT, 2021b), the Applicant's traffic modelling has used the most up-to-date growth forecasts at the time that the	No

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	diminish or eliminate the need for the Project.					assessment took place provided by Government on traffic volumes, which account for driver behaviour. Increased use of electric vehicles is not expected to change traffic flows significantly. With regards to autonomous vehicles, the Department for Transport does not currently have an agreed standard for modelling their impact on traffic flows. The Project would be designed to account for predicted road usage patterns, to the extent that this is possible. The design would be suitable for any vehicles currently using the network, except for vehicles that would be prohibited due to the predicted high volumes of high-speed traffic using the route. These would include low-powered motorcycles and mopeds, agricultural vehicles, bicycles, learner drivers and horse-drawn vehicles	
NE32	Comments opposed to the Project, with consultees saying that changing road use (such as the increasing number of electric or autonomous cars) will eliminate the need for the Project.	-	-	0	76	<p>For more information about the traffic modelling, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7). For more information about how the Applicant has considered technological change and road design, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). Further information about the need for the Project can be found in the Need for the Project (Application Document 7.1) and information about the environmental reasons for the route choice can be found in Environmental</p>	No

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						Statement Chapter 3: Assessment of Reasonable Alternatives (Application Documents 6.1).	
NE33	Comments opposing the Project saying the existing Dartford Crossing is adequate. Comments include those saying that changes to driver behaviour and technology will lead to reductions in congestion that make the Project unnecessary.	-	-	10	153	<p>The Dartford Crossing is operating significantly above its intended capacity. It is designed to take 135,000 vehicles a day but carries more than 180,000 vehicles on some of the busiest days in the year. This often results in long delays, particularly at peak times, and contributes to roads and motorways on both sides of this crossing experiencing frequent congestion. The Dartford Crossing also regularly closes as a result of vehicle collisions, high winds and other circumstances such as oversized lorries and dangerous goods being escorted through the tunnels.</p> <p>The Project would provide additional capacity across the River Thames and would provide road users with a choice between river crossings, therefore providing resilience in the event of network incidents, particularly the closure of the Dartford Crossing.</p> <p>The traffic modelling presented in the Development Consent Order application forecasts that, compared with the situation without the new crossing, the traffic using the Dartford Crossing would fall by 19% in 2030 and remain below current levels for the foreseeable future.</p> <p>Average speeds on that part of the network would rise and journey times would become more reliable. For more information, see the</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Combined Modelling and Appraisal Report (Application Document 7.7), which includes information about cross-river traffic flows.</p> <p>The Project's traffic modelling has used growth forecasts provided by Government on traffic volumes, which account for driver behaviour. Increased use of electric vehicles is not expected to change traffic flows significantly. With regards to autonomous vehicles, the Department for Transport does not currently have an agreed standard for modelling their impact on traffic flows.</p>	
NE34	Comments expressing concern about the cost of building the Project and the cost for motorists to use it.	-	-	3	115	<p>Achieving value for money is one of the Scheme Objectives. The Project represents positive value for money because its expected benefits exceed the costs. More information about the costs and benefits of the Project can be found in the Need for the Project (Application Document 7.1) and the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.</p>	No
NE35	Comments opposing the Project, saying that it would cost too much to build and for motorists to use.	-	-	12	394	<p>To manage demand, the Applicant would charge users of the Lower Thames Crossing at a level equivalent to the Dartford Crossing, including discounts for local residents. Traffic modelling indicates that this scenario would</p>	No

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						<p>provide relief at Dartford while making the Lower Thames Crossing affordable to Government and road users.</p> <p>While the Applicant does acknowledge that a road user charge is likely to discourage some people from using the new crossing, modelling results predict that with the charge there would still be significant demand for the new crossing, and the Project would meet the Scheme Objectives.</p> <p>For more information about how the equal charging scenario was modelled, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7). There is more information about how the charge would be implemented in the Road User Charging Statement (Application Document 7.6).</p>	
NE36	Comments opposing the Project, saying that it would not provide economic benefits or growth.	-	Swale Borough Council	1	58	Road users in Kent, Thurrock, Havering and Essex who travel along parts of the A2, A13, A127, M25, and M20 and who use the Dartford Crossing and its approach roads are forecast to experience journey time benefits and reduced congestion as a result of the Project. The improved connectivity would boost the productivity of local businesses by making it easier for them to interact with customers and suppliers, and to retain and attract workers. These business benefits would boost employment and economic growth, with significant long-term benefits from	No



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						<p>the Project for businesses. For further information on the economic benefits of the Project, including access to jobs, see the Need for the Project (Application Document 7.1).</p> <p>The Project aligns with the South East Local Enterprise Partnership (SELEP) strategy for tackling housing shortages, encouraging infrastructure and improving workforce skills to increase productivity and regional economic growth. The majority of the Project's economic, social and environmental benefits accrue from trips that begin and/or end in local authorities within the SELEP area. SELEP local authorities north and south of the River Thames are forecast to receive substantial transport user benefits, which are mainly journey-time savings and productivity benefits.</p> <p>The traffic modelling presented as part of the application for development consent forecast that, compared with the situation without the new crossing, the traffic using the Dartford Crossing would fall by 19% in 2030 and remain below current levels for the foreseeable future.</p> <p>For more information about the traffic modelling, including the definition of the Lower Thames Area, see the Transport Model Package, which is Appendix B of the Combined Modelling and Appraisal Report (ComMA) (Application Document 7.7), with more about the costs and benefits in the Economic Appraisal Package (EAP), which is</p>	

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						Appendix D of the ComMA. The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.	
NE37	Suggestions that the money allocated to build the Project should be used for other non-road projects instead. Comments include requests to spend the money on public services such as health and law enforcement.	-	-	1	89	The Project is intended to maximise national and local benefits and provide value for money for taxpayers. The Dartford Crossing is the only road crossing over the River Thames east of Greater London. It is designed to carry 49 million journeys a year, yet 57 million are made each year. The traffic modelling submitted as part of the application for development consent showed that, compared with the situation without the new crossing, the traffic using the Dartford Crossing would fall by 19% in 2030 and remain below current levels for the foreseeable future.  This would benefit users of the local road network by cutting congestion on the Dartford Crossing and its approach roads, where journey times are forecast to decrease and reliability increase.	No
NE38	Suggestions that the money allocated to build the Project should be used for other road projects instead.	-	-	1	66	The Scheme Objectives were agreed between the Applicant and the Department for Transport (DfT) and are recorded in the Need for the Project (Application Document 7.1). These objectives include the requirement to relieve the congested Dartford Crossing and its approach roads. Strategic development of national transport infrastructure, including road	No

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						projects, is the responsibility of the DfT. The Government's latest proposals for upgrading the road network are set out in the Government's Road Investment Strategy 2: 2020 to 2025 (RIS 2) (DfT, 2020a).	
NE39	Comments expressing concern about the Project on the grounds that Brexit impacts will negate its necessity.	-	-	1	84	The Government has been responsible for managing the process of leaving the EU and setting the policy objectives that its departments and agencies are expected to fulfil. As one of those agencies, the Applicant is continuing to develop its plans for the Project in line with the Scheme Objectives that were agreed with the Department for Transport. There is no evidence that Brexit removes the need for the Project or negates its benefits.  For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).	No
NE40	Comments opposing the Project on the grounds that Brexit impacts will negate its necessity.	-	-	5	73		No
NE41	Comments opposing the Project because of a lack of confidence in the decision-making process that brought it about. These include comments that say economic benefits are being prioritised over environmental and community impacts.	Higham Parish Council	-	8	194	The approach taken to selecting the preferred route for the Project is in accordance with the legislation, standards and guidance set out by the Government. The legislation, standards and guidance ensure that the transport modelling, environmental assessment and economic appraisals are undertaken on a fair and consistent basis. The compliance of the Project with the National Policy Statement for National Networks (Department for Transport, 2014) is set out within the Planning Statement (Application Document 7.2), which includes	No

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						<p>the National Policy Statement Accordance Tables.</p> <p>The Applicant has developed the Project to ensure it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and the associated planning practice guidance (Department for Levelling Up, Housing and Communities; and Ministry of Housing, Communities and Local Government, 2021). This is also set out in the Planning Statement.</p> <p>The Secretary of State chose the route and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. Alternative routes and the planning balance for the Project were assessed as part of the Planning Statement.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During this assessment, mitigation requirements were identified and have been incorporated into the proposals. The topic-specific chapters of the</p>	

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						<p>ES (Application Document 6.1) set out how the Applicant has assessed and mitigated the impacts on the environment in line with Design Manual for Road and Bridges guidance and national policies, including the impacts on local communities, as set out in ES Chapter 13: Population and Human Health (Application Document 6.1).</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse riding routes; as well as access to new areas of recreational land at Chalk Park and Tilbury Fields. There would be both positive and negative impacts on noise</p>	

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						<p>and vibration due to changes in traffic flows at different locations, which could have positive and negative mental health outcomes (such as anxiety as a result of increases in noise levels).</p> <p>In addition to the assessments of the impacts on communities, the approach and priorities for sustainable development set out within the Applicant's Sustainable Development Strategy (Highways England, 2017d) have been incorporated into the development of the Project proposals, as described in the Sustainability Statement (Application Document 7.11).</p>	
NE42	General comments expressing concern about the Project on the grounds that it would have negative impacts on businesses.	-	-	1	14	The Project design seeks to maximise national, regional and local benefits. Further information about the economic benefits of the Project can be found in the Need for the Project (Application Document 7.1) and Appendix D: Economic Appraisal Report of the Combined Modelling and Appraisal Report (Application Document 7.7).	No
NE43	General comments opposing the Project on the grounds it would have negative impacts on businesses.	-	-	1	31	The traffic modelling submitted as part of the application for development consent shows that – compared with the situation without the new road crossing – the overall daily level of traffic using the Dartford Crossing is forecast to fall on average by 19% in 2030 when compared with the 'Do minimum' scenario and would remain below current levels for the foreseeable future.	No

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						<p>This would benefit users of the local road network by reducing congestion on the Dartford Crossing and its approach roads, where journey times would be reduced and journey reliability increased. The improved connectivity would also benefit local economic growth and employment, by making it easier for local businesses to interact with their customers and suppliers, and to retain and attract workers. For more information on predicted journey times, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7).</p> <p>As part of the efforts to generate benefits for local communities, the Applicant intends to provide opportunities for local people that might enable them to work on the construction or operation of the route and would also seek to help local businesses form part of the supply chain that would build and operate the route. The Applicant is working with stakeholders to develop these plans and put them into action.</p> <p>The Benefits and Outcomes Document (Application Document 7.20) provides a framework to communicate what is being delivered within the Project's Development Consent Order and some of the wider activities undertaken by the Applicant (both already and planned for the future) in the local</p>	

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						<p>area of the Project to support the local people and environment.</p> <p>During the construction phase, the Applicant would work closely with local authorities and other stakeholders to minimise delays to road users. The Transport Assessment (Application Document 7.9) sets out the Project's forecast impact on the strategic and local highway networks. It also assesses the predicted impacts on the road and public transport networks during the Project's construction.</p> <p>In addition, the appointed Contractors would implement a communications strategy to inform road users and businesses about where traffic management measures would be needed. For more information, see the outline Traffic Management Plan for Construction (Application Document 7.14).</p>	
NE44	General comments in support of the Project, saying that it would improve the economy.	-	London Borough of Redbridge, Kent County Council	1	463	These comments have been noted.	No
NE45	Comments highlighting the benefits of the Project in supporting the national economy, including increasing connectivity between Kent, Thurrock and Essex, and the Channel ports.	-	-	0	12		No



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NE46	Comments in support of the Project, saying that it is necessary to support the national economy by improving transport capacity and connectivity.	Port of London Authority, Transport for London	Brentwood Borough Council, Medway Council, Tonbridge and Malling Borough Council, Basildon Borough Council, Kent County Council, Ashford Borough Council, Dover District Council, Southend-on-Sea City Council, Suffolk County Council	2	504		No
NE47	Comments highlighting the benefits of the Project with reference to predicted impacts of Brexit.	-	-	0	3		No

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NE48	Comments in support of the Project with reference to the predicted impacts of Brexit.	-	-	0	85		No
NE49	Comments in support of the Project, saying that it is needed to support businesses.	Transport for London	Maidstone Borough Council, Brentwood Borough Council, Dartford Borough Council, Harlow Council, Medway Council, Colchester Borough Council, Basildon Borough Council, Essex County Council, London Borough of Bexley, Kent County Council, Thanet	3	738		No

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			District Council, London Borough of Havering, Dover District Council, Southend-on-Sea City Council, Suffolk County Council				
NE50	Comments highlighting the benefits of the Project, saying that it is needed to support businesses.	-	Gravesham Borough Council	1	23		No
NE51	Comments expressing concern about the impacts of the Project on property or homes. This includes comments on the proximity of the new crossing to homes, the impact on house prices, and the need to demolish some properties.	-	-	2	23	The Applicant has sought to minimise the land impacted or required for the Project, while ensuring that there is sufficient land to build and operate the new road. At the Statutory Consultation in October 2018, the Applicant proposed the demolition of 27 properties, with 24 of these being residential properties and three commercial. Of these 27, two were Grade II listed buildings. The properties proposed for demolition were typically in the vicinity of the proposed M2/A2/A122 Lower Thames Crossing, A122 Lower Thames Crossing/M25 and A13/A1089/A122 Lower Thames Crossing junctions.	No
NE52	Comments opposing the possible impacts of the Project on property or	-	-	7	63		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	homes. This includes comments on the proximity of the new crossing to homes, the impact on house prices, and the need to demolish some properties.					<p>After the Statutory Consultation in October 2018, proposals for some parts of the Project were revised and these were presented during the Supplementary, Design Refinement, Community Impacts and the Local Refinement Consultations, launched in January 2020, July 2020, July 2021 and May 2022 respectively. See Chapters 6, 7, 8 and 9 of this report for more information about these consultations.</p> <p>At the Supplementary Consultation in January 2020 and the Design Refinement Consultation in July 2020, the Applicant proposed the demolition of 39 properties: 34 residential and five commercial.</p> <p>The Project proposals now require 35 properties to be demolished: 30 residential and five commercial. This includes three Grade II listed properties, which would need to be removed to enable construction of the proposed A13/A1089/A122 Lower Thames Crossing junction and its associated link roads. The number of properties to be demolished has increased primarily due to adjustments to the design of the Project route.</p> <p>Four of the residential properties and four of the commercial properties are south of the River Thames, while 26 of the residential properties and one of the commercial properties required for demolition are north of the river. As was the case at Statutory Consultation in October 2018, the properties proposed for demolition were typically in the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>vicinity of the proposed M2/A2/A122 Lower Thames Crossing and A122 Lower Thames Crossing/M25 junctions. Since the Preferred Route Announcement by the Secretary of State in 2017, owner-occupiers of residential properties within the Order Limits have been able to ask the Applicant to purchase their properties by serving a Blight Notice under the Town and Country Planning Act 1990 (as amended). The Applicant has received a number of Blight Notices and is processing these. More information about the blight process can be found in the booklet Your Property and Blight (Highways England, 2020d).</p> <p>An EIA has been carried out to assess the impact on local communities, and this includes the assessment of the impacts of demolition of properties where this is required. This is documented in the Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1). ES Chapter 13 lists the properties subject to demolition to the south and north of the River Thames.</p> <p>The land required for the Project is shown on the Land Plans (Application Document 2.2) and the reason each plot is required is explained in the Statement of Reasons (Application Document 4.1).</p> <p>Persons with an interest in land who would be affected by the land acquisition powers</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>contained within the application for development consent, would be entitled to make a claim for compensation. Each claim for compensation would be considered on its own merits, in line with the Code.</p> <p>Further information about the compensation offered to those affected by the Project can be found in the Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers and guide 4 – Compensation to Residential Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a; 2021c). These include information about compensation for when the value of a property has been affected by the Project.</p>	
NE53	Comments expressing concern that the Project would lead to development of the area around it, such as an expansion of housing and commercial properties.	-	-	0	36	<p>With regards to future housing development, the relevant local planning authorities are responsible for planning for future developments, details of which are included in their local plans. To understand future aspirations for housing growth the Applicant has assessed the development plans within those local plans that are relevant and that are sufficiently advanced. For more information about how the Applicant has assessed developments in the wider area, see Environmental Statement (ES) Chapter 16: Cumulative Effects Assessment (Application Document 6.1).</p>	No
NE54	Comments opposing the Project, saying that it would lead to the development of the area, such as the expansion of housing and commercial properties.	-	-	5	108		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Assessments of the relevant local plans can be found in the Planning Statement (Application Document 7.2).</p> <p>The Project aligns with the South East Local Enterprise Partnership (SELEP) strategy for tackling housing shortages, encouraging infrastructure and improving workforce skills to increase productivity and regional economic growth. The majority of the Project's economic, social and environmental benefits accrue to trips that begin and/or end in local authorities within the SELEP area. SELEP local authorities north and south of the River Thames are forecast to receive substantial transport user benefits, which are mainly journey time savings and productivity benefits.</p> <p>For more information about the Project objectives and economic benefits, see the Need for the Project (Application Document 7.1) and the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.</p> <p>While the Project supports local economic growth, this is in line with the local and regional policy objectives for both economic and housing growth as set out within local plans and national legislation. Any future</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						development would be subject to local and national planning legislation.	
NE55	Comments expressing concern about the possible safety impacts of the Project, including references to the length of slip roads, traffic management and its use by Heavy Goods Vehicles (HGVs).	-	-	0	21	The Project would be designed in accordance with the standards set out in the Design Manual for Roads and Bridges, including the slip roads. The Project would include design features to encourage safe lane changes and provide adequate capacity for predicted traffic levels, including HGVs. For more information on the Project's design, including safety features, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5).	No
NE56	Comments opposing the possible safety impacts of the Project, including traffic management.	-	-	2	47	The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021 and the responses to that consultation can be found in Chapter 14 of this report, which includes information about how the Applicant had regard to those responses.	No
NE57	Comments expressing concern about maintaining security at the Project in the event of terrorist incidents.	-	-	0	4	The Project would be designed as an all-purpose trunk road operating within a controlled environment. Design and technological features including vehicle detection, emergency areas, variable mandatory speed limits, a public announcement system, and lane closure signals would ensure the safety of road users in the event of an incident.  For more information on the Project's design, see the Project Design Report (Application Document 7.4) and the Design Principles	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						(Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.  Following further engagement with emergency services, the Applicant has revised the locations of the rendezvous points located near the tunnel entrances. These are designated areas that allow controlled access for emergency services in the event of an incident. The Applicant consulted on these locations during the Local Refinement Consultation in May 2022.	
NE58	Comments highlighting the benefits of the Project in improving safety and reducing traffic congestion.	-	-	0	6	These comments have been noted.	No
NE59	Comments in support of the Project, saying that it would improve safety and reduce traffic congestion at the Dartford Crossing.	Office of the Police and Crime Commissioner for Essex	Dartford Borough Council, London Borough of Havering	0	291		No
NE60	Comments highlighting the benefits of the Project, saying that it is needed to accommodate population growth and future housing developments.	-	-	0	3		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
NE61	Comments in support of the Project, saying that it is needed to accommodate population growth and future housing developments.	-	Dartford Borough Council, Kent County Council, Dover District Council	5	369		No
NE62	Comments expressing concern as to whether the Project is needed. Some consultees say that it would not improve congestion but would move it elsewhere.	Transport for London	Gravesham Borough Council	4	260	The traffic modelling presented in the Development Consent Order application forecast that, compared with the situation without the new road crossing, the traffic using the Dartford Crossing would fall by 19% in 2030 and remain below current levels for the foreseeable future.	No
NE63	Comments opposing the Project, saying that it would move congestion to other roads rather than reducing it.	-	-	34	590	Average speeds on that part of the network would rise and journey times would become more reliable.  In addition to the benefits at the Dartford Crossing, the Project is forecast to result in reductions in traffic in some parts of the strategic road network (SRN) and local roads such as those near the Dartford Crossing, the A127 and A128.	No
NE64	Comments expressing concern about the Project, saying that it would make congestion worse.	Transport for London	Southend-on-Sea City Council	4	148		No
NE65	Comments opposing the Project, saying that it would make congestion worse.	-	-	24	670	Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities. More information on the predicted traffic impacts during construction and operation is available in the Transport Assessment (Application Document 7.9).</p> <p>Further details about the why a new road crossing is needed can be found in the Need for the Project (Application Document 7.1).</p>	
NE66	Suggestions that changes to how roads are managed would solve congestion more effectively than building the Project. Suggestions included introducing road pricing, improving driver behaviour, and limiting the	-	-	0	55	<p>The objectives for the Project were agreed between the Applicant and the Department for Transport (DfT) and are recorded in the Scheme Objectives, which are set out in the Need for the Project (Application Document 7.1). These objectives include the requirement to relieve the congested Dartford Crossing and its approach roads. The Project proposals have been assessed as the optimal response</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	volume of freight on the roads.					to the objectives set. Further information on the reasons the Project is required can be found in the Need for the Project, including an assessment of traffic and congestion issues at the Dartford Crossing.  Strategic development of national transport infrastructure, such as introducing road pricing or reducing the volume of freight on the roads, is the responsibility of the DfT. The Applicant (alongside others, including the police, the DfT and local authorities) works to improve driver behaviour through improved road design, increased enforcement and public-facing information campaigns.	
NE67	Comments in which support for the Project is conditional on certain requirements being met. Some consultees say that their support is dependent on a crossing reducing congestion, on the Project not generating traffic elsewhere on the road network, or on environmental and community impacts being mitigated.	Transport for London	Swale Borough Council	1	57	Traffic modelling submitted as part of the application for development consent shows that, compared with the situation without the new road crossing, the overall level of traffic using the Dartford Crossing is forecast to fall by 19% in 2030 and remain below current levels for the foreseeable future. Average speeds on that part of the network would rise and journey times would become more reliable.  In addition to the benefits at the Dartford Crossing, the Project is forecast to result in reductions in traffic in some part of the strategic road network and some local roads, such as those near the Dartford Crossing, the A127 and A128. Further information about the forecast changes in traffic flows as a result of the Project can be found in the Transport	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 13: Population and Human Health (Application Document 6.1), presents the assessment of the potential impacts on local communities.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Chalk Park and Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during</p>	

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						<p>construction. The Project includes design features such as cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p> <p>Local people would benefit from work and training opportunities provided by the Project during construction, which are likely to have positive impacts on mental health. However, while construction impacts have been mitigated as far as reasonably practicable, there would be temporary negative impacts on communities from construction activities. These could result in mental health impacts on local people – for example, due to anxiety around perceived changes in air quality or as a result of changes to noise levels. Longer journey times due to traffic management and road closures, reduced access to green spaces and closures of walking, cycling and horse riding routes could also impact people's health and wellbeing. Some local businesses, including farms, would have land temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of 30 residential and 5 commercial properties.</p> <p>Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse riding routes; as well as access to new areas of recreational land at Chalk Park and Tilbury Fields. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which would have positive and negative mental health outcomes.</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>During the EIA and HEqIA assessments, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft DCO.</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the CoCP requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO (Application Document 3.1) requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. Draft versions of the Design Principles, Code of Construction Practice and Register of Environmental Actions and Commitments were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.	
NE68	A comment in support of the Project due to the lack of resilience in the current road network caused by congestion at the Dartford Crossing.	-	-	0	1	These comments have been noted.	No
NE69	Comments highlighting the benefits of the Project in providing improved connectivity to new areas by opening up new routes for motorists.	-	Swale Borough Council	0	28		No
NE70	Comments in support of the Project, saying that it would provide improved	-	London Borough of Redbridge,	3	1,599		No

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	connectivity to new areas through opening up new routes for motorists.		Medway Council, Colchester Borough Council, Basildon Borough Council, Essex County Council, Kent County Council, Thanet District Council, London Borough of Havering, Ashford Borough Council, Dover District Council				
NE71	Comments in support of the Project because it would create a more accessible route between areas north and south of the River Thames.	-	Kent County Council	0	57		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
NE72	Comments in support of the Project, saying that it would improve commuting journeys.	-	Dartford Borough Council, Southend-on-Sea City Council	0	18		No
NE73	Comments in support of the Project, saying that it would improve journeys for road users.	-	Medway Council	1	317		No
NE74	Comments highlighting the benefits of the Project in terms of alleviating congestion.	-	Swale Borough Council	2	249		No
NE75	Comments in support of the Project, saying that it would alleviate congestion.	Essex County Fire and Rescue Service, Port of London Authority, Transport for London, Office of the Police and Crime Commissioner for Essex, Royal Mail Group Ltd	Maidstone Borough Council, Brentwood Borough Council, London Borough of Redbridge, Dartford Borough Council, Harlow Council, Medway Council, Tonbridge	39	17,810		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
			and Malling Borough Council, Essex County Council, Kent County Council, Ashford Borough Council, Dover District Council, Suffolk County Council				
NE76	Comments in support of the Project, which include those saying it would help reduce current congestion and should be built as soon as possible.	Cobham Parish Council, Port of Tilbury London Ltd	Chelmsford City Council, Brentwood Borough Council, Harlow Council, Medway Council, Tonbridge and Malling Borough Council, Basildon Borough	36	3,736		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
			Council, Thanet District Council, Gravesham Borough Council				
NE77	Comments in support of the Project, saying that it would encourage more efficient fuel usage by reducing congestion at the Dartford Crossing and in the surrounding area.	-	-	0	180		No
NE78	Comments in support of the Project, saying that it would reduce journey times in the area, especially across the River Thames.	Royal Mail Group Ltd	Brentwood Borough Council, Dartford Borough Council, Harlow Council, Medway Council, Canterbury City Council, Essex County Council, Kent County Council, Thanet	0	2,039		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
			District Council, Dover District Council, Southend-on-Sea City Council				
NE79	Comments highlighting the benefits of the Project, saying that it would reduce journey times in the area, including across the River Thames.	-	-	0	29		No
NE80	Comments highlighting the benefits of the Project in terms of its potential to address a lack of resilience on the current road network. Comments include those saying that there are no alternative routes when existing river crossings are closed or heavily congested.	-	Swale Borough Council	0	24		No
NE81	Comments in support of the Project, saying that it would address a lack of resilience on the current road network. Comments include those saying that	Port of London Authority, Transport for London	Maidstone Borough Council, Dartford Borough Council,	4	1,834		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	there are no alternative routes when existing river crossings are closed or heavily congested.		Tonbridge and Malling Borough Council, Basildon Borough Council, Greater London Authority, Essex County Council, Kent County Council, London Borough of Havering, Ashford Borough Council, Dover District Council, Suffolk County Council				
NE82	General comments expressing concern about the environmental impacts of the Project.	-	-	1	95	Reducing the impacts of the Project on the environment is one of the Scheme Objectives (see the Need for the Project, Application Document 7.1). At every step of the Project's	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
NE83	General comments opposing the environmental impacts of the Project.	-	-	10	338	<p>lifecycle, consideration has been given and efforts have been made to reduce the environmental impacts, while still fulfilling the needs of the Project.'</p> <p>The Secretary of State chose the route and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. Alternative routes and the planning balance for the Project were assessed as part of the Planning Statement (Application Document 7.2).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans (e.g. the Engineering Drawings and Sections (Application Document 2.9)) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP, which is the first iteration of the EMP, sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1).</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP2 for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (Application Document 6.3, ES Appendix 2.2) (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP3. The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Project Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	
NE84	Comments expressing concern about disruption that constructing and operating the Project could cause to communities, including the impact on local roads.	-	-	2	60	Local people and communities have been considered throughout the design and development of the Project and consulted with at appropriate stages of development. Information about how they have been considered during the design development process can be found in the Project Design Report (Application Document 7.4).	No
NE85	Comments opposing the disruption that constructing and operating the Project	-	-	8	158	The Secretary of State chose the route and the Applicant has subsequently designed the Project to reduce impacts on the environment	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	could cause to local communities, including the impact on local roads.					<p>during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. Alternative routes and the planning balance for the Project were assessed as part of the Planning Statement (Application Document 7.2).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). Impacts on local people and communities, including local roads and Public Rights of Way are presented in ES Chapter 13: Population and Human Health, (Application Document 6.1) which also sets out any proposed mitigation measures.</p> <p>The Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2), which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP, brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the</p>	
NE86	Comments expressing concern about the impact of the Project on local people and communities. Comments include those saying that local roads would not have the capacity to cope with rat-running, while others say that there would be few benefits for local people.	Transport for London	-	5	104		No
NE87	Comments opposing the Project, saying that it would negatively affect local communities.	-	-	19	278		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The Applicant would be required to submit a Traffic Management Plan (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of traffic management measures.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p> <p>The predicted impacts of the Project on the strategic and local road networks are set out in the Transport Assessment (Application</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Document 7.9), which includes information about the impacts of construction traffic.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Chalk Park and Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such as cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p> <p>The CoCP and REAC set out the good practice and location-specific measures that would be used to reduce the impact of the Project's construction and operation on local people. These include measures to reduce</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>noise, dust and light impacts on local communities.</p> <p>Local people would benefit from work and training opportunities provided by the Project during construction, which are likely to have positive impacts on mental health. However, while construction impacts have been mitigated as far as reasonably practicable, there would be temporary negative impacts on communities from construction activities. These could result in mental health impacts on local people – for example, due to anxiety around perceived changes in air quality or as a result of changes to noise levels. Longer journey times due to traffic management and road closures, reduced access to green spaces and closures of walking, cycling and horse riding routes could also impact people's health and wellbeing. Some local businesses, including farms, would have land temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of 30 residential and 5 commercial properties.</p> <p>Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>jobs and training opportunities; walking, cycling and horse riding routes; as well as access to new areas of recreational land at Chalk Park and Tilbury Fields. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which could have positive and negative mental health outcomes (such as anxiety as a result of increases in noise levels).</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>The Project has been designed to meet the Scheme Objectives as agreed between the Applicant and the Department for Transport. The Scheme Objectives include the requirement to support sustainable local development and regional economic growth in the medium to long term. More information about the benefits can be found in the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.</p> <p>As part of the efforts to generate benefits for local communities, the Applicant intends to</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>provide opportunities for local people that might enable them to work on the construction or operation of the route and would also seek to help local businesses form part of the supply chain that would build and operate the route. The Applicant is working with stakeholders to develop these plans and put them into action.</p> <p>The Benefits and Outcomes Document (Application Document 7.20) provides a framework to communicate what is being delivered within the Project's Development Consent Order and some of the wider activities undertaken by the Applicant (both already and planned for the future) in the local area of the Project to support the local people and environment.</p>	
NE88	Comments expressing concern about the Project on the grounds that it would have impacts on schools and children. Comments included references to increased pollution near local schools.	-	-	0	2	<p>The Secretary of State chose the route and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. In selecting the alignment of the proposed route, and subsequently in the design of the route and its junctions, the Secretary of State and the Applicant have sought to balance the Scheme Objectives, which were agreed with the Department for Transport and are set out in the Need for the Project (Application</p>	No
NE89	Comments opposing the Project on the grounds that it would have impacts on schools or children. Comments included increased pollution due to	-	-	3	6		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	the proximity of the Project to local schools.					Document 7.1). Alternative routes and the planning balance for the Project were assessed as part of the Planning Statement (Application Document 7.2). This has included ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys.  To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans (e.g. the Engineering Drawings and Sections (Application Document 2.9)) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and	
NE90	Comments expressing concern about an increase in pollution or a deterioration in air quality caused by the Project.	-	-	7	96		No
NE91	Comments expressing concern about impacts of the Project on health and wellbeing of local people, with consultees saying that the Project would cause more air pollution.	-	-	3	26		No
NE92	Comments opposing the Project because of the perceived impacts on the health and wellbeing of local people, with comments saying that the Project would cause more air pollution.	-	-	15	132		No
NE93	Comments opposing any increase in pollution or a deterioration in air quality caused by the Project.	-	-	30	506		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Commitments (REAC), which forms part of the CoCP.</p> <p>ES Chapter 5: Air Quality (Application Document 6.1), includes an assessment of the predicted changes to local air quality as a result of the Project. ES Chapter 5 assesses impacts during construction and operation and sets out mitigation where this is considered appropriate.</p> <p>The construction phase is likely to affect air quality as a result of emissions of dust from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.</p> <p>The CoCP (Application Document 6.3, ES Appendix 2.2), which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigations</p>	

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						<p>in place, the air quality impacts of the Project in relation to human health during construction are not expected to be significant.</p> <p>The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, the CoCP and REAC were published during the Community Impacts Consultation in July 2021.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The operation of the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains across which locations the air quality modelling was carried out and why these were selected.</p> <p>The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project. Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and Design Manual for Roads and Bridges LA 105 standards (Highways England, 2019b). Given that there would be no significant adverse</p>	

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						<p>impacts on air quality in relation to human health from the Project during operation, then no mitigation for air quality effects is required. A Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10) has also been prepared, which considers the health impacts on local people and communities, including those protected by equality legislation and schools, during the construction and operation of the Project. The HEqIA describes the likely impacts of changes to air quality.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on the air quality impacts of the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p>	
NE94	Comments expressing concern about the Project because of its impacts on Green Belt and the countryside.	-	-	2	48	Reducing the impact of the Project on the environment is one of the Scheme Objectives and environmental mitigation measures have been developed to minimise the impacts. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).	No
NE95	Comments opposing the Project because of the impacts on or loss of Green Belt and countryside.	-	-	14	323	The Applicant acknowledges that the majority of the Order Limits for the Project, with the exception of the tunnel under the River Thames and the compensatory planting within	No

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						<p>Maidstone and Tonbridge and Malling, lies within land designated as Metropolitan Green Belt. Appendix E of the Planning Statement (Application Document 7.2) identifies and assesses the planning issues raised by the Project within its Green Belt context, considering the relevant parts of the National Policy Statement for National Networks (NPSNN) (Department for Transport, 2014), with other adopted and emerging local and national policies. The Applicant acknowledges that the Project is inappropriate development within the Green Belt but considers that there are Very Special Circumstances in place to allow for this development to be successfully consented. For further details about the planning tests regarding the Green Belt and the Applicant's response to these, see the Planning Statement.</p> <p>After Statutory Consultation in October 2018, the design of the proposed M2/A2/A122 Lower Thames Crossing junction was amended and the South Portal was moved 350m southwards. This would help to lessen the impacts on the Thames Estuary and Marshes Special Protection Area (SPA) and Ramsar site, while still maintaining safety standards on the link between the tunnel and the proposed M2/A2/A122 Lower Thames Crossing junction.</p> <p>The proposed footprint of the upgraded section of the A2/M2 corridor (between the junction with the Project and M2 junction 1)</p>	



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						<p>has been reduced by removing the hard shoulder along the eastbound A2 parallel connector road, reducing the width of lane four in the A2/M2 mainline, and reducing the width of the central reservation. These changes have reduced the impact of the road on the Kent Downs Area of Outstanding Natural Beauty (AONB), while still maintaining safety and traffic flow.</p> <p>North of the River Thames, at the Supplementary Consultation in January 2020, the North Portal remained in the same position, but the distance between the northbound and southbound tunnels was narrowed, reducing the footprint of the Project. After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury. The Project would operate safely without it and the proposed roadside service facility would have had significant impacts on the environment, including Green Belt land and local communities.</p> <p>The Project route east of South Ockendon was moved 200m south-west to reduce the impact on the environment, utilities and landfill works in the area. Due to the realignment of this link, the layout of the structures over the Mardyke River and nearby Orsett Fen Sewer and Golden Bridge Sewer rivers were altered.</p>	

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						Overall, the Mardyke Viaduct and Orsett Fen Viaduct lengths were increased by approximately 50m, which increased the open aspect and reduced the volume of flood compensation required in this area. The heights of the viaducts were kept as low as possible, to reduce their visual impact and the footprint of the embanked section as far as possible.	
NE96	Comments expressing concern about the Project's visual impacts on the surrounding landscape.	-	-	2	11	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 7: Landscape and Visual (Application Document 6.1) presents the impacts of the Project on the landscape.	No
NE97	Comments opposing the Project's visual impacts on the surrounding landscape.	-	-	2	63	During this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans (e.g. the Engineering Drawings and Sections (Application Document 2.9)) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>Information about the mitigation measures can be found in the relevant ES chapter, the CoCP and, where appropriate, are presented in the Environmental Masterplan. The Environmental Masterplan is secured through Requirement 5 of the draft DCO (Application Document 3.1).</p> <p>The landscape mitigation would be permanent measures managed by the Applicant or its representatives. This would be initially for a period of five years from the road opening, unless agreements are reached with other organisations or landowners.</p> <p>The CoCP and the REAC are legally secured in the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation</p>	

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						<p>of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on the visual</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>impacts of the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p> <p>The Applicant also consulted on a draft outline Landscape and Ecology Management Plan (oLEMP) as part of the Community Impacts Consultation. The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments.</p> <p>The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.4), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the CoCP (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft DCO.</p> <p>To reduce the impact of construction work on the landscape and on visual amenity, taller</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>temporary construction plant and buildings within construction compounds would, where practicable, be sited to reduce their prominence from the surrounding landscape. Other measures, such as temporary perimeter mounds, are proposed to soften sensitive views of some construction compounds.</p> <p>During construction, the compounds and the removal of vegetation would have significant effects on the landscape, with the two tunnel entrance compounds having the greatest effect. There would be temporary effects on landscape including the sensitive landscape character of the Kent Downs AONB, and temporary visual effects experienced by users of recreational facilities, such as footpaths and bridleways, users of roads and by residents and users of non-residential buildings.</p> <p>The Project has been designed to reduce visual effects by measures such as the use of cuttings and false cuttings, and the 4.25km-long tunnel, extending beyond the River Thames to the south. Green bridges would help maintain landscape connectivity across the Project route and extensive new woodland planting would help screen views of the Project.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant withdrew the proposals for an acoustic barrier near Park Pale bridge following feedback from the Kent Downs AONB Unit about the visual impact of</p>	

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						<p>the barrier. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road.</p> <p>During operation, there would be permanent landscape effects from the Project in the Kent Downs AONB and Green Belt. These would gradually reduce as planting mitigation establishes and matures over the 15 years after opening year. There would also be permanent visual effects on recreational facilities, residents and motorists, with these also reducing as planting matures over 15 years, although some significant effects would remain even when planting matures. Nitrogen deposition compensatory planting would have positive landscape and visual effects in some areas, as would the removal of some overhead power lines.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
NE98	Comments expressing concern about the impacts of the Project on designated sites, including Sites of Special Scientific Interest (SSSIs), Special Protection Area (SPAs) and Ramsar sites.	-	-	0	4	The Secretary of State chose the route and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. Alternative routes	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
NE99	Comments opposing impacts of the Project on designated sites, including SSSIs, SPAs and Ramsar sites.	-	-	1	22	and the planning balance for the Project were assessed as part of the Planning Statement (Application Document 7.2).	No
NE100	Comments expressing concern about the impacts of the Project on wildlife, including animal and plant life.	-	-	1	38	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans (e.g. the Engineering Drawings and Sections (Application Document 2.9)) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.	No
NE101	Comments opposing the Project because of the impacts on wildlife, including animal life and plant life.	-	-	4	158	ES Chapter 8: Terrestrial Biodiversity, and ES Chapter 9: Marine Biodiversity (Application Document 6.1), outline the baseline conditions and explain how all the relevant flora and	No
NE102	Comments highlighting the benefits of the Project, but saying the impacts on wildlife, including animals and plant life, need to be fully understood.	-	-	0	1		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>fauna have been valued and assessed. ES Chapter 7: Landscape and Visual (Application Document 6.1), includes the assessment of impacts on designated areas, including SSSIs, from the perspective of landscape character. These chapters also explain what measures would be implemented to reduce adverse effects where appropriate.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes SPA and Ramsar site or any other European designated site.</p> <p>The Environmental Masterplan and Design Principles present the mitigation measures that are embedded in the design to reduce the impacts on flora, fauna and the landscape.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments.</p> <p>The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO (Application Document 3.1), the ES (Application Document 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the CoCP (Application Document 6.3, ES Appendix 2.2).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES, during construction and operation of the Project. The CoCP and the REAC are</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>legally secured in the draft DCO (Application Document 3.1).</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, the CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>with an explanation as to how the Applicant has had regard to them.</p> <p>During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial invertebrates, and permanent habitat loss within ancient woodland and the loss of six veteran trees (three north of the River Thames and three to the south).</p> <p>The Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats. Mitigation measures include safe crossing points for wildlife over or under the Project and translocation of protected species to suitable existing or new habitats. Habitat creation is proposed to compensate for the loss of habitat from within designated sites, including ancient woodland, to improve connectivity between existing habitats, to provide replacement habitats for protected species, and to compensate for the impacts of nitrogen deposition when the Project is operational. These measures would include the salvage of soils from ancient woodlands for beneficial reuse in new areas of compensatory woodland planting, and the planting of new woodland and other habitats on existing agricultural land. Overall, there would be several hundred hectares of new woodland and habitats created across the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Project during the construction phase, providing biodiversity benefits.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as SSSIs, Local Nature Reserves, and Special Areas of Conservation.</p> <p>During operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation. Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>During the Local Refinement Consultation in</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>Overall, the Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation or compensation is proposed. For more information, see ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>More information about the assessments of the impacts of nitrogen during the operation of the new road can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).	
NE103	Comments expressing concern about light pollution from the Project.	-	-	1	1	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 7: Landscape and Visual (Application Document 6.1) includes an assessment of the impact of light pollution during construction and operation.	No
NE104	Comments opposing the Project due to impacts of light pollution.	-	-	0	10	<p>The Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2), which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The Register of Environmental Actions and Commitments (REAC) brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP for each</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP Second Iteration (EMP2) would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The Project would be designed to reduce the amount of light that could affect local communities during operation by making sure that any artificial lighting used is directed as</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>closely as possible on its intended target area. Lighting would be installed only where necessary for safety reasons, such as at junctions and tunnels. Large sections of the route to the north of the River Thames would remain unlit.</p> <p>Further information about lighting can be found in the Project Design Report (Application Document 7.4), Design Principles (Application Document 7.5), General Arrangement Plans (Application Document 2.5) and the Structures Plans (Application Document 2.13).</p>	
NE105	Comments expressing concern about an increase in noise and vibration caused by the Project.	-	-	5	22	<p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans (e.g. the Engineering Drawings and Sections (Application Document 2.9)) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation</p>	No
NE106	Comments opposing the Project because of the potential for increased noise and vibration.	-	-	8	96		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP includes information about working hours, restrictions on noisy construction activities and the siting of noise-generating activities.</p> <p>The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>ES Chapter 12: Noise and Vibration (Application Document 6.1), includes an assessment of the impact of constructing and operating the Project in relation to noise and vibration, and sets out appropriate mitigation.</p> <p>During construction, good practice measures would be implemented, such as closed-board fencing installed around the construction compounds, the use of low-noise equipment, and the locating of noisy activities as far away from key local buildings as possible.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Appropriate noise and vibration limits would be monitored and adjusted to ensure ongoing effectiveness.</p> <p>There is the potential for some significant noise and vibration impacts in some locations during the construction phase as a result of construction traffic and onsite activities. Construction noise would, however, be mitigated using good practice measures set out in the CoCP and the REAC.</p> <p>As well as measures to reduce noise during construction, the Applicant has taken steps to reduce the operational noise impacts. The road would be designed with the lowest practicable profile so that environmental impacts on the surrounding area, including noise, are reduced. Other noise mitigation measures would vary depending on location and would include the use of cuttings, false cuttings, low-noise surfacing and noise barriers. For more information about the proposed noise barriers, see ES Chapter 12: Noise and Vibration (Application Document 6.1) , ES Figure 12.6: Operational Road Traffic Noise Mitigation, and the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), which is secured through Requirement 5 of the draft DCO.</p> <p>During the Community Impact Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed. For more information, see ES Chapter 12: Noise and Vibration (Application Document 6.1).</p>	
NE107	Comments opposing the Project, saying that it would increase the risk of flooding.	-	-	0	2	<p>The proposals have been designed to meet the policies in the National Policy Statement for National Networks (Department for Transport, 2014) and the relevant provisions of the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021). These documents set out Government policy on development and flood risk. In accordance with national policy, the</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Project would not increase flood risk, with the exception of some pre-designated areas known as Compensatory Flood Storage Areas. In these areas, the land would be lowered and would accommodate any flood water displaced by the Project. The proposed siting of these storage areas has been determined according to the criteria set out in the Flood Risk Assessment (Application Document 6.3, Environmental Statement (ES) Appendix 14.6), which provides an assessment of the risk of flooding within the proposed development and elsewhere as a result of the Project being constructed and operated. In line with good practice, all flood assessments and mitigations include the projected effects of climate change.</p> <p>Watercourses that are susceptible to flooding or are important for the dispersal of flood water are known as main rivers. Where it is necessary to cross a main river, the Project would be carried over the river by a bridge or viaduct, except in the Mardyke Valley where a large box culvert would convey the main river under the route. The route would be designed to ensure that the performance of main rivers is not affected. This commitment is secured in the Design Principles (Application Document 7.5), which sets out the use of clear spanning viaducts over the Mardyke and its tributaries, as well as in the Register of Environmental Actions and Commitments (REAC), which can be found in the Code of Construction Practice</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>(CoCP) (Application Document 6.3, ES Appendix 2.2), which includes commitments relating road drainage and the water environment.</p> <p>Other watercourses, such as ordinary watercourses and drainage ditches, would be maintained by diverting them away from the works where necessary and routing them through culverts where they cross the preferred route.</p> <p>For more information about the Project's impact on drainage and water, see ES Chapter 14: Road Drainage and the Water Environment (Application Document 6.1).</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on the risk of flooding from the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p>	
NE108	Comments opposing the Project, saying that it would increase carbon emissions or have negative impacts on climate change.	-	-	0	20	As part of the Development Consent Order application, the Applicant has explained how the relevant legislative and policy requirements in relation to climate change impacts are met. An Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3).	No
NE109	Comments opposing the Project, saying that it	-	-	1	230		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	would increase carbon emissions or have negative impacts on climate change.					ES Chapter 15: Climate (Application Document 6.1) assesses the Project's impact on climate change, including greenhouse gas emissions during construction and operation, and sets out the proposed mitigation measures, including those measures that are secured through the Carbon and Energy Management Plan (Application Document 7.19). The assessment concludes that the increase in greenhouse gas emissions resulting from the Project would not have a material impact on the ability of Government to meet its carbon reduction targets, in accordance with the policy test set out in the National Policy Statement for National Networks (Department for Transport, 2014).  During construction, greenhouse gas emissions would be minimised through the design of the Project, such as incorporating low-emission materials, using those materials efficiently, reducing the distance they would be transported, using zero-carbon energy sources, and reducing and beneficially reusing waste. By incorporating these measures into the Project's proposals, the Applicant has already reduced emissions during construction by over a third compared with a scenario where those measures were not employed. This represents a leading position in the industry today and would result in construction emissions equivalent to 1.76 million tonnes of carbon dioxide.	
NE110	Comments in support of the Project on the grounds that it would reduce carbon emissions or have a positive impact on climate change in general.	-	-	0	100		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>However, the Applicant is committed to going further and to using the time available before construction begins to explore ways of achieving greater reductions in emissions. The Carbon and Energy Management Plan therefore provides a framework within which the Applicant and Contractors would, working closely with industry partners, seek to identify and develop innovative ways of reducing the Project's construction emissions below today's industry-leading position. The Carbon and Energy Management Plan also sets out the low-carbon solutions that would be deployed by the Applicant to manage and maintain the Project once it is operational.</p> <p>The Applicant has considered the additional carbon emissions from road users that could result from operation of the Project over a 60-year period and presented this information in ES Chapter 15. The Government has published its plans to deliver the required Net Zero trajectory for transport in the Decarbonising Transport Plan (Department for Transport, 2021a). The Applicant has assessed that if the trajectories set out in the plan are achieved, it would lead to a reduction in the additional road-user emissions attributable to the Project of at least 76%, across the 60-year appraisal period, compared with the more conservative figure that results from the use of national projections included in</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						the current version of Defra's Emissions Factors Toolkit.	
NE111	Suggestions that more information is needed about the benefits and impacts of the Project on the environment and local communities. These comments include requests for specific information, as well as and general requests for more information.	-	Gravesham Borough Council	3	67	<p>The consultation documents published at the Statutory Consultation in October 2018 were appropriate in terms of their scope and level of detail for an infrastructure project at that stage of its development. They were produced in accordance with good practice and provided enough information to allow consultees to take an informed view on the proposals.</p> <p>The consultation documents Case for the Project and the Preliminary Environmental Information Report provided detailed information about the benefits and the impacts on the environment and local people. For more information about the materials published for Statutory Consultation, see Appendix M of this report.</p> <p>During the Statutory Consultation in October 2018, a dedicated email address and phone number were publicised so that consultees could ask questions about the proposals. The correspondence team responded to over 600 queries, including over 50 requests for paper and electronic documentation. Details of over 60 consultation-related events were also publicised, at which Project staff were available to answer questions. The events were held in the areas most likely to be affected by the Project. Approximately 15,000 individuals and stakeholders attended these events. For more information as to how</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						Statutory Consultation in October 2018 was carried out, see Chapter 4 of this report.	
NE112	Comments highlighting the benefits of the Project, saying that it would improve local communities by reducing existing traffic impacts on some local areas.	-	-	0	12	These comments have been noted.	No
NE113	Comments in support of the Project, saying that it would have minimal impacts on local communities or would benefit them by enhancing connectivity across the River Thames.	-	Maidstone Borough Council, Dartford Borough Council, Medway Council, Colchester Borough Council, London Borough of Havering	3	627		No
NE114	General comments highlighting the benefits of the Project, or elements of it, to the environment.	Natural England	-	0	6		No
NE115	General comments in support of the Project, saying that it is justified by the environmental	-	-	0	232		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	improvements it would bring.						
NE116	Comments in support, saying the preferred route would cause minimal impact on the environment.	-	-	0	3		No
NE117	Comments in support of the Project, saying that it would be possible to minimise impacts on wildlife or plant life.	-	-	1	13		No
NE118	Comments highlighting the benefits of the Project, saying that it would improve health and wellbeing. Comments include those relating to reduced driver stress and improvements in air quality at the Dartford Crossing.	-	-	0	4		No
NE119	Comments in support of the Project, saying that it would improve people's health or wellbeing. These comments often relate to reduced driver stress or improvements in air quality.	Transport for London	-	1	316		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
NE120	Comments highlighting the benefits of the Project in reducing or minimising air pollution, particularly in the Dartford area.	-	-	0	14		No
NE121	Comments in support of the Project, saying that it would reduce the impact of air pollution, particularly in the Dartford area.	-	London Borough of Redbridge	3	966		No
NE122	Comments in support of the Project, saying that the impacts of noise and vibration would be minimised.	-	-	0	2		No
NE123	Comments in support of the Project, saying that noise and vibration impacts, particularly in the Dartford area, would be reduced.	-	London Borough of Redbridge	1	22		No
NE124	Comments highlighting the benefits of the Project, saying that it would reduce carbon emissions or have a positive impact on climate change.	-	-	0	3		No

## Issues raised in response to open Question 2c

- 11.4.15 Table 11.7 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q2c in the consultation response form, which was as follows:
- 11.4.16 *Q2c: Please let us know the reasons for your response to Q2a–Q2b and any other views you have on our selection of a preferred route for the Lower Thames Crossing.*
- 11.4.17 For reference, the closed Questions 2a–2b referred to in Q2c above were as follows:
- 11.4.18 *Q2a: Do you support or oppose our selection of the preferred route for the Lower Thames Crossing?*
- 11.4.19 *Q2b Do you support or oppose the changes we have made to the route since our preferred route announcement in 2017?*
- 11.4.20 For more information about Q2a–2b and how consultees responded to them and the other closed questions in the consultation response form, see Section 11.3 of this report.
- 11.4.21 The issues raised that relate to the route selection are summarised in Table 11.7 below. Where issues were raised in response to Q2c that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 11.4.22 The Applicant has fully considered all of the responses received, Table 11.7 explains how the Applicant has had regard to those issues raised and the Applicant's response is presented in the penultimate column of the table. The final column of the table identifies where the Applicant has made a change to the Project in line with the issues raised during this consultation.
- 11.4.23 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to them with a combined response.

## Information presented in Table 11.7

- 11.4.24 The information presented in Table 11.7 is the following:
- 'Code' is a unique code assigned to each issue for reference purposes.
  - 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q2c or to another question in the response form but covering similar topics.
  - 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.

- e. 's42(1)(d)' states how many respondents with a land interest raised that issue.
- f. 's47 & s48' states how many members of the public raised that issue.
- g. 'The Applicant's response' presents the Applicant's response to the issue(s) raised and explains how the Applicant has had regard to the issue(s).
- h. 'Project change' states whether the issue(s) raised resulted in a change to the Project.
  - i. 'Yes' indicates that changes to the Project proposals have been made since Statutory Consultation in line with the issue(s) raised. Some changes have been made as a result of environmental or other assessments, as well as through consideration of consultation responses.
  - ii. 'No' indicates that the suggestions or requests did not result in a change to the Project proposals.

### **Summary of issues raised relating to the route selection and the Applicant's responses**

11.4.25 Table 11.7 below summarises the issues raised relating to the route selection and the Applicant's responses to those issues raised.



**Table 11.7 Summary of issues raised relating to route selection and the Applicant's responses**

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RS1	General comments expressing concern about the preferred route, including those saying that it is in the wrong location or that there are better alternatives.	-	-	0	11	The Applicant and the Department for Transport have considered multiple potential options for the Project. Each option was carefully considered and those that met the relevant criteria were developed for inclusion in a public consultation. The preferred route, and the version of this route presented at the Statutory Consultation in October 2018, is the one that has been identified as best meeting the Scheme Objectives. More information on the alternatives considered during the development of the Project can be found in the Planning Statement (Application Document 7.2).	No
RS2	Comments requesting further information on the preferred route. Comments include those asking about design changes, how local areas would be affected, and what are the alternatives to the preferred route.	Natural England	Essex County Council	6	99	For the Statutory Consultation in October 2018, the Applicant produced over 3,000 pages of information about the design of the Project. This included detailed explanations and maps of the road and the tunnel at their current stages of design development. The consultation materials also included information about the potential impacts, such as impacts on the environment which are outlined further in the Planning Statement) (Application Document 7.2) and Environmental Statement Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1). Information on traffic movements in and around the Project can be found in the Traffic Forecasts Non-Technical Summary (Application Document 7.8). In addition, the process whereby options for the Project had been	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>investigated and the preferred route established, are explained in the Planning Statement. The consultation was promoted extensively over the 10-week period, including holding over 60 consultation-related events where staff were available to answer questions about the Project. For more information about the Statutory Consultation materials and promotional activities, see Chapter 4 of this report. The Statutory Consultation materials are set out in Appendix M of this report.</p>	
RS3	<p>General comments opposed to the preferred route, including those saying that they do not understand why it has been chosen and those saying that it is too close to the Dartford Crossing.</p>	<p>Kent Downs Area of Outstanding Natural Beauty Unit</p>	<p>Thurrock Council, Gravesham Borough Council</p>	83	1,178	<p>During the Statutory Consultation in October 2018, the Applicant explained the process through which options for the Project were investigated and the preferred route established (summarised in the Guide to Statutory Consultation, with more information in Chapter 9 of the Approach to Design, Construction and Operation document). The Statutory Consultation materials are set out in Appendix M of this report. The approach taken to selecting the preferred route and developing the design for the Project ensured that transport modelling, environmental assessments and economic appraisals were carried out on a fair and consistent basis. More information about this process can be found in the Planning Statement (Application Document 7.2). The traffic modelling forecasts that the location of the preferred route would attract traffic away from the Dartford Crossing, providing relief at Dartford and delivering against all the other Scheme Objectives, which are presented in the Need for</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						the Project (Application Document 7.1). For more information, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8). The traffic modelling submitted as part of the application for development consent forecast that, compared with the situation without the Project, the traffic using the Dartford Crossing would fall by 19% in 2030 and remain below current levels for the foreseeable future.	
RS4	Suggestions as to what the Project should be named, including suggestions to relate it to local history, along with recommendations as to what the road's shortened name and number should be.	-	-	1	6	The new road would be named the A122. The road classification and numbering have been developed in accordance with Department for Transport's (2012) Guidance on Road Classification. For more information, see the Classification of Roads Plans (Application Document 2.11) together with Schedule 5 of the draft Development Consent Order (DCO) (Application Document 3.1). Reference points are shown on the plans, which are used in the schedules of the draft DCO.	No
RS5	Comments expressing concern about the decision-making process that led to the preferred route. Comments include concerns about the setting of priorities, the involvement of stakeholders, the role of decision makers, strategy, and	-	-	2	61	The approach taken to selecting the preferred route and developing the design for the Project is in accordance with the legislation, standards and guidance set out by the Government. The process ensured that transport modelling, environmental assessments and economic appraisals were carried out on a fair and consistent basis. More information about this process can be found in the Planning Statement (Application Document 7.2). The compliance of the proposals for the Project with the National	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	consideration for local communities.					Policy Statement for National Networks (Department for Transport, 2014) are set out within the Planning Statement and the National Policy Statement Accordance Table, also in the Planning Statement.	
RS6	Comments opposed to the decision-making process that led to the preferred route. Comments include concerns about the setting of priorities, the involvement of stakeholders, the role of decision makers, strategy, and consideration for local communities.	Higham Parish Council, Kent Downs Area of Outstanding Natural Beauty Unit, Port of Tilbury London Ltd	Thurrock Council, Gravesham Borough Council	17	206	At appropriate stages during the Project's development, the Applicant has held public consultations to ensure that all stakeholders have had an opportunity to provide feedback on the proposals. For example, during the Statutory Consultation in October 2018, over 60 consultation-related events were held, with many in the areas most affected by the proposals. The consultation process is reported throughout this report, with information about how the Statutory Consultation was carried out in Chapter 4.	No
RS7	Suggestions as to how the Applicant should carry out any route selection processes, including whether to engage with specific stakeholders and suggestions on strategic thinking, priority setting and budget.	Port of Tilbury London Ltd	-	0	58	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment has been carried out, which is documented in Environmental Statement (ES). (Application Documents 6.1, 6.2 and 6.3). ES Chapter 13: Population and Human Health (Application Document 6.1) presents the assessments of the Project's impacts on local people and communities during construction and operation, as well as setting out any proposed mitigation . During this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The Applicant consulted on the draft CoCP including the REAC as part of the Community Impacts Consultation in July 2021.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						Details of how the alternative routes were assessed by the Applicant can be found in the Planning Statement (Application Document 7.2) and the environmental assessments that were considered as part of the route decision can be found in ES Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1).	
RS8	Comments expressing concern about the design changes introduced since 2017. Comments include those saying that the changes have negatively affected the design and the changes are not enough to mitigate the impacts of the Project.	-	Thurrock Council	1	23	<p>Since the Preferred Route Announcement in 2017, the Project has evolved as more information has become available. The most significant new information is the updated traffic model, which has affected the size and layout of the junctions, the main carriageway and the connecting routes.</p> <p>The traffic modelling submitted as part of the application for development consent forecast that, compared with the situation without the Project, the traffic using the Dartford Crossing would fall by 19% in 2030 and remain below current levels for the foreseeable future.</p>	No
RS9	Comments opposed to the design changes introduced since 2017. Comments include those saying that the changes were materially different from the previous design or the changes have negatively impacted the Green Belt.	-	Gravesham Borough Council	10	93	<p>This would benefit users of the local road network by cutting congestion on the approach roads and at the Dartford Crossing. It would also increase the resilience of the strategic road network, along with reducing journey times and reliability at Dartford.</p> <p>For more information about traffic modelling, see the Combined Modelling and Appraisal Report (Application Document 7.7). Appendix D: Economic Appraisal Package, of Combined</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Modelling and Appraisal Report, quantifies the economic benefits of the Project.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). The Secretary of State chose the route and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. Alternative routes and the planning balance for the Project were assessed as part of the Planning Statement (Application Document 7.2).</p> <p>During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Project Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>The National Policy Statement for National Networks (Department for Transport, 2014) and the Draft Overarching National Policy Statement for Energy (EN-1) (Department for Business, Energy and Industrial Strategy, 2021) recognise that new roads or utility diversions through Green Belt may constitute inappropriate development. Where that is the case, there is a presumption against such development except in very special circumstances. The Applicant has developed the Project to ensure it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and the associated planning practice guidance to support the framework (Department for Levelling Up, Housing and Communities; and Ministry of Housing, Communities and Local Government, 2021). This assessment, which explains the very special circumstances, is set out in Appendix E of the Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Table.</p> <p>As part of the EIA process, a CoCP has been prepared. The CoCP sets out general and topic-specific principles and requirements for the</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>control, mitigation and monitoring of potential construction impacts, including the impacts on the Green Belt. The CoCP includes information as to how construction site layout and good housekeeping would mitigate local environmental impacts of the construction compounds, and also explains how hoarding and fencing would reduce visual impacts.</p> <p>Schedule 2 Requirement 4(2) of the draft Development Consent Order (Application Document 3.1) requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC. Under Requirement 4, the EMP2 would also need to reflect the construction-related measures set out in the REAC (which can be found in the CoCP). These control, mitigation and monitoring measures have been incorporated in the assessments of impacts for all environmental topics presented in the ES. The REAC includes commitments relating to landscape and visual impacts.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						these documents that were provided in response to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.	
RS10	General comments in support of the preferred route, including comments saying that this is the best option.	-	Maidstone Borough Council, Dartford Borough Council, Medway Council, Braintree District Council, Essex County Council, Kent County Council, Ashford Borough Council, Folkestone & Hythe District Council	3	4,494	These comments have been noted.	No
RS11	Comments in support of the preferred route,	-	Essex County Council	1	1,274		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	saying that it should be built as soon as possible.						
RS12	Comments expressing no preference for which route is selected.	-	-	0	12		No
RS13	Comments in support of the preferred route, saying that no matter where it is located it would not satisfy everyone.	-	-	0	453		No
RS14	Comments highlighting the benefits of the design changes introduced since 2017. Comments include those saying that public opinion has been considered.	Higham Parish Council	-	2	21		No
RS15	Comments in support of the design changes introduced since 2017. Comments include those saying that public opinion has been considered, economic benefits have increased, and environmental impacts and land use have been reduced.	-	Maidstone Borough Council, Dartford Borough Council, Tonbridge and Malling Borough Council, Essex	5	555		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
			County Council				
RS16	Comments highlighting the benefits of the decision-making process for the preferred route selection. Comments include those saying that the route has been well thought out, with others saying the views of local people and previous feedback have been considered.	-	-	0	12		No
RS17	Comments highlighting the benefits of the location of the preferred route, including those saying that other options are not suitable and those supporting the location of the preferred route being away from the Dartford Crossing.	-	-	0	14		No
RS18	Comments in support of the location of the preferred route, including those saying that other options are not suitable and those supporting the decision to locate the	-	Essex County Council	0	441		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	preferred route away from the Dartford Crossing.						
RS19	Comments in support of the decision-making process for the preferred route, including those saying that it has been well thought out and that comments from local people have been considered.	Natural England	-	0	209		No
RS20	Comments in support of the preferred route on the basis that it has been designed by experts, including some comments expressing willingness to defer to expert opinion.	-	-	0	321		No
RS21	Comments in support of the preferred route, saying that its benefits outweigh its impacts. Comments include those saying that the needs of the majority should prevail or that this route is a reasonable compromise between	-	-	0	317		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	those with different interests.						
RS22	Comments highlighting the benefits of the design of the preferred route, saying that it supports integration with the existing road network.	-	-	0	51		No
RS23	Comments in which support for the preferred route is based on conditions. These include the condition that its expected results must be achieved, or that the plans should not be changed.	HS1 Ltd	Maidstone Borough Council, Kent County Council, Southend-on-Sea City Council	2	73	The preferred route was selected to best meet the Scheme Objectives, providing an optimal balance between reducing traffic congestion and increasing economic benefits, while reducing the environmental impacts wherever practicable. Additional details relating to the evolution of the Project and the assessment of alternatives are provided in the Environmental Statement (ES) Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1) and the Planning Statement (Application Document 7.2)	No
RS24	Comments expressing concern that the negative impacts of the preferred route would outweigh its benefits. Comments include those saying that the gains are not worth the impacts.	-	-	1	11	For more information about the Scheme Objectives agreed between the Applicant and the Department for Transport, see the Need for the Project (Application Document 7.1). For more information about the planning balance for the Project and an overview of the justification for the selection of the route, including how the Applicant considered the environmental benefits, see the Planning Statement (Application Document 7.2)  The traffic modelling forecasts that the location of the preferred route would attract traffic away from the Dartford Crossing, providing relief at Dartford	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>and delivering against the other Scheme Objectives. For more information, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8). The economic benefits of the Project are presented in the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant e.g. the Engineering Drawings and Sections (Application Document 2.9) and Project Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC. The EMP2 would also need to reflect the construction-related measures set out in the REAC.</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	
RS25	Comments expressing concern about the bridges, viaducts and embankments in the preferred route, including a request for low-maintenance embankments.	-	-	2	6	<p>The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridge (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design, providing a high level of safety and efficiency. The structures, including junctions, have been designed to be efficient and sustainable, with an appropriate</p>	No
RS26	Comments opposed to the use of bridges, viaducts and embankments in the	-	-	0	5		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	design of the preferred route.					<p>balance between the use of bridges and embankments. The height of structures has been determined by engineering design factors, including gradients of connecting roads and the height clearance needed between roads that cross each other.</p> <p>The Applicant has considered carefully how the route would be maintained once in operation. High-quality materials with lower maintenance characteristics would be specified and off-carriageway access included wherever practicable to allow workers to maintain the road and its assets safely while minimising lane or road closures.</p> <p>Seven green bridges have been included at appropriate locations along the route, providing environmental benefits, such as increased ecological connectivity. All of the green bridges would include crossing routes for walkers and cyclists, with equestrian access provided as appropriate for the location.</p> <p>More information about the Project's structures can be found in the Design Principles (Application Document 7.5). The Structures Plans (Application Document 2.13) also shows all new and modified structures that are part of the Project.</p> <p>The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
RS27	Suggestions as to how the design of the	-	-	0	103	The Applicant has designed the Project's proposals with free-flowing connections with the	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	preferred route should ensure free-flowing traffic, including avoiding the use of roundabouts and traffic lights, using slip roads, flyovers and underpasses, and improving traffic management.					A2/M2, A13/A1089 and the M25. The main route has no traffic lights or roundabouts to ensure continuous traffic flow, although traffic lights or roundabouts are necessary at some minor junctions away from the main route where traffic from the route meets local roads and at junction 29 of the M25, which is an existing junction being upgraded.	
RS28	Comments expressing concern about elements of the design which some consultees say may impede traffic flow, including roundabouts, traffic lights and traffic management.	-	-	0	55	The Project proposals submitted for the application for development consent, including those for all new junctions, have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design. This would provide a high level of safety and efficiency. The proposals include the appropriate use of slip roads and structures to maintain safety and traffic flow.	No
RS29	Comments opposing elements of the design that some say would impede traffic flow, including roundabouts, traffic lights and other traffic management measures.	-	-	3	24	For more information about the design of the route, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RS30	<p>Suggestions that the preferred route should be designed for future use, with the Applicant able to add more lanes in future if traffic increases make this necessary. There were also suggestions that technological advances, such as electric and autonomous vehicles, should be accommodated in the design.</p>	-	Suffolk County Council	1	242	<p>The traffic modelling forecasts that the Project would have free-flowing traffic for the foreseeable future.</p> <p>At all times, the Applicant has sought to minimise the land impacted or required for the Project in order to reduce the impact on local people and minimise costs. As such, the Project would not seek to acquire more land now than is needed to build the Project to the appropriate specification.</p> <p>There is uncertainty as to what vehicle and fuel types will be most popular in the future, but the route would be designed to allow for any of the current types of vehicle to operate safely along its route For more information about fuel types and vehicles in the future see Environmental Statement Chapter 5: Air Quality (Application Document 6.1).</p> <p>Mobile phone and radio signals would be available throughout the route, including in the tunnels, with 4G/5G connectivity also available within the tunnel. Built into the Project are the cabling and other infrastructure to provide high-bandwidth connectivity, should this be needed in the future.</p> <p>For more information about which future developments have been included in the Project's transport model, see the Transport Model Package, which is Appendix B of the Combined Modelling and Appraisal Report (Application Document 7.7). For more information about the technology designed into the route, see the</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5).	
RS31	Suggestions referring specifically to traffic movements of Heavy Goods Vehicles (HGVs) on the preferred route. Comments include those suggesting segregation of traffic according to vehicle types between the two crossings, restricting HGVs to specific lanes or hours of the day, and measures to ensure all vehicles can access the preferred route.	Shorne Parish Council	-	3	138	The Project proposals have been designed as an all-purpose trunk road with a restriction on HGVs using lane three, similar to a motorway. There would be no other restrictions on HGVs, apart from oversized HGVs, because there is sufficient capacity along the route and its junctions for free-flowing traffic to be achieved in normal conditions. Although the route is not a motorway, similar restrictions would apply for safety reasons, so pedestrians, low-powered motorcycles, learner drivers, cyclists, horse riders and agricultural vehicles would be prohibited. These restrictions are due to the high volumes of high-speed traffic expected to use the route.  For more information about the road's classification and vehicle access, see the Classification of Roads Plans (Application Document 2.11) together with Schedule 5 of the draft Development Consent Order (DCO) (Application Document 3.1), and the Traffic Regulation Measures Plans (Application Document 2.10) together with Schedule 5 and 6 of the draft DCO. Reference points are shown on the plans, which are referenced in the schedules. The classification of existing roads within the Order Limits would remain the same.	No
RS32	Comments expressing concern on the grounds that the preferred route would have motorway status. Comments include those saying that some road users, such as learner drivers or provisional licence holders, would not be able to use the route.	-	-	0	6		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RS33	Comments opposing the 'motorway' status of the preferred route. Comments include those saying that some road users, such as learner drivers or provisional licence holders, would not be able to use the route.	-	-	1	21		No
RS34	Comments in support of the preferred route being designated as a motorway.	-	-	0	26		No
RS35	Comments expressing concern that the preferred route is not straight or direct enough, which some say would make journeys inefficient.	-	-	0	25	The Applicant has designed the proposals to avoid highly populated areas to reduce the impacts on local communities. The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridge (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design, with the national speed limit an all-purpose trunk road (e.g. 70mph for cars), including in the tunnel.	No
RS36	Comments opposing the preferred route, saying that it is not straight or direct enough, which would make journeys inefficient.	-	-	0	3		No
RS37	Suggestions that the preferred route should connect motorway to motorway, without any	-	-	1	76		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	other junctions, to help reduce traffic congestion.					<p>Free-flowing connections between the Project and the strategic road network would be provided, including the A2/M2, A13/A1089 and M25, and there would only be selected links to local roads such as the Gravesend East and Orsett Cock junctions. This would help motorists using the Project to maintain fast and efficient journeys, with traffic modelling forecasting that the route would remain free-flowing for the foreseeable future.</p> <p>For more information about the reason the route was chosen, see the Planning Statement (Application Document 7.2). For more information on the traffic modelling, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7). For more information about the design, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5).</p> <p>The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
RS38	Suggestions relating to lighting provision along the route. Some comments suggest enhanced lighting, while others say that it is better to minimise roadside lighting.	-	-	0	7	<p>The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridge (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>accordance with the DMRB standards published at the time of detailed design. These would ensure that the roadside lighting is appropriate for safety purposes, while minimising the impact on local people and communities.</p> <p>An Environmental Impact Assessment was carried out with the potential impacts of light pollution documented in Environmental Statement (ES) Chapter 7: Landscape and Visual (Application Document 6.1). The ES includes an assessment of the impacts of light pollution during construction and operation and sets out any mitigation measures.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on lighting for the construction and operation phases of the Project and how it would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p> <p>The Applicant would reduce the amount of light that could affect the local area during operation by making sure that any artificial lighting is directed as closely as possible on its intended target area. Lighting would be installed only where necessary for safety reasons, such as at junctions and tunnels. Large sections of the route to the north of the River Thames would remain unlit.</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>There would be no significant impacts from light pollution on the environment or local people once the Project is operational.</p> <p>More information about roadside lighting can be found in the Project Design Report (Application Document 7.4). The Design Principles (Application Document 7.5) describes the Project Design Principles for lighting across the route, including reference to locations. Lighting locations are shown in the General Arrangement (Application Document 2.5) and the Structures Plans (Application Document 2.13). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
RS39	Comments expressing concern about the absence of a hard shoulder and the use of 'smart motorway' traffic management. Consultees concerns include safety and congestion.	-	-	0	29	<p>The Applicant has a corporate aim that no one should be harmed when travelling or working on the strategic road network as part of its Home, Safe and Well programme (Highways England, 2019a).</p> <p>The Project would be designated an all-purpose trunk road, which is a type of A-road, similar to existing major multi-lane roads such as the A13. The Project would be named the A122.</p>	No
RS40	Comments opposing the absence of a hard shoulder and the use of 'smart motorway' traffic management. Comments include those relating this	-	-	0	32	<p>The Project is being designed to the requirements set out in Design Manual for Roads and Bridges (DMRB) GD 300 Requirements for New and Upgraded All-Purpose Trunk Roads (Expressways) (Revision 2) (Highways England, 2020g), which introduces best-in-class design</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	to safety or to increased congestion.					and technology interventions for a dual carriageway A-road.	
RS41	Suggestions that there should be a hard shoulder added to the preferred route to minimise the risk of collisions.	-	-	0	29	The DMRB specification used for the design of the Project does not require a hard shoulder because it features advanced safety systems, including variable mandatory speed limits, red-X lane signalling to support incident management, stopped vehicle detection systems, CCTV, and emergency areas for road users to access in an emergency. Incident management plans and protocols would play a key part in minimising the impact of incidents.	No
RS42	Comments expressing concern about the preferred route, with consultees saying that it would be unsafe.	Transport for London, Kent Police	Thurrock Council, Gravesham Borough Council	2	57	These systems are included in the Project's design to support its safety objectives and make the road safer for all road users. The Applicant would use the most current stopped vehicle detection systems available at the time of opening, minimising both the risk of collisions and any reductions in traffic flow associated with temporarily closed lanes. The use of such technology would mean the new road would include more safety measures than existing A-roads. Furthermore, collision data shows that while hard shoulders are perceived as places of safety on a conventional motorway, there are still significant risks of being in a collision for those who stop in them. On the contrary, emergency areas are safer places for vehicles to stop, largely because they are set back further from moving traffic.	No
RS43	Comments opposing the preferred route, with consultees saying that it would be unsafe.	-	-	3	35		No
RS44	Suggestions that safety on the preferred route should be enhanced by providing better access for emergency services.	Essex County Fire and Rescue Service	-	1	20		Yes
RS45	Comments expressing concern about the potential impact of the preferred route on security and policing, including terrorism.	Office of the Police and Crime Commissioner for Essex, Essex	-	0	5		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
		Police, Kent Police				<p>The design submitted as part of the application for development consent uses varying distances between emergency areas, with the maximum being 1.6km, except in the tunnel, where enhanced operational and technology measures would be used. These include lane signalling, a traffic signal and barrier on each tunnel approach to allow closure in the event of an incident, incident detection technology, CCTV, and dedicated traffic officers along the Project.</p> <p>The Project would operate with variable mandatory speed limits, with the default limit being the national speed limit for an all-purpose trunk road (e.g., 70mph for cars). Speed limits would be adjusted using electronic signage and would change depending on the road conditions and in response to any incidents. Where appropriate, such as on some junction links, advisory speed limit signs would be installed to encourage responsible driver behaviour.</p> <p>The proposed tunnels would be significantly larger than the existing tunnels at the Dartford Crossing, with three full-width lanes in each direction. This would make it easier for drivers to maintain speed and pass vehicles in other lanes, improving traffic flow. The full-width lanes would reduce the risk of collisions by providing more space for motorists. This, and the improved traffic flow, would reduce the risk of side-impact and rear-end collisions.</p> <p>In the event of a major incident where one carriageway became completely blocked,</p>	
RS46	Comments opposing the potential impact of the preferred route on security and terrorism.	-	-	0	1		No
RS47	Suggestions about what security measures there should be along the route, including comments that there should clear plans for emergency vehicle response.	Essex Police, Kent Police	-	0	0		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>emergency vehicles could access incidents via the opposite carriageway. In the case of one tunnel being blocked, emergency services personnel could access incidents using the other tunnel and the pedestrian cross-passages that connect the two tunnels at regular intervals. Cross-passages would also allow drivers to reach (on foot) a safe space in the event of an incident in one of the tunnels.</p> <p>The Applicant has worked closely with emergency services in designing the Project. In response to feedback received during the Statutory Consultation in October 2018, additional direct access points have been provided so emergency vehicles could access the Project and nearby road network more quickly. These include new emergency access points at Brentwood Road, linking to the Project route, and at Heath Road, linking to the A1089. Following further design development, the Applicant also added an additional emergency access from the Project to Brentwood Road and consulted on this proposal during the Design Refinement Consultation in July 2020, as described in Chapter 7 of this report.</p> <p>After additional engagement with the emergency services, the Applicant added an additional emergency service access road on the slip road from Orsett Cock junction to the A13 and at North Road, which were consulted on as part of the Community Impacts Consultation in July 2021.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The Applicant would continue to work closely with the police and other emergency services to ensure the roads are safe and are equipped to deal with threats such as terrorism. The Project has considered safety at all stages of design, and it would be prioritised at every stage of construction and during the route's maintenance. The Code of Construction Practice (Application Document 6.3, Environmental Statement Appendix 2.2) sets out the standards to which the appointed Contractors would have to adhere to maintain safety around construction compounds.</p> <p>For more information about the design of the route, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5).</p> <p>The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>Following further engagement with emergency services, the Applicant has revised the locations of the rendezvous points located near the tunnel portals. These are designated areas that allow controlled access for emergency services in the event of an incident. The Applicant consulted on these locations during the Local Refinement Consultation in May 2022.</p>	
RS48	Suggestions on how to control the speed of drivers, including suggestions for speed	-	-	0	41	The route would operate with variable mandatory speed limits, with the default limit being the national speed limit for an all-purpose trunk road (e.g. 70mph for cars). Speed limits would be	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	limits and for the use of speed cameras.					<p>adjusted using electronic signage and would change depending on the road conditions and in response to any incidents. Where appropriate, such as on some junction links, advisory speed limit signs would be installed to encourage responsible driver behaviour.</p> <p>Speed limits within the tunnel and along the route would be enforced using the latest available technology. On the open road sections of the Project, enforcement is expected to be via speed detection cameras and police patrols. For more information about the Project design, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5).</p> <p>The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
RS49	Comments opposing the number of lanes on the preferred route. Some consultees say there are too many lanes and that this would bring more traffic to the area, while others say there are not enough lanes to handle future demand.	-	Gravesham Borough Council	10	65	<p>The number of lanes along the Project's route has been adjusted as part of the ongoing design development process. While it was originally expected that two lanes in each direction would be enough to accommodate the forecast traffic flows, after carrying out further traffic modelling, this was increased to three lanes in each direction for the proposals presented at Statutory Consultation in October 2018.</p> <p>Updated traffic modelling led to the conclusion that the number of lanes on the southbound section of the route between the A122 Lower Thames Crossing/M25 and the A13/A1089/A122</p>	No
RS50	Suggestions that the preferred route should have more lanes,	-	-	1	173		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	including a range from four to six lanes in each direction.					<p>Lower Thames Crossing junctions could be reduced from three to two while still allowing the Project to accommodate the forecast traffic demand. This change would reduce the footprint, impacts and costs of the Project along this section, with it still forecast to remain free-flowing for the foreseeable future.</p> <p>This revision to the proposals was presented at the Supplementary Consultation in January 2020. More information on the Supplementary Consultation can be found in Chapter 6 of this report. More information about the design of the route can be found in the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). Transport modelling information is available in the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7).</p> <p>The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
RS51	Comments expressing concern about the number of lanes on the preferred route. Some consultees say there are too many lanes and that this would bring more traffic to the area, while others say there are not enough lanes to handle future demand.	-	-	1	23		No
RS52	Comments highlighting the benefits of increasing the number of lanes proposed, from two to three, as part of the design changes included in the Statutory Consultation. Many of these consultees say that this would help the road to handle future demand.	-	-	1	3		No
RS53	Comments in support of increasing the number of lanes proposed, from two to three, as part of the design changes included in the Statutory	-	Dartford Borough Council, Medway Council	0	101		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	Consultation. Many of these consultees say that this would help the road to handle future demand.						
RS54	Suggestions that the elevation of the preferred route should be reduced, including suggestions to use cuttings.	-	-	6	8	<p>The Project has been designed to reduce visual effects by measures such as the use of cuttings and false cuttings, and the 4.25km-long tunnel, extending beyond the River Thames to the south. Green bridges would help maintain landscape connectivity across the Project route and extensive new woodland planting would help screen views of the Project.</p> <p>Ground conditions south of the River Thames have allowed the proposed road to be designed in a tunnel or cutting all the way to the proposed M2/A2/A122 Lower Thames Crossing junction. North of the river, the route passes through flood zones, which means the road would have to be elevated for much of the route between the Tilbury Loop railway line and the M25. However, for a significant length north of the River Thames, the route would sit within a false cutting between 2m and 5m high, which would help it blend with the surrounding landscape. The route would pass under the existing A13/A1089 junction, helping to reduce the height of the junction, before being elevated on embankments and viaducts across the Mardyke Valley. Finally, the route would pass under the M25, reducing the overall height of this junction, before joining the motorway south of junction 29. Where appropriate, woodland</p>	No
RS55	Comments opposing the elevation of the preferred route. Concerns include those relating to disruption and visual impact.	-	-	0	7		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>planting and carefully designed earthworks would help make the route less obtrusive.</p> <p>The Applicant investigated extending the tunnel northwards to pass under the Tilbury Loop railway line and Station Road, which would locate the North Portal 2km north of where it is currently proposed. Extending the tunnel that far would present significant engineering challenges due to the geology of the area and the need to adapt the existing tunnel design to account for the increased length. Both these factors would have added significantly to the Project costs. In addition, extending the tunnel beyond the location of the previously proposed Tilbury junction would limit any future connection to the route.</p> <p>At the Supplementary Consultation in January 2020, the Applicant presented revised proposals for the Tilbury Viaduct that reduced its length and height over the Tilbury Loop railway line and Station Road, reducing the visual impact of the viaduct. The improved design would allow Station Road to remain as it is at present, with construction taking place overhead.</p> <p>For more information about how the route is designed to sit within the surrounding landscape, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5).</p> <p>The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The impacts on the landscape and local communities have been assessed as part of the Environmental Impact Assessment, which is documented in Environmental Statement (ES) Chapter 7: Landscape and Visual, and ES Chapter 13: Population and Human Health (Application Document 6.1).</p> <p>The Applicant consulted on the predicted impacts on local people, including visual impacts, during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in particular the information presented in the Ward Impact Summaries (see Appendix S of this report). Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>During operation, there would be permanent landscape effects from the Project in the Kent Downs AONB and Green Belt. These would gradually reduce as planting mitigation establishes and matures over the 15 years after opening year. There would also be permanent visual effects on recreational facilities, residents and motorists, with these also reducing as planting matures over 15 years, although some significant effects would remain even when planting matures. Nitrogen deposition compensatory planting would have positive landscape and visual effects in some areas, as would the removal of some overhead power lines.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Since the Statutory Consultation in October 2018, amendments to the Applicant's designs have nearly halved the proposed numbers of Heavy Goods Vehicle (HGV) journeys during construction. At the Statutory Consultation, the proposed figure was an average of 17,500 HGV journeys a month (where a journey refers to a single HGV movement in or out of the construction area). At the Supplementary Consultation in January 2020, this figure had been reduced to an average of 13,300 HGV journeys per month. The reduction would be achieved by reusing excavated material for landscaping features around the tunnel portals and other design changes. The Applicant consulted on revised proposals for HGV movements during the Community Impacts Consultation of July 2021 as part of the draft outline Traffic Management Plan for Construction. These would mean a further reduction to an average of 10,350 HGV journeys per month Project-wide during the construction phase.</p> <p>Since the Community Impacts Consultation, the Applicant has further refined the designs to update landscaping at various locations around the proposed A13/A1089/A122 Lower Thames Crossing junction and at the proposed A122 Lower Thames Crossing/M25 junction. This would involve the reuse of clean excavated material for construction activities, reducing the number of HGV journeys, which would have a reduction in noise and environmental impacts related to</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>construction. These changes were consulted on in the Local Refinement Consultation in May 2022.</p> <p>The Applicant is also proposing to raise the new road in some locations, such as the proposed A122 Lower Thames Crossing/M25 junction and near North Road, where this can be achieved without increasing visual impacts or noise. More information was included in the Local Refinement Consultation in May 2022.</p> <p>The Applicant's latest proposals would mean a further reduction to an average of 9,500 HGV journeys per month across the whole Project during the construction phase, a 46% reduction on the original proposals at the Statutory Consultation in October 2018.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant provided a breakdown of average daily HGV movements to individual compounds during construction. This information was included in the Ward Impact Summaries document (see Appendix S of this report), with more information about the movement of excavated materials is also provided in the draft outline Site Waste Management Plan and the draft outline Materials Handling Plan. These consultation documents can be found in Appendix S of this report. Comments on those documents received during consultation are reported in Section 14.4 of this report, along with information as to how the Applicant had regard to those comments. Updated versions of the outline Site</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						Waste Management Plan (Application Document 6.3, ES Appendix 2.2, Annex A) and outline Materials Handling Plan (Application Document 6.3, ES Appendix 2.2, Annex B) are included as part of application for development consent.	
RS56	Suggestions that the Project's signage should be clear and provide useful information at key locations. Suggestions include the use of the latest technology to provide information to road users.	-	Southend-on-Sea City Council	0	47	Signage would be installed to ensure that the route performs safely and provides motorists with timely notifications of road layouts and destinations. Signage would include variable speed limits to manage traffic flow and maintain safety, along with real-time journey information on the approaches to the route, including information about any incidents and journey times for the Dartford Crossing and the Project, so motorists could make informed decisions about their route.  For more information about signage, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5).  The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.	No
RS57	Comments expressing concern that the design of the preferred route is too complex, including the proposed M2/A2/A122 Lower Thames Crossing and A122 Lower Thames Crossing/M25 junctions.	-	-	0	16	The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridge (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The designs aim to provide directness and safety for motorists, while also including sufficient	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RS58	Comments opposing the design of the preferred route saying that that it is too complex, with some comments highlighting the proposed M2/A2/A122 Lower Thames Crossing junction.	-	-	4	27	<p>connections to the strategic road network and selected local roads. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design.</p> <p>After considering the feedback received during the Statutory Consultation in October 2018, and carrying out further design development, the design of the proposed M2/A2/A122 Lower Thames Crossing junction was reconsidered, particularly with regard to how motorists from Gravesend connect to the A2/M2 eastbound. A new design offering more direct routes for these journeys, as well as other benefits, was presented during the Supplementary Consultation in January 2020. More information about the Supplementary Consultation can be found in Chapter 6 of this report, with the responses to the issues raised during that consultation in Chapter 12.</p> <p>The proposed A122 Lower Thames Crossing/M25 junction is the intersection of two major roads, but there are only three possible movements: from the A122 to the M25 northbound, including direct access to junction 29, and from the M25 southbound either towards junction 30 or to the A122. Signage on the approaches to all the proposed Project junctions would ensure motorists would be aware of route options and could navigate the layout safely.</p>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						For more information about the route and junction designs, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.	
RS59	Comments expressing concern about route maintenance, including some on the subject of maintaining the route's assets (such as gantries and barriers) and making repairs to the carriageway.	-	-	0	6	The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridge (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design.	No
RS60	Comments opposing the Project on the grounds that the Applicant would not be able to carry out maintenance efficiently, including tasks such as maintaining gantries, barriers and carriageways. Some consultees say that the Applicant's maintenance of existing roads is inadequate.	-	-	0	2	The Project would be designed in accordance with the standards set out in the Design Manual for Roads and Bridges, so that its maintenance requirements are minimised, reducing the impacts on road users as much as possible. Maintenance across the route would be coordinated to minimise the periods when lane or carriageway closures are necessary. Maintenance workers would be able to access the route's assets, such as gantries, via local roads or from maintenance parking bays accessed via emergency areas. This would reduce the need to close lanes on the Project for most maintenance purposes, although there would be circumstances	No
RS61	Suggestions that the preferred route should be	-	-	0	7		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	designed to be durable and should be well maintained.					when lanes would have to be closed, such as to protect worker safety or to repair the carriageway. For more information about the route design, including maintenance, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.	
RS62	Suggestions that the preferred route should be built either entirely or partly underground.	-	-	13	150	80% of the Project is proposed to be below ground in either a tunnel, cutting or false cutting. Costs of construction and operation are considered at every part of the design process. All parts of the Project, including links and structures, have been designed to be cost-efficient and the Project carries out periodic reviews to ensure costs are controlled. The budget is also subject to close scrutiny by the Department for Transport, two of whose objectives are for the Project to be affordable to Government and users, and to achieve value for money. In assessing the three shortlisted options for a northern route, the Non-Statutory Consultation in January 2016 assessed their relative costs, benefits, benefit-cost ratios (BCRs) and value for money. The Pre-Consultation Scheme Assessment Report (Highways England, 2016a), produced to inform the Non-Statutory Consultation, reported that Route 3 had the highest BCR, would provide the shortest route, the greatest improvement to journey times and would have the lowest environmental impact of	Yes



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the three options. Of the options presented at the Non-Statutory Consultation, Route 3 also proved to be the most popular. For information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>Putting the road entirely or even substantially underground would increase the costs of construction significantly and make the Project unviable.</p> <p>The section of the route that is in a tunnel has been chosen so that the route can cross under the River Thames and the protected areas of international environmental importance along the Thames Estuary, having as little impact as possible on the marine and estuary ecology.</p> <p>Following the Non-Statutory Consultation in January 2016 and the Preferred Route Announcement in 2017, significant development of the new road's design was carried out before it was presented in the Statutory Consultation in October 2018. South of the River Thames, the A226 junction was removed, which allowed the South Portal to be redesigned and moved 600m south.</p> <p>The South Portal was moved 350m south after the Statutory Consultation and its new location was consulted on during the Supplementary Consultation in January 2020, meaning that the South Portal has been moved 950m in total. The location of the South Portal has been determined by the need to mitigate negative environmental impacts, such as changes to groundwater levels,</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>on the Thames Estuary and Marshes Special Protection Area and Ramsar site. Extending the tunnel further south is not possible due to the need to maintain a safe distance between the tunnel portal and the proposed M2/A2/A122 Lower Thames Crossing junction to allow for the appropriate signage and to give motorists enough time to make safe lane changes.</p> <p>North of the River Thames, the Applicant investigated extending the tunnel northwards to pass under the Tilbury Loop railway line and Station Road, which would locate the North Portal 2km north of where it is currently proposed. Extending the tunnel that far would present significant engineering challenges due to the geology of the area and the need to adapt the existing tunnel design to account for the increased length. Both these factors would have added significantly to the Project costs. In addition, extending the tunnel beyond the location of the previously proposed Tilbury junction would limit any future connection to the route. For more information about the route design, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
RS63	Suggestions for better connections to be provided as part of the preferred route.	-	-	4	93	The Project includes junctions with the main links on the relevant section of the strategic road network and with key local roads. Links include the proposed M2/A2, A13/A1089 and M25. These	No

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	Consultees say that there should be more junctions or connecting roads along the preferred route, linking it to other local and major roads in the area, such as the A13, M2 and M11.					connections ensure the Scheme Objective to relieve congestion at the Dartford Crossing would be satisfied, as well as helping to support sustainable local development and regional economic growth.	
RS64	Comments expressing concern about access to the route, saying that there are insufficient junctions connecting to the route, with limited local connectivity.	Office of the Police and Crime Commissioner for Essex	Gravesham Borough Council	2	47	The choice of junctions is based on traffic modelling forecasts, feedback from engagement, environmental and community impact assessments, and cost. For example, the proposed A13/A1089/A122 Lower Thames Crossing junction provides the key strategic connections between the Project and the A13 to the east, while not providing connections between the Project and the A13 to the west. The latter are predicted to carry relatively little traffic, partly because the forecast improved performance at the Dartford Crossing means that motorists west of the Project's route are likely to continue to cross at Dartford.	No
RS65	Comments opposed to the connectivity arrangements for the route, with comments including those saying that the choice of junctions is wrong.	-	Gravesham Borough Council	4	33	In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design provides a direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the A122 northbound and southbound to the A1089.	No
RS66	Comments opposed to the new journeys facilitated by the preferred route.	-	-	0	8		No
RS67	Comments expressing concern that the preferred route does not serve locations equally	-	-	0	23		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	and does not provide connectivity to some communities.					Westbound traffic would be able to access the A1089 from the A13 via the Orsett Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road. Feedback from this consultation is reported in Chapter 15 of this report.	
RS68	Comments opposing the preferred route, saying that it does not serve locations equally and does not provide connectivity to some communities.	-	-	2	51	<p>Alternative connections and routes, such as suggestions to connect the route directly to the M11 and M2, were ruled out following the Non-Statutory Consultation in January 2016 and the subsequent Preferred Route Announcement (PRA) in 2017.</p> <p>It was previously proposed to include a connection to the A226 near Gravesend. However, this junction was removed prior to the Statutory Consultation in October 2018 due to concerns about increases in traffic on local roads and additional environmental impacts.</p> <p>For more information about the options considered and Scheme Objectives, see the Planning Statement (Application Document 7.2). This document includes a summary of the Scheme Objectives and the options considered. For more information about the Non-Statutory Consultation in January 2016 and Preferred Route Announcement by the Secretary of State in 2017, see Chapter 3 of this report.</p>	No
RS69	Comments highlighting the benefits of the road's proposed elevation, including comments	-	-	1	5	These comments have been noted.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	about changes that have been made that help reduce the impacts on local people.						
RS70	Comments in support of the road's proposed elevation, including comments about changes that reduce the impact on local people.	-	-	1	77		No
RS71	Comments highlighting the benefits of the preferred route, saying that it would potentially result in fewer collisions between lorries and smaller vehicles.	-	-	0	1		No
RS72	Comments in support of the preferred route, with requests that it be built with safety as a priority. Comments often mention vehicle collisions, referring to the need to avoid the safety concerns that are at the Dartford Crossing.	-	-	1	52		No
RS73	Comments in support of the preferred route,	-	Chelmsford City Council,	0	229		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	saying that it provides improved connectivity.		Dartford Borough Council, Essex County Council, Kent County Council				
RS74	Comments in support of the use of bridges, viaducts and embankments in the design of the preferred route.	-	-	1	8		No
RS75	Suggestions that the preferred route should be designed to enhance regional economic growth and the regeneration of local areas.	-	-	0	5	<p>The preferred route and design of the Project seek to maximise national and local benefits while providing value for money for taxpayers. Road users in Kent, Thurrock, Havering and Essex who travel along parts of the A2, A13, A127, M25, and M20 and who use the Dartford Crossing and its approach roads are forecast to experience reduced journey times and reduced congestion as a result of the Project.</p> <p>The improved connectivity would boost the productivity of local businesses by making it easier for them to interact with customers and suppliers, and to retain and attract workers. These business benefits would boost employment and economic growth, with significant long-term benefits from the Project for businesses.</p>	No

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						<p>The Project aligns with the South East Local Enterprise Partnership (SELEP) strategy for tackling housing shortages, encouraging infrastructure and improving workforce skills to increase productivity and regional economic growth. The majority of the Project's economic, social and environmental benefits accrue from trips that begin and/or end in local authorities within the SELEP area. SELEP local authorities north and south of the River Thames are forecast to receive substantial transport user benefits, which are mainly journey-time savings and productivity benefits.</p> <p>The traffic modelling submitted as part of the application for development consent forecasts that, compared with the situation without the Project, the traffic using the Dartford Crossing would fall by 19% in 2030 and remain below current levels for the foreseeable future.</p> <p>The Project would help transform the economic geography of the area and connect two economies that have historically been separated by the River Thames. It would connect local people to more jobs, make business-to-business interactions easier and more effective, and facilitate growth in trade and freight, which is so dependent on reliable journey times to ports and to the Channel Tunnel.</p> <p>The Project would support local and regional policy objectives for both economic and housing growth – and is in line with national government</p>	

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						<p>objectives for sustainable economic growth, levelling up and Global Britain.</p> <p>For more information about the traffic modelling, including cross-river traffic flows, see the Combined Modelling and Appraisal Report (Application Document 7.7), with information about the Project benefits in the Economic Appraisal Package, which is in Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). Information about the economic benefits of the Project can be found in the Need for the Project (Application Document 7.1).</p>	
RS76	Comments expressing concern about the cost and financing of the preferred route. Some consultees say that it is either too expensive or does not achieve value for money. Others say that insufficient funds have been identified to finance the Project.	-	Gravesham Borough Council	2	118	<p>The Project has been designed to address all the Scheme Objectives, including value for money, focusing on how public resources can be used to create and maximise public value.</p> <p>In October 2018, it was announced that there would be no further projects funded using the Private Finance Initiative model. The Department for Transport (DfT) is committed to the Project, which would be paid for using public funds should it be granted development consent. The Government's Road Investment Strategy 2 (DfT, 2020a) sets out its major road-building commitments for the period 2020–25, including the Project.</p>	No
RS77	Comments opposed to the preferred route on the grounds that it would not achieve value for money. Comments include those saying that the preferred route costs	-	-	15	200	<p>More information about the costs and benefits of the Project, including a table showing the monetised benefits, can be found in the Need for the Project (Application Document 7.1) and the</p>	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	too much or that other less expensive options exist.					Economic Appraisal Package (EAP), which is Appendix D of Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information on the appraisal methods and results.	
RS78	Comments expressing concern about the financing and the ownership of the route, including concerns that the Project would be sold to a foreign company. Some of these consultees were opposed to the Project being privately financed, as companies could profit from a charging system.	Transport for London	-	1	47	On completion, the Project would remain a Government asset for the foreseeable future. Charges would be collected by the Applicant's agents and passed to the DfT, with the Government being responsible for spending any revenues.	No
RS79	Comments expressing concern about the financing and the ownership of the route, including concerns that it would be sold to a foreign company. Comments also opposed the Project being privately financed, saying that companies could profit from the charges.	-	Swale Borough Council	0	164		No
RS80	Suggestions that the route should be funded	-	-	1	3	The Department for Transport (DfT) is committed to the Project, which would be paid for using	No

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	by sources other than Government, including wind turbines near the road, a levy on logistics firms, or money from China.					public funds. Charges to use the tunnel would be collected by the Applicant's agents and passed to the DfT, contributing indirectly to the capital and running costs of the route. The charging system would include a charge on most vehicles, including those used for freight.	
RS81	Comments expressing concern about the financing and ownership of the preferred route. Some comments asked whether foreign nations or private enterprises are contributing towards the Project.	-	-	0	3	Building a wind turbine as part of the Project was discounted because of concerns about its impact on birds in nearby environmentally sensitive areas, such as the Thames Estuary and Marshes Special Protection Area and Ramsar site. For more information about the energy requirements of the Project, see the Carbon and Energy Management Plan (Application Document 7.19). Information is set out in the Road Investment Strategy 2 (DfT, 2020a), explaining what funds are being made available by the Government for this Project and other road schemes during the period 2020–25.	No
RS82	Suggestions that the preferred route should be publicly funded, and Government should reduce funding for other projects, such as HS2, to be able to afford it.	-	-	1	4		No
RS83	Comments expressing concern about the potential impacts of Brexit on the preferred route. These include concerns around uncertainty about trade with Europe and	-	-	0	22	The Government has been responsible for managing the process of leaving the EU and setting the policy objectives that its departments and agencies are expected to fulfil. As one of those agencies, the Applicant is continuing to develop its plans for the Project in line with the Scheme Objectives that were agreed with Department for Transport. There is no evidence	No

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	difficulties financing the Project.					that Brexit removes the need for the Project or negate its benefits.	
RS84	Comments opposed to the preferred route because of Brexit, with references to uncertainty about trade with Europe and difficulties financing the Project.	-	-	1	13	For more information about the Scheme Objectives, see Need for the Project (Application Document 7.1).	No
RS85	Comments expressing concern about the impact of the preferred route on businesses. Comments include those saying that the route would disrupt the construction and operation of major infrastructure projects such as Thames Tideway, while others say the Project would hinder housing and commercial development.	Royal Mail Group Ltd	Medway Council, Thurrock Council	1	21	The Project is expected to deliver a range of benefits including congestion relief at the Dartford Crossing. The improved connectivity across the River Thames and reduced journey times would help local businesses to boost productivity. For more information about the Scheme Objectives and economic benefits, see the Need for the Project (Application Document 7.1) and the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.	No
RS86	Comments opposed to the preferred route because of the potential impacts to the local economy and businesses. Some consultees say	-	Swale Borough Council, Thurrock Council	13	26	The relevant local planning authorities are responsible for planning for future developments, details of which are included in their local plans. To understand future aspirations for growth, the Applicant has assessed the development plans within those local plans that are relevant and that	No

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	<p>construction would disrupt existing businesses, and others that the Project would inhibit future growth by using up commercial space.</p>					<p>are sufficiently advanced. The Applicant would support local and regional policy objectives for both economic and housing growth. For more information about how the Applicant has assessed developments in the Application Site, see ES Chapter 16: Cumulative Effects Assessment (Application Document 6.1). Assessments of the relevant local plans can be found in the Planning Statement.</p> <p>Wherever practicable, and where in line with the Government's transport analysis guidance (Department for Transport, 2021b), this has been taken into account in the design of the Project and mitigation measures to reduce the impact have been included.</p> <p>During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the Environmental Impact Assessment process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>All affected businesses are being worked with to minimise the impact and to understand their access needs. The Applicant would expect to maintain accesses throughout construction. If there were any impacts, the Applicant would engage with affected parties and, where possible, give them advance notice about any temporary impacts on their access, However, in the case of an emergency (such as a burst pipe) the Applicant would work to neutralise any harmful impacts immediately for the benefit of all parties, even if this meant temporarily closing an access.</p> <p>The Applicant consulted on proposed diversion routes and traffic management measures during the Community Impacts Consultation in July 2021. For more information on the responses to the proposals, see Section 14.4 of this report.</p> <p>During the construction phase, the appointed Contractors would work closely with local</p>	

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						<p>authorities and other stakeholders to minimise delays to existing road users and would implement a communications strategy to inform road users and businesses about where traffic management measures are needed.</p> <p>The Transport Assessment (Application Document 7.9) sets out the Project's forecast impact on the strategic and local highway networks. It also assesses the predicted impacts on the road and public transport networks during the Project's construction.</p> <p>The Applicant is aware of other major infrastructure projects taking place within the Greater London and South East regions, and is taking care to avoid challenges with material supply and ensuring that waste materials are reused in a sustainable way.</p>	
RS87	Comments in support of the preferred route on the grounds that it is needed to meet increased trade demand as a result of Brexit. Comments say that better transport links with Europe will be needed after Brexit.	-	-	0	14	These comments have been noted.	No
RS88	Comments highlighting the benefits of the preferred route due to the positive impact it	-	Kent County Council	0	17		No

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	could have on the local economy. The benefits include boosts to local businesses and their productivity, regeneration of communities, job creation and reduced journey times.						
RS89	Comments in support of the preferred route on the ground that it would have a positive impact on the local economy, saying that it would boost productivity, regenerate communities, create jobs and improve journey times for businesses.	-	London Borough of Redbridge, London Borough of Havering, Southend-on-Sea City Council, Folkestone & Hythe District Council	0	138		No
RS90	Comments highlighting the economic benefits of the preferred route, saying that the route is cost effective and would achieve value for money.	-	-	0	11		No
RS91	Comments in support of the cost and value for money of the preferred route, saying that the	-	Suffolk County Council	0	135		No



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	route is cost effective and would help the economy by improving connectivity and creating jobs.						
RS92	Comments in support of the economic impact of the preferred route, including suggestions that it delivers value for money or is cost effective.	-	Essex County Council	1	78		No
RS93	Comments highlighting the benefits of the preferred route on the national economy. Many of these consultees say that providing reliable infrastructure encourages economic growth.	-	Kent County Council	0	5		No
RS94	Comments in support of the preferred route in terms of its impacts on the national economy. Some consultees say that providing reliable infrastructure encourages economic growth.	-	Dartford Borough Council, Essex County Council, London Borough of Havering, Southend-	1	55		No

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			on-Sea City Council				
RS95	Comments highlighting the benefits of the preferred route, saying that it is needed to meet the needs of a growing population or increasing levels of development in the South East.	-	-	0	1		No
RS96	Comments in support of the preferred route, saying that it is needed to meet the needs of a growing population or increasing levels of development in the South East.	-	-	0	18		No
RS97	General comments expressing concern about the impacts of the preferred route on the environment.	-	Medway Council	2	207		No
RS98	General comments opposing the preferred route because of the impacts on the environment.	Kent Downs Area of Outstanding Natural Beauty Unit	Essex County Council, Gravesham Borough Council	18	233	The Secretary of State chose the route and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. Alternative routes and the planning balance for the Project were assessed as part of the Planning Statement (Application Document 7.2).	No

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RS99	Suggestions that the impact of the preferred route on the environment should be minimised, including suggestions to maximise use of brownfield or renewable power generation along the route.	-	-	0	37	<p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant had regard to them.</p> <p>The Applicant's Sustainable Development Strategy (Highways England, 2017d) sets out its approach and priorities for sustainable development. This has been incorporated into the development of the Project and is described in the Sustainability Statement (Application Document 7.11). This document provides an overview of the Applicant's approach to sustainability and information about the use of brownfield or contaminated land.</p> <p>The energy requirements for construction and operation of the Project would be met by purchasing renewable energy from certified supplies, such as offshore windfarms.</p> <p>Implementing wind turbines as part of the Project was discounted because of concerns about their impact on birds in environmentally sensitive areas, such as the Thames Estuary and Marshes Special Protection Area and Ramsar site. Solar farms were discounted because of their additional land use, which could have impacted land intended for other environmental mitigation measures. A Carbon and Energy Management Plan (Application Document 7.19) has been prepared which explains the energy requirements of the Project and commitments to and opportunities for reducing carbon emissions.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring</p>	

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						<p>the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as Sites of Special Scientific Interest, Local Nature Reserves, and Special Areas of Conservation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some landowners while continuing to</p>	

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						<p>offset the environmental impacts of nitrogen deposition.</p> <p>The proposed compensation sites are in four areas: Hole Farm, Brentwood; Southfields, Thurrock; Gravesham and Shorne Woods; and the M2/A2 corridor, including Blue Bell Hill.</p> <p>If appropriate, the areas of compensatory land would be made publicly accessible in a way that complements their primary function as compensatory habitats. Other benefits of the new habitats would be to: improve the appearance of the local landscape by planting new trees and other plants; enhance biodiversity by increasing the number of linked habitats; and planting new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	
RS100	Comments expressing concern about the potential impact of the preferred route on local communities. Comments say that local residents have not been given	-	Southend-on-Sea City Council	2	234	Local people and communities have been considered throughout the design and development of the Project, and consulted with at appropriate stages of development. Information about how they have been considered during the design development process can be found in the Project Design Report (Application Document	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	enough consideration, local communities are already affected by the Dartford Crossing, and that the Project has the potential to negatively impact future growth around East Tilbury.					7.4). In addition, the Project has sought to generate a positive legacy of green infrastructure and identified an opportunity to improve access to semi-natural open space. For example, south of the River Thames, in the area of land to the north-west of the South Portal, the Applicant has developed a landscaping mitigation proposal that creates a wooded hill. This would provide open space and create a separation between the South Portal and the edge of Gravesend, while also softening the edge of the settlement.	
RS101	Comments opposing the potential impact of the preferred route on local communities. Comments say that local residents have not been given enough consideration and that local communities are already affected by the existing crossing.	-	Gravesham Borough Council	36	407	The Secretary of State chose the route and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. Alternative routes and the planning balance for the Project were assessed as part of the Planning Statement (Application Document 7.2).	No
RS102	Suggestions that the impact of the preferred route on local communities should be minimised. Comments include those saying that the road should avoid disrupting local traffic and businesses.	-	-	1	73	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g.	No



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						<p>the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>As part of the Community Impacts Consultation in 2021, the Applicant provided updated information on the impacts on communities from the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The Applicant would be required to submit a Traffic Management Plan (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO. The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p> <p>The Project would support local and regional policy objectives for both economic and housing growth. The details of this can be found in the Need for the Project (Application Document 7.1).</p> <p>More information about the benefits can be found in the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table Report within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>information about the appraisal methods and results.</p> <p>As part of the efforts to generate benefits for local communities, the Applicant intends to provide opportunities for local people that might enable them to work on the construction or operation of the route and would also seek to help local businesses form part of the supply chain that would build and operate the route. The Applicant is working with stakeholders to develop these plans and put them into action. The Applicant's Benefits and Outcomes Document (Application Document 7.20) provides a framework to communicate what is being delivered within the Project's DCO and some of the wider activities undertaken by the Applicant (both already and planned for the future) in the local area of the Project to support the local people and environment.</p>	

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RS103	Comments expressing concern about the potential impact of the preferred route on schools and children, saying that the Project would pass too close to schools.	-	-	0	2	Schools and children have been considered throughout the design and development of the Project, and local communities have been consulted with at appropriate stages of development. The Applicant would continue to consider schools and children during construction and operation of the Project. The Secretary of State chose the route and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. In selecting the alignment of the proposed route, and subsequently in the design of the route and its junctions, the Secretary of State and the Applicant have sought to balance the Scheme Objectives, which were agreed with the Department for Transport and are set out in the Need for the Project (Application Document 7.1). Alternative routes and the planning balance for the Project are assessed as part of the Planning Statement (Application Document 7.2). To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application	No
RS104	Comments opposing the potential impact of the preferred route on schools and children, including those saying that the Project would pass too close to schools and would create high levels of pollution.	-	-	8	33		No
RS105	Comments opposed to the preferred route on the grounds that there would be construction impacts on the local area. Comments include those saying that the Project would cause increased noise and air pollution.	-	Gravesham Borough Council	1	22		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>The Applicant consulted on the predicted impacts on local people, including schools, during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in particular the information presented in the Ward Impact Summaries (see Appendix S of this report). Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the</p>	

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						<p>Community Impact Report (Application Document 7.16).</p> <p>ES Chapter 5: Air Quality (Application Document 6.1), includes information about air quality impacts in areas near the Project during construction and operation, as well as any proposed mitigation measures. These assessments predict that the air quality impacts in relation to human health on schools from construction and operation of the Project would not be significant.</p> <p>ES Chapter 13: Population and Human Health (Application Document 6.1) includes descriptions of communities close to the Project, including assessments of the impacts of the Project on community assets such as schools during construction and operation, as well including information about the proposed mitigation for each area. ES Chapter 12: Noise and Vibration (Application Document 6.1), assessed the impact of noise and vibration from the construction and operation of the Project on local people. It includes information about mitigation measures, such as noise barriers, which are also represented spatially in ES Figure 2.4: Environmental Masterplan (Application Document 6.2), secured through Schedule 2 Requirement 5 of the draft DCO.</p> <p>As well as the assessments documented in ES Chapters 12 and 13, the Applicant has carried out a Health and Equalities Impact</p>	

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						<p>Assessment (HEqIA) (Application Document 7.10), which considers the Project’s impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>Local people would benefit from work and training opportunities provided by the Project during construction, which are likely to have positive impacts on mental health. However, while construction impacts have been mitigated as far as reasonably practicable, there would be temporary negative impacts on communities from construction activities. These could result in mental health impacts on local people – for example, due to anxiety around perceived changes in air quality or as a result of changes to noise levels. Longer journey times due to traffic management and road closures, reduced access to green spaces and closures of walking, cycling and horse riding routes could also impact people’s health and wellbeing. Some local businesses, including farms, would have land temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of 30 residential and 5 commercial properties.</p> <p>The Applicant has designed the Project to provide additional benefits to local people</p>	



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						<p>once it is open, such as including new areas of landscaped recreational land at Chalk Park and Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such as cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p> <p>The CoCP and REAC set out the good practice and location-specific measures that would be used to reduce the impact of the Project's construction and operation on local people. These include measures to reduce noise, dust and light impacts on local communities.</p> <p>To reduce noise impacts during construction, good practice measures would be implemented, such as closed-board fencing installed around the construction compounds, the use of low-noise equipment, and the locating of noisy activities as far away from key local buildings as possible. Appropriate noise and vibration limits would be monitored and adjusted to ensure ongoing effectiveness.</p> <p>There is the potential for some significant noise and vibration impacts in some locations during the construction phase as a result of</p>	

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						<p>construction traffic and onsite activities. Construction noise would, however, be mitigated using good practice measures set out in the CoCP and the REAC. For more information, see ES Chapter 12: Noise and Vibration (Application Document 6.1).</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft DCO.</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it</p>	

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						<p>relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>The CoCP includes measures to reduce impacts on local people and communities. It sets out the community engagement approach that the appointed Contractor would follow, including for schools, as well as providing information about restrictions on noisy construction during normal working hours, including the prevention of disturbance to schools.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Chapter 14 of this</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						report, along with an explanation as to how the Applicant has had regard to them.	
RS106	Comments expressing concern that the preferred route would cause disruption during construction and operation.	Transport for London	-	5	93	The Secretary of State chose the route and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. In selecting the alignment of the proposed route, and subsequently in the design of the route and its junctions, the Secretary of State and the Applicant have sought to balance the Scheme Objectives, which were agreed with the Department for Transport and are set out in the Need for the Project (Application Document 7.1). Alternative routes and the planning balance for the Project are assessed as part of the Planning Statement (Application Document 7.2).  The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO. The TMP would include measures aimed at	No
RS107	Comments opposing the preferred route, saying that it would cause disruption during construction and operation.	-	Gravesham Borough Council	8	112		No
RS108	Comments expressing concern about the potential disruption on local traffic caused by construction of the preferred route.	-	-	2	16		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Chapter 14 of this report, which also explains how the Applicant had regard to those comments.</p> <p>The Transport Assessment (Application Document 7.9) looks at the Project's predicted impact on the strategic and local highway networks, road safety, and local sustainable modes of transport. It also assesses the predicted impacts on the road and public transport networks during the Project's construction</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Chapter 14 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>As part of the Community Impacts Consultation, the Applicant provided updated information on the traffic impacts of the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Chapter 14 of this report.	
RS109	Comments opposing the preferred route based on the grounds that it would lead to severance of villages and does not provide connections between communities.	-	-	1	17	<p>The Project has sought to reduce severance of roads and Public Right of Ways (PRoWs) once the Project is operational. All roads crossing the Project would be maintained, with the exception of Hornsby Lane, which would require a section near the new route to be permanently closed. This closure would avoid having to move some overhead lines closer to properties in Chadwell St Mary. Alternative routes to Hornsby Lane would be available via the A1013 and Heath Road. For information regarding other permanent stopping up of roads and PRoWs that do not cross the Project, see Schedule 4 of the draft Development Consent Order (Application Document 3.1).</p> <p>For more information, see the Rights of Way and Access Plans (Application Document 2.7), which identify within the Order Limits any new or altered means of access, stopping up of streets or roads or any diversions, extinguishments or creation of rights of way. Temporary restrictions due to construction are shown in the Streets Subject to Temporary Restrictions of Use Plans (Application Document 2.8), which shows</p>	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>roads that would be subject to temporary alteration, diversion and restriction of use. Once the Project is operational, connectivity along all existing walking, cycling and horse riding routes in the vicinity of the Project would be maintained, either following their existing route or being diverted to maintain the quality of the route. There are many PRowS) near the Project, including many that cross the proposed route. Since the Statutory Consultation in October 2018, following further engagement with key stakeholders including the host local authorities, a set of proposals was put together to maintain, improve and upgrade routes in the vicinity of the Project for walking, cycling and horse riding. These proposals were presented during Supplementary Consultation in January 2020, with further revisions presented during Design Refinement Consultation in July 2020 and the Community Impacts Consultation in July 2021.</p> <p>The Project also includes seven green bridges, such as those carrying Thong Lane over the A122 and the A2/M2. All of the green bridges would include crossing routes for walkers and cyclists, with equestrian access provided as appropriate for the location. For more information, see the Project Design Report (Application Document 7.4).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RS110	Comments expressing concern about the potential impact of the preferred route on local amenities such as public services or leisure facilities. Amenities mentioned include the Southern Valley Golf Course, Cascades Leisure Centre and the Gammonfields Way travellers' site.	-	Gravesham Borough Council	0	7	The Secretary of State chose the route and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. In selecting the alignment of the proposed route, and subsequently in the design of the route and its junctions, the Secretary of State and the Applicant have sought to balance the Scheme Objectives, which were agreed with the Department for Transport and are set out in the Need for the Project (Application Document 7.1). Alternative routes and the planning balance for the Project were assessed as part of the Planning Statement (Application Document 7.2).	No
RS111	Comments opposing the potential impact of the preferred route on local amenities such as public services or leisure facilities. Locations mentioned include the Southern Valley Golf Course.	-	-	4	15	The Project would have an impact on local amenities, including the Cascades Leisure Centre and Southern Valley Golf Course. The Applicant has been working with the owners of these facilities, and other businesses and local amenities, to ensure that the impacts are managed and compensated during construction and operation of the Project. In light of permanently acquired land impacting amenities such as the Southern Valley Golf Course, the Applicant would create a new parkland area near the South Portal, which would be accessible to the public. Where	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>businesses are no longer viable, the availability of suitable compensation would be ensured.</p> <p>Those affected by the Project would be entitled to make a claim for compensation, where a relevant ground for compensation is made in accordance with the Compensation Code. Each claim for compensation would be considered on its own merits, in line with the Code.</p> <p>Further information about the compensation offered to businesses affected by the Project can be found in Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Chapter 14 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>A replacement site for the Gammonfields Way travellers’ site, adjacent to its current location, was consulted on during the Design Refinement Consultation in July 2020. More information can be found in the Land Plans (Application Document 2.2) and the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Statement of Reasons (Application Document 4.1).	
RS112	Comments expressing concern about the potential impact of the preferred route on properties or homes, including concerns about the demolition or devaluation of homes and forced relocation.	Public Health England	Gravesham Borough Council, Southend-on-Sea City Council	8	62	The Applicant has sought to minimise the land impacted or required for the Project, while ensuring there is sufficient land to build and operate the road. In selecting the alignment of the proposed route, and subsequently in the design of the route and its junctions, the Secretary of State and the Applicant have sought to balance the Scheme Objectives, which were agreed with the Department for Transport and are set out in the Need for the Project (Application Document 7.1). Alternative routes and the planning balance for the Project are outlined in the Planning Statement (Application Document 7.2).	No
RS113	Comments opposing the impact of the preferred route on properties or homes, including those objecting to the demolition or devaluation of homes and forced relocation.	Shorne Parish Council	-	29	154	To assess the environmental impacts of the construction and operation of the Project, including the demolition of properties, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation which is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as additional commitments within the Code of Construction Practice (CoCP)	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>(Application Document 6.3, ES Appendix 2.2) which contains the Register of Environmental Actions and Commitments (REAC). ES Chapter 13: Population and Human Health (Application Document 6.1) lists the properties subject to demolition to the south and north of the River Thames. As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities, including the impacts of temporary possession or demolition of property.</p> <p>After the Statutory Consultation in October 2018, proposals for some parts of the Project were revised, with consultation on these during the Supplementary and Design Refinement Consultations in January and July 2020 respectively. At the Statutory Consultation, the Applicant proposed the demolition of 27 properties across the Project, with 24 of these being residential properties and three commercial. Of these 27, two were Grade II listed buildings. At the Design Refinement Consultation, the Applicant proposed seven residential properties and four commercial properties for demolition south of the River Thames. Most of these are located at the proposed M2/A2/A122 junction. North of the river, 27</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>residential properties and one commercial property required demolition, mostly around the proposed A13/A1089/A122 Lower Thames Crossing and A122 Lower Thames Crossing/M25 junctions.</p> <p>At the Community Impacts Consultation in July 2021, four of the residential properties and four of the commercial properties to be demolished would be south of the River Thames, while 26 of the residential properties and one of the commercial properties required for demolition would be north of the river. As was the case at the Statutory Consultation, the properties proposed for demolished are typically in the vicinity of the new M2/A2/A122 Lower Thames Crossing and A122 Lower Thames Crossing/M25 junctions and the upgraded A13/A1089/A122 Lower Thames Crossing junction. The number of properties to be demolished has increased since the Statutory Consultation primarily due to adjustments to the design of the Project route.</p> <p>At the Local Refinement Consultation in May 2022, the Applicant proposed the demolition of 30 residential and five commercial properties.</p> <p>The land required for the Project is shown on the Land Plans (Application Document 2.2) and the reason each plot is required is explained in the Statement of Reasons (Application Document 4.1).</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>Since the Preferred Route Announcement in 2017, owner-occupiers of residential properties within the Order Limits have been able to ask the Applicant to purchase their properties by serving a Blight Notice under the Town and Country Planning Act 1990 (as amended). The Applicant has received a number of Blight Notices and is processing these. More information about the blight process can be found in the booklet Your Property and Blight (Highways England, 2020d).</p> <p>Those affected by the Project would be entitled to make a claim for compensation, where a relevant ground for compensation is made out in accordance with the Compensation Code. Each claim for compensation would be considered on its own merits, in line with the Code.</p> <p>Further information about the compensation offered to those affected by the Project can be found in Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers and guide 4 – Compensation to Residential Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a; 2021c).</p>	
RS114	Comments expressing concern about the impact of the preferred route on the countryside, farmland and Green Belt.	-	-	3	80	The National Policy Statement for National Network (Department for Transport, 2014) recognises that new roads through Green Belt may constitute inappropriate development. Where that is the case, there is	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	Consultees say that the Project would destroy areas of landscape, while also indirectly having a negative impact on the land through facilitating new housing and commercial development.					a presumption against such development except in very special circumstances. The Applicant has developed the Project to ensure that it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and the associated planning practice guidance (Department for Levelling Up, Housing and Communities; and Ministry of Housing, Communities and Local Government, 2021). This assessment demonstrates that very special circumstances exist for the Project and these are set out in Appendix E of the Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Table.	
RS115	Comments opposing the preferred route because of potential impacts on the countryside, farmland and Green Belt. Consultees say that the preferred route would destroy areas of landscape.	-	-	27	421	With regards to the impact on the wider landscape, the Applicant has carried out an Environmental Impact Assessment (EIA), which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). This includes an assessment of the impact of the Project on land designated as woodland (including ancient woodland) and designated areas.	Yes
RS116	Comments expressing concern about the potential visual impact of the preferred route on the landscape, including consultees saying that the design does not provide sufficient mitigation against those impacts.	-	-	4	44	The Project has been designed to reduce visual effects by measures such as the use of cuttings and false cuttings, and the 4.25km-long tunnel, extending beyond the River	No
RS117	Comments opposing the preferred route because of potential visual impacts on the landscape, including consultees saying that the design does not provide	-	-	11	76		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	sufficient mitigation against those impacts.					Thames to the south. Green bridges would help maintain landscape connectivity across the Project route and extensive new woodland planting would help screen views of the Project.	
RS118	Suggestions that the visual impact of the preferred route should be reduced by planting trees and ensuring that it blends in with the countryside. Comments also suggest the use of designs such as embankments and cuttings.	-	-	5	50	During operation, there would be permanent landscape effects from the Project in the Kent Downs Area of Outstanding Natural Beauty (AONB) and Green Belt. These would gradually reduce as planting mitigation establishes and matures over the 15 years after opening year. There would also be permanent visual effects on recreational facilities, residents and motorists, with these also reducing as planting matures over 15 years, although some significant effects would remain even when planting matures. Nitrogen deposition compensatory planting would have positive landscape and visual effects in some areas, as would the removal of some overhead power lines.	No
RS119	Comments expressing concern about the potential impact of the preferred route on designated sites, such as Sites of Special Scientific Interest, Areas of Outstanding Natural Beauty and conservation areas.	Kent Downs Area of Outstanding Natural Beauty Unit	-	0	16	The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.	Yes
RS120	Comments opposing the preferred route because of potential impacts on designated sites, such as Sites of Special Scientific Interest, Areas of Outstanding Natural Beauty and conservation areas.	Kent Downs Area of Outstanding Natural Beauty Unit	-	3	37	For more information about the Project's impact on the landscape, including the Kent Downs AONB, see ES Chapter 7: Landscape and Visual (Application Document 6.1). This includes information about mitigation designed into the Project, such as cuttings	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
RS121	Comments expressing concern about the potential impact of the Project on wildlife and ecology, including natural habitats such as marshlands, ancient woodland and veteran trees.	-	-	1	101	<p>and false cuttings, which would reduce its visual impact on the surrounding countryside. More information about the design can be found in the Design Principles (Application Document 7.5).</p> <p>ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) includes an assessment of designated areas, including Sites of Special Scientific Interest, as well as flora, including ancient woodland, and fauna. This chapter includes assessments of the Project's impacts on marshland and veteran trees. The ES includes information about how adverse impacts of the Project's construction and operation would be reduced.</p> <p>After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RS122	Comments opposing the potential impact of the route on wildlife and ecology, including natural habitats such as marshlands, ancient woodland and veteran trees.	-	-	9	154	<p>If the Project is granted development consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the SRN. Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time – for example, commenting on what facilities should be provided, such as Heavy Goods Vehicle parking and electric vehicle charging points.</p> <p>More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p> <p>Also, in response to feedback received during the Statutory Consultation, the proposed footprint of the upgraded section of the by removing the hard shoulder along the eastbound A2 parallel connector road, Downs reducing the width of lane four in the A2/M2 mainline, and reducing the width of the central reservation. These changes have reduced the impact of the road on the Kent AONB compared with the proposals</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>promoted during the Statutory Consultation, while still maintaining safety and traffic flow. A2/M2 corridor (between the junction with the Project and M2 junction 1) has been reduced</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p> <p>Landscape mitigation measures are presented in ES Figure 2.4: Environmental Masterplan (Application Document 6.2). These would be permanent measures managed by the Applicant or its representatives. This would be initially for a period of five years from the road opening, unless agreements are reached with other organisations or landowners. The</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>Environmental Masterplan is secured through Schedule 2 Requirement 5 of the draft DCO.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Chapter 14 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project’s landscape and ecology design and the Applicant’s environmental commitments. As well as the oLEMP, these documents include the draft DCO (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the CoCP (Application Document 6.3, ES Appendix 2.2).</p> <p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs AONB. Additionally, the A2/M2 upgrade</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>proposed at Statutory Consultation would now use lower-noise surfacing compared to the previous proposals. The Applicant has assessed the impact of removing this noise barrier and found that there would be no significant impacts on sensitive receptors, such as residential properties, as a result of the change. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as Sites of Special Scientific Interest, Local Nature Reserves, and Special Areas of Conservation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>During operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation. Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>given the requirements and objectives of the Project and therefore no further mitigation or compensation is proposed. For more information, see ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
RS123	Comments expressing concern about the impact of the preferred route on sites of archaeological or historical significance such as listed buildings or heritage assets.	-	-	0	19	<p>The Secretary of State chose the route and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. In selecting the alignment of the proposed route, and subsequently in the design of the route and its junctions, the Secretary of State and the Applicant have sought to balance the Scheme Objectives, which were agreed with the Department for Transport and are set out in the Need for the Project (Application Document 7.1). Alternative routes and the planning balance for the Project were assessed as part of the Planning Statement (Application Document 7.2).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction</p>	No
RS124	Comments opposing the preferred route due to impacts on sites of archaeological or historical significance such as listed buildings or heritage assets.	-	-	2	23		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>Practice (CoCP) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>As part of the EIA, the Applicant has assessed the impact of the Project on areas and buildings of historical significance. This can be found in ES Chapter 6: Cultural Heritage (Application Document 6.1).</p> <p>There would be significant impacts on cultural heritage assets during construction. Three listed buildings in Orsett would be demolished, while most of the Orsett Cropmarks Scheduled Monument would also be removed. There would be complete or partial removal of over 300 non-designated and six low-value built heritage assets, as well as permanent or temporary effects on the setting of two additional Scheduled Monuments near Orsett, three Conservation Areas and seven non-designated archaeological features. To reduce construction impacts on heritage assets, compounds would be fenced and screened, while dust and noise would be minimised. Where archaeological remains or built heritage features need to be removed, a detailed cultural record would be created beforehand. All impacts to buried archaeology would be subject to detailed assessment and a robust mitigation strategy for any historical asset would be informed through intrusive and non-intrusive</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>investigations. This is detailed through Schedule 2 Requirement 9 of the draft Development Consent Order (DCO), (Applicant Document 3.1) which requires a Written Scheme of Investigation (WSI) to be produced that reflects the outline WSI (Application Document 6.3, ES Appendix 6.9). This would be submitted for approval ahead of any works in areas of archaeological interest.</p> <p>Should any archaeological remains not previously identified be encountered during construction, construction works would stop within 10m of the remains and the local planning authority would be alerted. Should it be deemed necessary by the local planning authority, further investigation would be carried out before any works in that location could restart.</p> <p>During the operation of the Project, there would be significant permanent impacts on some cultural heritage assets, including negative impacts on the settings of the remainder of the Orsett Cropmarks Scheduled Monument; Conservation Areas in Thong, North Ockendon, East Tilbury and West Tilbury; the Grade II-listed Baker Street Windmill; Cobham Hall Registered Park and Garden; and the reclaimed landscape north of the River Thames.</p> <p>As well as aligning and designing the Project to reduce impacts on cultural heritage assets,</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>specific mitigation measures would include designing road lighting to have minimal impact, planting trees in such a way as to preserve views of and also from heritage assets, and reinstating land after construction to preserve field patterns.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project. ES Figure 2.4: Environmental Masterplan (Application Document 6.2) is secured through Requirement 5 of the draft DCO. Compliance with the CoCP and the REAC is a legally binding requirement of the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in consultation with the relevant planning authorities,</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						highways authorities and bodies identified in the CoCP to the extent that it relates to matters relevant to their respective functions for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the constructed-related measures set out in the REAC. By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has had regard to them.	
RS125	Comments opposing the preferred route based on concerns about the land required to build the Project and potential for	-	-	7	29	The relevant local planning authorities are responsible for planning for future developments, details of which are included in their local plans. To understand future aspirations for growth, the Applicant has	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	other land to be used for further development.					<p>assessed the development plans within those local plans that are relevant and that are sufficiently advanced. Land use implications were considered in assessing alternative options for the route of the Project. For more information about how the Applicant has assessed developments in the Application Site, see ES Chapter 16: Cumulative Effects Assessment (Application Document 6.1). Assessments of the relevant local plans the alternatives considered for the route of the Project can be found in the Planning Statement.</p> <p>Wherever practicable, and where the Government's transport analysis guidance (Department for Transport, 2021b) applies, this has been accounted for in the design of the Project and mitigation measures have been included to reduce the impact.</p> <p>One of the ways in which the application for development consent will be assessed is the extent to which the proposals account for existing and proposed land uses in the vicinity of the plans.</p>	
RS126	Comments expressing concern that the route would generate light pollution that could affect local communities.	-	-	1	2	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 7: Landscape and Visual (Application Document	No
RS127	Comments opposing the potential for light pollution	Kent Downs Area of	-	2	11		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
	generated by the preferred route.	Outstanding Natural Beauty (AONB) Unit				<p>6.1) assesses the impact of light pollution during construction and operation.</p> <p>The Code of Construction Practice (CoCP), which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The Register of Environmental Actions and Commitments (REAC) brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project. Compliance with the CoCP and the REAC is a legally binding requirement of the draft DCO.</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in consultation with the relevant planning authorities, highways authorities and bodies identified in the CoCP to the extent that it relates to matters relevant to their respective functions for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the constructed-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Chapter 14 of this report, along with an explanation of how the Applicant has had regard to them.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on lighting for the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant’s consideration of the issues they contained are set out in Chapter 14 of this report.</p> <p>The Project would be designed to reduce the amount of light that could affect the local area during operation by making sure that any artificial lighting used is directed as closely as</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>possible on its intended target area. Lighting would be installed only where necessary for safety reasons, such as at junctions and tunnels. Large sections of the route to the north of the River Thames would remain unlit. There would be no significant impacts from light pollution on the environment or local people once the Project is operational. Further information about lighting along the route can be found in the Project Design Report (Application Document 7.4) and in the General Arrangements Plans (Application Document 2.5) and in the Structures Plans (Application Document 2.13). The Design Principles (Application Document 7.5) describes the lighting across the route and with reference to specific locations. The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
RS128	Comments expressing concern about potential noise and vibration that would be generated by traffic using the preferred route.	Transport for London	Gravesham Borough Council	5	50	To assess the environmental impacts of the construction and operation of the Project, including noise and vibration, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design	No
RS129	Comments opposing the potential noise vibration that would be generated by traffic using the preferred route.	-	-	25	163		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RS130	Suggestions that the noise and vibration impact of the preferred route should be reduced by using appropriate road surface material and noise barriers.	-	-	1	21	<p>of the Project and secured by the Design Principles (Application Document 7.5), or as additional commitments within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 13: Population and Human Health (Application Document 6.1), assesses the impact of noise and vibration during construction and operation. The ES includes an assessment of the impact of construction traffic and the works, including tunnel operations.</p> <p>Noise mitigation has been considered during the design of the route, which has been designed at the lowest practicable height in the surrounding landscape, which includes the use of cuttings and false cuttings. Mitigation would also include the use of low-noise surfacing and noise barriers where appropriate. For more information about the proposed noise barriers, see ES Chapter 12: Noise and Vibration (Application Document 6.1). Their locations are shown in ES Figure 12.6: Operational Road Traffic Noise Mitigation and Figure 2.4: Environmental Masterplan (Application Document 6.2).</p> <p>The Environmental Masterplan is secured through Schedule 2 Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>(Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs Area of Outstanding Natural Beauty (AONB).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project. The CoCP includes information about the development of access routes within noise constraints and how noise would be avoided during normal working hours.</p> <p>Good practice measures would be implemented, such as closed-board fencing installed around the construction compounds, the use of low-noise equipment, and the locating of noisy activities as far away from key local buildings as possible. Appropriate noise and vibration limits would be monitored</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>and adjusted to ensure ongoing effectiveness.</p> <p>There is the potential for some significant noise and vibration impacts in some locations during the construction phase as a result of construction traffic and onsite activities. Construction noise would, however, be mitigated using good practice measures set out in the CoCP and the REAC.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation. For more information, see ES Chapter 12: Noise and Vibration (Application Document 6.1).</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RS131	Comments expressing concern about the potential impact of the Project on pollution and air quality. Comments include those saying that the air in this area is already too polluted.	Transport for London	Kent County Council, Gravesham Borough Council, Southend-on-Sea City Council	7	101	The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys. Alternative routes and options for the Project, and the planning balance for the Project, were assessed as part of the Planning Statement (Application Document 7.2).	No
RS132	Comments opposing the potential impact of the preferred route on pollution and air quality. Comments include those referring to legal requirements for the control of air pollution.	-	-	47	480	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 5: Air Quality (Application Document 6.1), includes an assessment of the predicted changes to local air quality as a result of the Project. The ES chapter assesses impacts during construction and operation and sets	No
RS133	Suggestions that the impact of the Project on pollution and air quality should be reduced, including tree planting along the road.	-	-	2	11		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>out mitigation where this is considered appropriate.</p> <p>The construction phase is likely to affect air quality as a result of emissions of dust from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project. Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigations in place, the air quality impacts in relation to human health of the Project during construction are not expected to be significant.</p> <p>Compliance with the CoCP and the REAC is a legally binding requirement of the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in consultation with the relevant planning authorities, highways authorities and bodies identified in the CoCP to the extent that it relates to matters relevant to their respective functions for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the constructed-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Chapter 14 of this report, along with an</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>explanation of how the Applicant has had regard to them.</p> <p>The operation of the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains across which locations the air quality modelling was carried out and why these were selected.</p> <p>The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project. Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and Design Manual for Roads and Bridges LA 105 standards (Highways England, 2019b). Given there are no significant adverse impacts on air quality in relation to human health from the Project during operation, then no mitigation for air quality effects is required.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>With regards to comments about air quality and tree planting, during operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation. Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as SSSIs, Local Nature Reserves, and Special Areas of Conservation.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>The proposed compensation sites are in four areas: Hole Farm, Brentwood; Southfields, Thurrock; Gravesham and Shorne Woods; and the A2/M2 corridor, including Blue Bell Hill.</p> <p>If appropriate, the areas of compensatory land may be made publicly accessible in a way that complements their primary function as compensatory habitats. Other benefits of the new habitats would be to improve the appearance of the local landscape by</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						planting new trees and other plants; enhancing biodiversity by increasing the number of linked habitats; and planting new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project. More information about the assessments of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).	
RS134	Comments expressing concern about the potential impact of the preferred route on people's health and wellbeing. These consultees often refer to potential impacts to their quality of life and mental health, and development of other health problems related air pollution.	-	Kent County Council, Gravesham Borough Council	3	44	Local people and communities have been considered throughout the design and development and consulted at appropriate stages of the Project's development.  The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys.  To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as	No
RS135	Comments opposing the potential impact of the preferred route on people's health and wellbeing. These consultees often refer to potential impacts to their	-	-	24	163		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
	quality of life and mental health, and development of other health problems related to air pollution.					<p>mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 5: Air Quality (Application Document 6.1), includes an assessment of the predicted changes to local air quality as a result of the Project and assesses impacts during construction and operation and sets out any proposed mitigation.</p> <p>The construction phase is likely to affect air quality as a result of emissions of dust from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project. Measures to mitigate the impact of construction on air quality, such</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigations in place, the air quality impacts in relation to human health of the Project during construction are not expected to be significant.</p> <p>The operation of the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains across which locations the air quality modelling was carried out and why these were selected.</p> <p>The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project. Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and Design</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Manual for Roads and Bridges LA 105 standards (Highways England, 2019b). Given that there are no significant adverse impacts on air quality in relation to human health from the Project during operation, then no mitigation for air quality effects on human health is required.</p> <p>Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Chapter 14 of this report, along with an explanation of how the Applicant has had regard to them.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on the noise and vibration impacts of the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Chapter 14 of this report.</p>	
RS136	Comments expressing concern about the impact of the preferred route on climate change and carbon emissions. Consultees say that the	-	-	0	6	As part of the Development Consent Order application, the Applicant has explained how the relevant legislative and policy requirements in relation to climate change impacts are met. An Environmental Impact Assessment (EIA) has been carried out,	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	Project would encourage more fuel consumption.					which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 15: Climate (Application Document 6.1), assesses the Project's impact on climate change, including greenhouse gas emissions during construction and operation, and sets out the proposed mitigation measures, including those measures that are secured through the Carbon and Energy Management Plan (Application Document 7.19). The assessment concludes that the increase in greenhouse gas emissions resulting from the Project would not have a material impact on the ability of Government to meet its carbon reduction targets, in accordance with the policy test set out in the National Policy Statement for National Networks (Department for Transport, 2014).  During construction, greenhouse gas emissions would be minimised through the design of the Project, such as incorporating low-emission materials, using those materials efficiently, reducing the distance they would be transported, using zero-carbon energy sources, and reducing and beneficially reusing waste. By incorporating these measures into the Project's proposals, the Applicant has already reduced emissions during construction by over a third compared with a scenario where those measures were not employed. This represents a leading position in the industry today and would result	
RS137	Comments opposed to the preferred route because of the impact on climate change and carbon emissions. Consultees say that the Project would encourage more fuel consumption and does not support the UK's commitments to meeting the Paris Agreement.	-	-	1	32		No
RS138	Comments highlighting the benefits of the preferred route, in terms of its benefits for reduced carbon emissions and positive impact on climate change.	-	-	0	2		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>in construction emissions equivalent to 1.76 million tonnes of carbon dioxide.</p> <p>However, the Applicant is committed to going further and to using the time available before construction begins to explore ways of achieving greater reductions in emissions. The Carbon and Energy Management Plan therefore provides a framework within which the Applicant and contractors would, working closely with industry partners, seek to identify and develop innovative ways of reducing the Project’s construction emissions below today’s industry-leading position. The Carbon and Energy Management Plan also sets out the low-carbon solutions that would be deployed by the Applicant to manage and maintain the Project once it is operational.</p> <p>The Applicant has considered the additional carbon emissions from road users that could result from operation of the Project over a 60-year period and presented this information in ES Chapter 15. The Government has published its plans to deliver the required Net Zero trajectory for transport in the Decarbonising Transport Plan (Department for Transport, 2021a). The Applicant has assessed that if the trajectories set out in the plan are achieved, it would lead to a reduction in the additional road-user emissions attributable to the Project of at least 76%, across the 60-year appraisal period, compared with the more conservative</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						figure that results from the use of national projections included in the current version of Defra's Emissions Factors Toolkit.	
RS139	Comments expressing concern that the route would lead to urbanisation, industrialisation and development of the land around the preferred route. Consultees say that it would open up the Green Belt for future unwanted development.	-	-	0	35	The route would pass through Green Belt land. The National Policy Statement for National Networks (Department for Transport, 2014) recognises that new roads through Green Belt may constitute inappropriate development. Where that is the case, there is a presumption against such development except in very special circumstances. The Applicant has developed the Project to ensure that it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and the associated planning practice guidance. These assessments are set out in Appendix E of the Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Table.	No
RS140	Comments opposing the route on the basis that it would lead to urbanisation, industrialisation and development of the land around the preferred route. Consultees say that it would open up the Green Belt to unwanted future development.	-	-	5	71		No
RS141	Comments in support of the preferred route because of efforts to mitigate its potential impact on climate change and greenhouse gas emissions.	-	-	0	10	These comments have been noted.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
RS142	Comments in support of efforts to mitigate the route's potential impact on the countryside, green spaces, and Green Belt.	Natural England	-	1	52		No
RS143	Comments highlighting the benefits of the preferred route because of efforts to mitigate its potential impact on designated areas. These consultees usually mention Sites of Special Scientific Interest.	-	-	0	1		No
RS144	Comments in support of the preferred route because of efforts to mitigate its potential impact on designated areas. Some consultees mention Sites of Special Scientific Interest.	-	Maidstone Borough Council	1	26		No
RS145	General comments highlighting the benefits the preferred route could have on the environment.	-	-	0	5		No
RS146	General comments supporting the design of the preferred route. Comments include those saying that the design is sympathetic to the local	-	-	0	90		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	area and provides good connections with local infrastructure.						
RS147	Comments in support of the preferred route, saying that it has fewer environmental impacts than other options.	Natural England	Essex County Council, Suffolk County Council	0	521		No
RS148	Comments highlighting the benefits of the preferred route on the grounds that a reduction in traffic congestion would lead to reduced air pollution and improved health and wellbeing for local residents.	-	-	0	6		No
RS149	Comments in support of the preferred route on the grounds that a reduction in traffic would lead to reduced air pollution and improved health and wellbeing for local residents.	-	-	0	22		No
RS150	Comments in support of the preferred route because of efforts to mitigate its potential impact on cultural	-	Kent County Council	0	1		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	heritage. Some consultees mention historic sites, archaeology or listed buildings.						
RS151	Comments in support of the preferred route on the grounds that its landscape and visual impact would be minimal.	-	-	1	119		No
RS152	Comments highlighting the benefits of the preferred route in terms of the benefits it could bring to local communities. Some consultees say the views of local residents have been considered and the preferred route is the least disruptive to local people.	-	London Borough of Havering	0	15		No
RS153	Comments in support of the preferred route, saying that it would benefit local communities. Some consultees say the views of local people have been considered.	-	London Borough of Havering	0	335		No
RS154	Comments highlighting the benefits of the preferred route, saying that it would benefit local communities and disruption would be	-	-	0	12		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	minimised. Some consultees say the road avoids built-up areas.						
RS155	Comments in support of the Project, saying that it would benefit local communities and disruption would be minimised. Consultees say that the road avoids built-up areas.	-	Suffolk County Council	0	884		No
RS156	Comments in support of the preferred route because of efforts made to minimise noise and vibration.	-	-	1	40		No
RS157	Comments in support of the preferred route because of its anticipated positive impact on pollution or air quality. Some consultees refer to current levels of air pollution, especially in the area around the Dartford Crossing.	-	-	0	5		No
RS158	Comments in support of the preferred route because of its anticipated positive impact on pollution or air quality.	-	-	2	128		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	Some consultees refer to current levels of air pollution, especially in the area around the Dartford Crossing.						
RS159	Comments highlighting the benefits of the Project due to efforts to mitigate its impact on wildlife and ecology and to preserve habitats, including marshlands and ancient woodland.	-	-	0	5		No
RS160	Comments in support of the Project because of efforts to mitigate its impact on wildlife and ecology and to preserve habitats, including marshlands and ancient woodland.	-	-	0	74		No
RS161	Comments in support of the preferred route, saying that it would minimise disruption to local communities and housing.	-	-	3	69		No
RS162	Comments expressing concern about the location of the preferred route. Some of these consultees say that they do not agree	-	-	2	74	During the development of the Project to date, the Applicant and the Department for Transport (DfT) have considered many options for the route. Each option has been considered carefully with regards to how it	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	with the location or the selected option, while others say that the Project is too close to the Dartford Crossing.					would contribute towards the Scheme Objectives agreed with the DfT. For information about these Scheme Objectives, see the Need for the Project (Application Document 7.1). Public consultations have been carried out at appropriate points during the Project's development to gain feedback from the public and stakeholders on the proposals presented.	
RS163	Comments opposing the preferred route location. Comments include those not agreeing with the location or the selected option.	Higham Parish Council	Gravesham Borough Council	43	858	In 2009, there were five potential locations for an additional Thames crossing under consideration, labelled A to E. Location D, linking the M2 to Canvey Island, and Location E, linking the Isle of Grain to Southend-on-Sea, were appraised as part of a 2009 feasibility study (DfT, 2009). Traffic modelling showed that both these locations were too far to the east, failing to provide the necessary relief to the Dartford Crossing, which was essential to the Project.	No
RS164	Suggestions that the crossing should be situated at Canvey Island because this would be a better location. Some of these consultees say that this option would avoid Thurrock and provide a connection with ports at Harwich and Felixstowe.	-	-	34	566	In 2013, Option B, linking the A2 Swanscombe Peninsula with the A1089, was also rejected after public consultation. Feedback from the consultation showed that Option B received limited support and would frustrate plans for significant development in the area.	No
RS165	Suggestions that there should be an additional or improved crossing at Dartford instead of the preferred route. Some of these consultees say that making use of existing infrastructure would minimise disruption and cost less.	Cobham Parish Council	London Borough of Havering, Gravesham Borough Council	38	655	From 2014, the Applicant investigated engineering solutions for Option A (the Dartford area) and Option C (multiple locations east of Grays) and assessed them in terms of their economic, traffic,	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RS166	Suggestions that the crossing should be sited elsewhere, including suggestions such as between its current alignment and the Dartford Crossing; near the former Tilbury Power Station site; and at the Swanscombe Peninsula.	-	-	4	78	environmental and community impacts. This study resulted in the identification of a series of potential options, all following the general routes defined by location A and location C, while not encroaching upon locations that had been eliminated in previous studies (B, D and E). The 20 options included a bored tunnel, immersed tunnel and bridge solutions, with associated infrastructure to connect into the strategic road network (SRN). Many of these options involved an upgrade to the Dartford Crossing.	No
RS167	Suggestions that the crossing should be sited east of the preferred route, with suggestions that the crossing should be near Southend-on-Sea or that the Applicant should reinstate the Eastern Southern Link. Comments include those saying that the preferred route is too close to the Dartford Crossing and that there are alternative routes that would reduce impacts on communities and provide better connections to the east.	Cobham Parish Council	Maidstone Borough Council, London Borough of Havering	27	868	All the alternative locations for the crossing were tested for how well they fulfilled the Scheme Objectives, and for technical viability and value for money. After careful consideration of all the options, it was concluded that a bored tunnel east of Gravesend and Tilbury was the only viable crossing solution.  Option A14 (a bored tunnel from south of junction 2 to north of junction 30 on the M25) was rejected because it failed to meet the Scheme Objective of relieving congestion at the Dartford Crossing.  In 2016, consultation took place on Option C (east of Gravesend and Tilbury) and a number of alternative routes (two south of the River Thames and three to the north) that could connect this crossing location to various points on the SRN.	No
RS168	Comments expressing a preference for Option A, located at Dartford, to be developed instead of the	Kent Downs AONB Unit	-	4	62		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	preferred route. Comments include those saying that traffic congestion would be reduced using this option, and those saying that there would be fewer environmental impacts, particularly on the Kent Downs Area of Outstanding Natural Beauty.					In 2017, having carefully considered the feedback received during consultation, and having carried out further investigations into the impacts of the connection options, the Secretary of State announced the preferred route. South of the River Thames, the preferred route uses the Western Southern Link, which offers high value for money, fully supports wider regeneration and economic benefits, while having a materially lower impact than the Eastern Southern Link on the environment and local communities.	
RS169	Comments expressing a preference for Option A14 to be developed, consisting of a long tunnel connecting the M25 north and south of the River Thames, instead of the preferred route. Some of these consultees suggested that this would reduce traffic congestion and take up less land.	Higham Parish Council	-	20	221	The northern route for the Project was selected following the Non-Statutory Consultation in January 2016, in which three route corridors north of the River Thames were presented for comment. 'Route 3' – following the same alignment as the proposed northern route – was selected on the basis that it was the shortest of the options and would provide an entirely new route for traffic between the A2/M2 south of the River Thames and the M25 north of the river. It was also the most popular northern route option among consultees. The options appraisal process was summarised in the Guide to Statutory Consultation, with more information in Chapter 9 of the Approach to Design, Construction and Operation document, also published for the Statutory Consultation in October 2018. The process is	No
RS170	Comments expressing a preference for Option B, which crosses the River Thames near Swanscombe, to be developed instead of the preferred route. Some suggested that this would	-	-	3	37		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	be a better location because it was currently brownfield land.					also described in the Need for the Project (Application Document 7.1).	
RS171	Comments expressing a preference for some of the other previously discounted sub-routes for Option C, including routes 2 and 4. Some consultees say that these routes would have less of an impact on communities and less significant environmental impacts.	-	-	4	29		No
RS172	Comments expressing a preference for Option D, including some consultees who say that it would provide a strategic link from Kent to the A130.	-	-	4	73		No
RS173	Comments expressing a preference for Option D1, including those saying that option would avoid more areas of population than the preferred route.	-	-	2	5		No
RS174	Comments expressing a preference for Option D2, including suggestions that it would provide better	-	-	0	19		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	connections from Medway to the A130 and Essex.						
RS175	Comments expressing a preference for Option E, with a route crossing the Thames Estuary from Southend to the Isle of Sheppey or the Isle of Grain. Comments included those saying that it would take traffic away from London and connect to local infrastructure, including ports and London Southend Airport.	-	-	3	149		No
RS176	Comments opposing Option B, which crosses the River Thames near Swanscombe.	-	Kent County Council	0	0		No
RS177	Suggestions that the crossing should be sited west of the Dartford Crossing. Examples included a suggestion that a new tunnel adjacent to the Blackwall Tunnel could be built, and another at Woolwich to replace the existing ferry service.	-	London Borough of Bexley	3	368	<p>The Silvertown Tunnel is a Transport for London project to provide relief to the Blackwall Tunnel. It is a twin-bore road tunnel under the River Thames, linking Silvertown to the Greenwich Peninsula. Construction started in 2020, with the tunnel planned to open in 2025.</p> <p>A road crossing at Woolwich would not be a viable solution to relieve congestion at the Dartford Crossing because it would necessitate motorists taking a substantial diversion away from the A282/M25 to use it.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RS178	Suggestions that new orbital roads around Greater London are required, with a crossing over the River Thames potentially at the location of the preferred route.	-	-	2	73	The Project must align with the Scheme Objectives, as agreed with the Department for Transport. These objectives limit the Project to delivering a new road crossing over the River Thames. The Scheme Objectives for the Project are recorded in the Need for the Project (Application Document 7.1).	No
RS179	Comments expressing concern that the preferred route would not improve congestion. Some consultees say it would not relieve congestion at the Dartford Crossing, either moving the congestion elsewhere or only improving conditions temporarily.	Higham Parish Council	-	3	238	The Applicant's traffic modelling, submitted as part of the application for development consent, forecasts that in 2030, the reduction in traffic would be 19% compared with the situation without the new road. With the Project in place, the level of traffic using Dartford Crossing is forecast to remain below its current levels for the foreseeable future. Average speeds on that part of the network would rise and journey times would become more reliable, relieving congestion at the Dartford Crossing in line with the Scheme Objectives agreed with the Department for Transport (DfT). For information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).	No
RS180	Comments opposed to the preferred route on the basis that it would not improve congestion. Some consultees say it would not resolve congestion at the Dartford Crossing, either transferring congestion elsewhere or only improving traffic temporarily.	-	Gravesham Borough Council	38	494	Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For	No
RS181	Comments expressing concern about the	Transport for London,	Greater London	2	151		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	preferred route, with consultees saying that it would worsen traffic congestion because it is too close to the Dartford Crossing and would increase congestion by creating more traffic in the area of the route on both local and strategic roads.	Natural England	Authority, Southend-on-Sea City Council			more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1). While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).	
RS182	Comments opposed to the preferred route, with consultees saying that it would worsen traffic congestion because it is too close to the Dartford Crossing and would increase congestion by creating more traffic in the area of the route on both local and strategic roads.	-	-	28	504	The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes. The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring. The traffic impact monitoring scheme is secured in Schedule 2 of the draft	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (DfT, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.</p> <p>More information on the predicted traffic impacts on local roads is available in the Transport Assessment (Application Document 7.9).</p>	
RS183	Comments expressing concern about the potential impact of the preferred route on local roads. Comments include those saying it would increase congestion on local roads and that there is no provision to upgrade the existing infrastructure.	Transport for London	Maidstone Borough Council, Swale Borough Council, Gravesham Borough Council		98	The Project would change traffic patterns across the Lower Thames area, including providing much-needed relief at the Dartford Crossing. While the Project would result in additional vehicle mileage being travelled, this is largely as a result of longer trips – particularly those across the River Thames. The number of new trips predicted as a result of the Project is relatively low.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RS184	Comments opposing the potential impact of the preferred route on local roads. Comments include those say it would increase congestion on local roads and that there is no provision to upgrade the existing infrastructure.	-	Swale Borough Council	1	88	Once the Project is operational, traffic impacts on the affected road network, including local roads, would be monitored. Where appropriate, the Applicant would support the local authority in its engagement with the Department for Transport towards seeking funding for further highway works. The Project has been designed with high-quality free-flowing links to key points on the strategic road network, with only limited direct links to local roads. Freight traffic using the Project to travel between Channel ports and destinations to the north would not need to use the local road network near the Project, and their opportunities to do so would be limited.	No
RS185	Comments expressing concern that the preferred route would increase the use of local roads as 'rat runs'. Consultees mention Heavy Goods Vehicles (HGVs) using local roads and disruption to local communities.	-	Gravesham Borough Council	3	19	For more information about the impacts across the road network, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8) and the Transport Assessment (Application Document 7.9).	No
RS186	Comments opposing the preferred route because it would increase the use of local roads as 'rat runs'. Consultees mention Heavy Goods Vehicles (HGVs) using local roads and disruption to local communities.	-	-	3	30		No
RS187	Comments expressing concern that the preferred route would not improve resilience of the road	-	Essex County Council	0	29	The preferred route would provide an alternative to the Dartford Crossing in the event of an incident. Technology on the approaches to the route would be used to	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	network, particularly in the event of an incident at the Dartford Crossing.					provide real-time journey information, which would include information about current incidents and journey times.	
RS188	Comments opposing the preferred route because it would not improve resilience of the road network, particularly in the event of an incident at the Dartford Crossing.	-	Gravesham Borough Council	1	35	For more information about the signage and technology used in the and around the tunnel, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021. The Design Principles explain the use of signage and technology across the route, including information on its design at specific locations.	No
RS189	Suggestions as to how the preferred route should provide better resilience for the road network, including planning diversions in case of incidents on one of the Lower Thames Crossing or Dartford Crossing.	Transport for London	Essex County Council	0	23		No
RS190	Comments expressing concern about the potential impact on rail infrastructure assets in the proximity of the preferred route.	Network Rail	-	1		During the design development phase, there has been ongoing engagement with Network Rail and HS1. This has included discussions on requirements for clearances, land areas and maintenance access during and after construction. The Applicant continues to engage with Network Rail to understand the impacts of the Project during construction, which would be minimised wherever practicable. Protective Provisions are being discussed between the Applicant and rail operators. The Applicant would continue to	No
RS191	Suggestions to consider the potential impact of the preferred route on other transport infrastructure assets such as HS1, as	HS1 Ltd, Transport for London, Network Rail	-	0	1		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
	well as roads such as the M11 and M25.					<p>engage throughout the construction and operational phases. For more information about the engagement with key stakeholders, see Chapters 9 and 10, and Appendix O of this report.</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RS192	Comments highlighting the benefits of the Project due to the anticipated reduction in journey times. Consultees either relate it to shortened journey distance or to improvements in traffic congestion.	-	Kent County Council	1	38	These comments have been noted.	No
RS193	Comments in support of the Project due to the anticipated reduction in journey times. Consultees either relate it to shortened journey distances or to improvements in traffic congestion.	-	Dartford Borough Council, Essex County Council, Southend-on-Sea City Council, Folkestone & Hythe District Council	2	455		No
RS194	Comments highlighting the benefits of the Project, which say that it would improve the resilience of the road network. These comments usually say that it would provide an additional option to cross the River Thames.	-	-	0	9		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RS195	Comments in support of the Project, which say that it would improve the resilience of the road network. These comments usually say that it would provide an additional option to cross the River Thames.	-	Dartford Borough Council, Essex County Council, Kent County Council	0	190		No
RS196	Comments in support of the preferred route, saying that it would minimise the impact on local roads and their use as 'rat runs'.	-	-	1	13		No
RS197	Comments highlighting the benefits of the Project, saying that it would provide an efficient route for traffic moving north and south, reducing congestion on the road network.	-	-	0	2		No
RS198	Comments highlighting the benefits of the preferred route, with consultees saying that it would have a beneficial impact on congestion, including at the Dartford Crossing.	-	-	1	113		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
RS199	Comments in support of the preferred route, with consultees saying that it would have a beneficial impact on congestion, including the Dartford Crossing.	-	Essex County Council, Kent County Council, Suffolk County Council, Folkestone & Hythe District Council	2	2044		No
RS200	General comments in support of the proposed connections provided by the preferred route.	-	-	0	158		No
RS201	Comments highlighting the benefits of the preferred route, saying that it would provide more direct and efficient routes between locations. Some consultees refer to locations north and south of the River Thames, and improved connections and journey times.	-	Kent County Council	0	41		No
RS202	Comments in support of the preferred route, saying it would provide more	-	Dartford Borough Council	1	606		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	direct and efficient routes between many locations. Comments refer to locations north and south of the River Thames and improved connections and journey times.						
RS203	Comments in support of the preferred route, saying that it would improve traffic flow.	-	-	0	109		No

### Issues raised in response to open Question 3b

- 11.4.26 Table 11.8 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q3b in the consultation response form, which was as follows:
- 11.4.27 *Q3b: Please give us your comments or any other views you have on the proposed route south of the river, including structures such as bridges, embankments and viaducts.*
- 11.4.28 The issues raised that relate to the route south of the River Thames are summarised in Table 11.8 below. Where issues were raised in response to Q3b that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 11.4.29 The Applicant has fully considered all of the responses received, Table 11.8 explains how the Applicant has had regard to those issues raised and the Applicant's response is presented in the penultimate column of the table. The final column of the table identifies where the Applicant has made a change to the Project in line with the issues raised during this consultation.
- 11.4.30 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to them with a combined response.

### Information presented in Table

- 11.4.31 The information presented in Table 11.8 is the following:
- a. 'Code' is a unique code assigned to each issue for reference purposes.
  - b. 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q3b or to another question in the response form but covering similar topics.
  - c. 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - d. 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.
  - e. 's42(1)(d)' states how many respondents with a land interest raised that issue.
  - f. 's47 & s48' states how many members of the public raised that issue.
  - g. 'The Applicant's response' presents the Applicant's response to the issue(s) raised and explains how the Applicant has had regard to the issue(s).
  - h. 'Project change' states whether the issue(s) raised resulted in a change to the Project.

- i. 'Yes' indicates that changes to the Project proposals have been made since Statutory Consultation in line with the issue(s) raised. Some changes have been made as a result of environmental or other assessments, as well as through consideration of consultation responses.
- ii. 'No' indicates that the suggestions or requests did not result in a change to the Project proposals.

### **Summary of issues raised relating to the route south of the River Thames and the Applicant's responses**

11.4.32 Table 11.8 below summarises the issues raised relating to the route south of the River Thames and the Applicant's responses to those issues raised.

**Table 11.8 Summary of issues raised relating to the route south of the River Thames and the Applicant's responses**

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SR1	Comments opposed to changes made to the design of the southern route since the 2016 Non-Statutory Consultation, in particular the proposed M2/A2/A122 Lower Thames Crossing junction and proposals to widen the A2/M2 corridor.	Kent Downs Area of Outstanding Natural Beauty Unit, Shorne Parish Council	Gravesham Borough Council	2	10	<p>In choosing the location of the southern route, the Applicant has sought to fulfil the Scheme Objectives, which were agreed with the Department for Transport (DfT) and are set out in the Need for the Project (Application Document 7.1). The aim has been to provide the necessary connectivity to relieve the Dartford Crossing, support economic growth, improve road safety and to minimise the impacts of the Project on the environment. Underpinning all these requirements is a need to control costs and provide value for money.</p> <p>The proposed upgrades to the A2/M2 and its junction with the Project were made after consideration of traffic modelling presented during the Statutory Consultation in October 2018. The traffic modelling predicted that if the Project remained at two lanes in each direction south of the River Thames and there was no upgrade to the A2/M2 east of the junction, then the route would not remain free-flowing for the foreseeable future as intended.</p> <p>The traffic modelling presented as part of the application for development consent forecasts that the proposed M2/A2/A122 Lower Thames Crossing junction would remain free-flowing for the foreseeable future.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						For more information about the design of the southern route, see the Design Principles (Application Document 7.5). For more information about the traffic modelling, see the Combined Modelling and Appraisal Report (Application Document 7.7). The Applicant consulted on a draft version of the Design Principles during the Community Impacts Consultation in July 2021.	
SR2	Comments expressing concern about the decision-making process behind the proposed southern route, with some consultees saying that the Project decisions were not made by competent people and that feedback from previous consultations has been ignored.	-	-	0	17	The Applicant received nearly 50,000 responses from individuals and stakeholders during the Non-Statutory Consultation in January 2016, which included proposals for the Eastern Southern Link (ESL) and the Western Southern Link (WSL), the chosen alignment south of the River Thames. After considering all the feedback received during that consultation, the Applicant made a recommendation to the Secretary of State that the WSL should be the preferred route because it best meets the Scheme Objectives. The Consultation Report and Volumes 3 and 4 of the Post-Consultation Scheme Assessment Report (Highways England, 2017a) published after the January 2016 Non-Statutory Consultation, set out how the Project considered the responses received and the issues raised at that time. These documents are described in Chapter 3 of this report.	No
SR3	Comments opposed to the decision-making process behind the proposed southern route, with some consultees saying that feedback from previous consultations was ignored or that people living in wealthier areas	-	-	4	28		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	were listened to more than those in less affluent areas affected by the route.					<p>Costs of construction and operation are considered at every part of the design process. All parts of the Project, including links and structures, have been designed to be cost-efficient and the Project carries out periodic reviews to ensure costs are controlled. The budget is also subject to close scrutiny by the Department for Transport, whose objectives include that the Lower Thames Crossing be affordable to government and users, and to achieve value for money. In assessing the three shortlisted options for a northern route, the Non-Statutory Consultation in January 2016 assessed their relative costs, benefits, benefit-cost ratios (BCRs) and value for money. The Scheme Assessment Report, produced to inform the Non-Statutory Consultation, reported that Route 3 had the highest BCR, would provide the shortest route, the greatest improvement to journey times and would have the lowest environmental impact of the three options. Of the options presented at the Non-Statutory Consultation, Route 3 also proved to be the most popular. In advance of the Statutory Consultation in October 2018, the Applicant carried out a reappraisal of the historical options for the route of the Project and determined that the WSL remains the most appropriate choice. This appraisal included consideration of the</p>	
SR4	General comments opposed to the proposed southern route, with objections including some against the selection of the Western Southern Link.	-	Gravesham Borough Council	10	160		No
SR5	General comments opposed to the location of the proposed southern route, including objections to the selection of the Western Southern Link because of its impacts on communities and the environment.	Shorne Parish Council	Kent County Council, Gravesham Borough Council	9	170		No
SR6	Suggestions that the southern route should use the Eastern Southern Link connecting to M2 junction 1, as presented in the 2016 Non-Statutory Consultation.	-	-	9	41		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>traffic modelling forecasts presented during the Statutory Consultation.</p> <p>For more information about the decision on the preferred route, see Chapter 3 of this report. For more information about the Project's options consideration, see the Planning Statement (Application Document 7.2).</p> <p>The Applicant made strenuous efforts to ensure that people from all economic backgrounds and living in a wide range of areas across the Project were able to participate in the consultations and the Applicant has engaged with and considered views from a wide range of individuals and stakeholders. The Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p>	
SR7	Comments opposed to the proposed southern route on the grounds that its community, environmental and transport impacts would	Shorne Parish Council	-	0	2	The Project would benefit an area including Essex, Thurrock, Havering and Kent and would improve journey times across many routes, including the more heavily used routes such as parts of the A2, A127, M25 and M20, while also cutting congestion at the	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	be higher than the benefits it would deliver.					<p>Dartford Crossing and its approach roads. The improved connectivity would boost the productivity of local businesses by making it easier for them to interact with customers and suppliers as well as to retain and attract workers. These business benefits would boost employment and economic growth, providing long-term benefits for businesses.</p> <p>The Secretary of State chose the preferred route in 2017 and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. In selecting the alignment of the proposed route, and subsequently in the design of the route and its junctions, the Secretary of State and the Applicant have sought to balance the Scheme Objectives, which were agreed with the Department for Transport and are set out in the Need for the Project (Application Document 7.1). Alternative routes and the planning balance for the Project are assessed as part of the Planning Statement (Application Document 7.2).</p> <p>Options for the southern section of the Project were considered as part of the</p>	
SR8	Comments expressing concern that the impacts of the proposed southern route would be worse than the benefits it would deliver.	HS1 Ltd	-	1	16		No
SR9	A comment opposed to the proposed southern route on the grounds that it would not benefit local businesses or traffic.	-	-	0	1		No
SR10	Comments opposed to the proposed southern route on the grounds that it would not create local jobs.	-	-	0	2		No
SR11	Comments expressing concern about the proposed southern route on the grounds that it would disrupt local businesses, would not provide the required growth opportunities, and would not create local jobs.	-	Swale Borough Council	1	5		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
SR12	Comments opposed to the proposed southern route on the grounds that it would disrupt local businesses, would not provide the required growth opportunities, and would not create local jobs.	-	-	1	10	<p>appraisal that preceded and informed the Non-Statutory Consultation in January 2016. The Applicant developed plans for the Eastern Southern Link (ESL) and the Western Southern Link (WSL), each connecting to the A2/M2. As explained in the consultation booklet produced for the Non-Statutory Consultation in January 2016, the ESL was the Applicant's recommended option, on the basis that it would provide the more direct route, greater improvements to journey times and would connect directly to the M2. It was acknowledged that this option would have significant implications for the local community.</p> <p>Having considered responses to the consultation and further assessed the two options, the Applicant changed its recommendation to the WSL.</p> <p>The environmental and community impacts of the ESL were deemed to be unacceptable and modifications to the plans for the WSL could enable a 70mph route to be achieved. The WSL formed part of the route that was announced by the Secretary of State in the Preferred Route Announcement of 2017.</p> <p>Further commentary on the assessment and selection of alternatives can be found in ES Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1) and Chapter 4: Project Evolution and</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Alternatives, of the Planning Statement (Application Document 7.2).</p> <p>More information about the costs and the benefits of the Project, including the southern route, are detailed in the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.</p> <p>As part of the efforts to generate benefits for local communities, the Applicant intends to provide opportunities for local people that might enable them to work on the construction or operation of the route and would also seek to help local businesses form part of the supply chain that would build and operate the route. The Applicant is working with stakeholders to develop these plans and put them into action.</p> <p>The Applicant's Benefits and Outcomes document (Application Document 7.20) provides a framework to communicate what is being delivered within the Project's Development Consent Order and some of the wider activities undertaken by the Applicant (both already and planned for the</p>	

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						<p>future) in the local area of the Project to support local people and the environment.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The impacts of the Project on the environment and local communities are documented in ES Chapter 13: Population and Human Health (Application Document 6.1), which sets out the assessment of impacts on local communities, including local roads, businesses and traffic. The other ES topic-specific chapters present assessments of how the Project would affect the environment during construction and operation.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant consulted on the predicted impacts on local people, including businesses, during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in particular the information presented in the Ward Impact Summaries (see Appendix S of this report). Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained.</p> <p>The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>operation of the Project. Compliance with the CoCP and the REAC is a legally binding requirement of the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in consultation with the relevant planning authorities, highways authorities and bodies identified in the CoCP to the extent that it relates to matters relevant to their respective functions for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the constructed-related measures set out in the REAC. By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has had regard to them.	
SR13	Comments opposed to the proposed southern route on the grounds of cost.	-	-	0	5	The southern route has been designed to be cost efficient. Costs of construction and operation are considered at every stage of the design process, and the Project carries out periodic reviews to ensure costs are controlled. The budget is also subject to close scrutiny by the Department for Transport.  Costs of construction and operation are considered at every part of the design process. All parts of the Project, including links and structures, have been designed to be cost efficient and the Project carries out periodic reviews to ensure costs are controlled. The budget is also subject to close scrutiny by the Department for Transport, two of whose objectives are for the Lower Thames Crossing to be affordable to government and users, and to achieve value for money. In assessing the three shortlisted options for a northern route, the Non-Statutory Consultation in January 2016 assessed their relative costs, benefits, benefit-cost ratios (BCRs) and value for money. The Pre-Consultation Scheme Assessment Report (Highways England, 2016a) produced to inform the Route Consultation reported that Route 3	No
SR14	Comments expressing concern about the proposed southern route because of its cost. Some consultees suggest that other options would provide better value for money.	-	-	0	32		No
SR15	Comments opposed to the proposed southern route because of its cost. Some consultees suggest that other options would provide better value for money.	Shorne Parish Council	-	1	41		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>had the highest BCR, would provide the shortest route, the greatest improvement to journey times and would have the lowest environmental impact of the three options. Of the options presented at the non-statutory consultation, Route 3 also proved to be the most popular.</p> <p>More information about the benefits of the Project, including a table of monetised benefits, can be found in the Need for the Project (Application Document 7.1).</p> <p>More information about the costs and the benefits of the Project are detailed in the Economic Appraisal Package (EAP), which is in Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.</p>	
SR16	Comments expressing concern that Brexit would lead to reduced freight traffic, removing the need for the proposed southern route.	-	-	0	6	The Government has been responsible for managing the process of leaving the EU and setting the policy objectives that its departments and agencies are expected to fulfil. As one of those agencies, the Applicant is continuing to develop its plans for the Project in line with the Scheme Objectives that were agreed with the Department for Transport. There is no evidence that Brexit	No
SR17	Comments opposed to the proposed southern route because of	-	-	0	3		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	concern that Brexit would lead to reduced freight traffic.					removes the need for the Project or negates its benefits. For more information about the Scheme Objectives, see Need for the Project (Application Document 7.1).	
SR18	Comments in support of the proposed southern route on the grounds that the road infrastructure in Kent needs to be improved to cope with anticipated build-up of freight traffic after Brexit.	-	-	0	2	These comments have been noted.	No
SR19	Comments in support of the proposed southern route on the grounds that the road infrastructure in Kent needs to be improved to cope with anticipated build-up of freight traffic after Brexit.	-	-	0	5		No
SR20	Suggestions that it would be better to improve the existing roads south of the River Thames, rather than spending money and time on the proposed southern route and the rest of the Project.	-	-	2	45	In developing the Project proposals, the Applicant had regard to the Scheme Objectives, which were agreed with the Department for Transport (DfT). These stated that a key objective of the Project was to provide relief to the Dartford Crossing.  Any proposed upgrades to other parts of the strategic road network would be considered through the decision-making process set out	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>in the Government's Road investment strategy: post-2020 (DfT, Office of Rail and Road, National Highways, 2021).</p> <p>For more information about the history of the Project, see the Need for the Project (Application Document 7.1), which explains why the Project is needed, including the Scheme Objectives.</p>	
SR21	<p>Requests for further information about specific aspects of the proposed southern route. The most frequent criticism is that not enough information was provided to consultees, such as the impacts on the strategic road network.</p>	-	Dover District Council	1	73	<p>For the Statutory Consultation in October 2018, the Applicant produced over 3,000 pages of information about the design of the Project, including the southern route. This information included detailed explanations and maps of the road at its current stage of design development. The consultation materials also included information about the potential impacts, such as how the environment might be affected, in the Preliminary Environmental Information Report, and on traffic movements in and around the Project in the Traffic Forecasting Report and the Traffic Forecasts Non-Technical Summary (Application Document 7.8). Both of these traffic-related documents included forecasts showing how the Project proposed at the Statutory Consultation would affect the strategic road network (SRN). This included information about how traffic levels were forecast to change at peak and inter-peak hours.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>In addition, the process whereby options for the Project had been investigated and the preferred route had been established was explained in the Design, construction and operations document.</p> <p>The consultation was promoted extensively over the 10-week period, including over 60 consultation-related events where staff were available to answer questions about the Project. The correspondence team was also available throughout the consultation and answered over 600 email queries sent by members of the public. The stakeholder engagement team met numerous organisations, businesses, interest groups and statutory stakeholders to share information and answer questions about the proposals.</p> <p>For more information about the Statutory Consultation materials and promotional activities, see Chapter 4 of this report. The Statutory Consultation materials are set out in Appendix M of this report.</p> <p>Since the Statutory Consultation in October 2018, plans for the southern route have been developed and updated information has been presented as part of the Supplementary, Design Refinement, and Community Impacts Consultations in 2020 and 2021. In developing those plans, the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>views of relevant stakeholders, including local authorities, were taken into account.</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>through existing funding mechanisms and processes.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.</p>	
SR22	Comments in support of the proposed southern route, including those	-	-	0	283	These comments have been noted.	No

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	saying that improvements are overdue and work should start as soon as possible.						
SR23	General comments supporting the proposed southern route.	-	Dartford Borough Council	2	2,843		No
SR24	Comments in which support for the proposed southern route is conditional on something else being achieved, such as sufficient mitigation measures being introduced.	-	Kent County Council	0	171		No
SR25	Comments saying the benefits of the proposed southern route outweigh the negative impacts.	-	-	0	179		No
SR26	General comments highlighting the benefits of the proposed southern route.	-	-	0	9		No
SR27	General comments in support of the proposed southern route.	-	-	0	228		No
SR28	Comments in support of the proposed southern route on the grounds that	-	-	0	24		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	it would benefit the local and national economies by providing businesses with more direct and fast routes both locally and nationally.						
SR29	Comments in support of the proposed southern route on the grounds that it would benefit the national economy.	-	-	0	12		No
SR30	Comments highlighting the benefits of the proposed southern route on the grounds that it would benefit the national economy.	-	-	0	2		No
SR31	Comments highlighting the benefits of the proposed southern route on the grounds that it would provide businesses with more direct and fast routes both locally and nationally.	-	-	0	2		No
SR32	Comments in support of the southern route on the grounds that it would provide businesses with more direct and fast	-	Canterbury City Council, Kent	0	53		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	routes both locally and nationally.		County Council				
SR33	Comments in support of the southern route as these consultees say it offers better value for money and is more cost-effective than previously explored options.	-	-	0	29		No
SR34	Comments in support of the southern route on the grounds that it has been designed by experts and consultees are prepared to trust those with expertise and knowledge of the subject matter.	-	Medway Council	0	211		No
SR35	Comments expressing concern about the proposed southern route on the grounds that it does not provide the most direct link to the M2 from the South Portal.	-	-	1	16	Following the Project's 2016 Non-Statutory Consultation, a decision was made by the Secretary of State in 2017 that the Western Southern Link (WSL) would be the preferred route for the section of the Project south of the River Thames. While the Eastern Southern Link would have provided a more direct link to the M2, the Western Southern Link was selected because it would best meet the Scheme Objectives, offering high value for money and supporting wider regeneration and economic benefits, while having a lower impact than the Eastern Southern Link on the environment and local	No
SR36	Comments opposed to the proposed southern route on the grounds that it does not provide the most direct link to the M2.	-	Gravesham Borough Council	3	18		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>communities. Information about the Scheme Objectives can be found in the Need for the Project (Application Document 7.1).</p> <p>Options for the southern section of the Project were considered as part of the appraisal that preceded and informed the Non-Statutory Consultation in January 2016. The Applicant developed plans for the Eastern Southern Link (ESL) and the Western Southern Link (WSL), each connecting to the M2/A2. As explained in the consultation booklet produced for the Non-Statutory Consultation, the ESL was the Applicant's recommended option, on the basis that it would provide the more direct route, greater improvements to journey times and would connect directly to the M2. It was acknowledged that this option would have significant implications for the local community.</p> <p>Having considered responses to the consultation and further assessed the two options, the Applicant changed its recommendation to the WSL.</p> <p>The environmental and community impacts of the ESL were deemed to be unacceptable and modifications to the plans for the WSL could enable a 70mph route to be achieved. The WSL formed part of the route that was announced by the Secretary of State in the Preferred Route Announcement of 2017.</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Further commentary on the assessment and selection of alternatives can be found in ES Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1) and Chapter 4: Project Evolution and Alternatives, of the Planning Statement (Application Document 7.2).</p> <p>In advance of the Statutory Consultation in October 2018, the Applicant carried out a reappraisal of the options, which confirmed that the WSL remained the most appropriate choice to link the South Portal to the strategic road network. This appraisal included consideration of the traffic modelling forecasts presented during Statutory Consultation.</p>	
SR37	Comments expressing concern that the proposed southern route would lead to longer journey times for some because junctions linking the Project and local roads have been removed.	-	-	0	5	<p>The Applicant included a junction with the A226 in the 2016 non-statutory consultation. The decision to include this junction at that time was informed by early engagement with key stakeholders who said that this connectivity would help create economic development opportunities.</p> <p>Following further appraisal, it was concluded that the A226 junction should not be included in the proposals because linking the Project to the A226 would result in significant increases in traffic on local roads, particularly the A226 immediately to the east and west of the route. For more information about the</p>	No
SR38	Comments opposed to the proposed southern route because of concerns that it would lead to longer journey times for some because	-	-	0	14		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>junctions linking the Project and local roads have been removed. The A226 junction was mentioned.</p>					<p>removal of the A226 junction, see the Project Design Report (Application Document 7.4).                      Direct access to the M2 from Brewers Road would no longer be possible because to comply with safety standards, as set out in the Design Manual for Roads and Bridges, a parallel connector road on the A2/M2 corridor (from the junction with the A122 Lower Thames Crossing to M2 junction 1) is required. The connection to the A2/M2 westbound from Halfpence Lane roundabout was removed from the design to accommodate the off-slip linking the A2/M2 westbound with the A122 Lower Thames Crossing. Trying to accommodate both would potentially mean having an off-slip and on-slip in close proximity on the A2/M2, which would not comply with safety standards. Design options here are limited because space is highly constrained, including by the presence of HS1.                      Even though some journeys would be less direct with the Project in place than they are currently, all connections are possible.                      In response to feedback received during the Statutory Consultation in October 2018, the design of the proposed M2/A2/A122 Lower Thames Crossing junction was revised to</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>make the route from Gravesend East to the M2 eastbound more direct.</p> <p>These changes were presented at the Supplementary Consultation in January 2020. For more information about this consultation, see Chapter 6 of this report. For more about the key changes to the Project since Statutory Consultation in October 2018, see Chapters 11 to 15 of this report.</p>	
SR39	<p>Suggestions for alternative locations for the southern route, including locating the Project further to the east and including a connection to the M20.</p>	-	-	1	40	<p>The Applicant, and the Department for Transport (DfT) before it, has carried out thorough investigations into Project options, including different route alignments and junction locations. These options have been the subject of a substantial, iterative consultation process.</p> <p>An improved link to the M20 has been the subject of previous consideration. In this regard, the 'C variant' was a proposal to build a bored tunnel east of Gravesend, with an additional widening of the A229 between the M2 and M20. This was identified by the DfT as a route option in 2009, with further investigations in 2013 indicating that the potential benefits of this option would be negated by its cost and environmental impacts. The C variant was again appraised by the Applicant as part of the wider assessment of potential route options in advance of the Non-Statutory Consultation in January 2016. It was concluded that this</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>option would not help to transfer traffic from the existing Dartford Crossing to the new route, had substantial impacts on the Kent Downs Area of Outstanding Natural Beauty, and would not meet the Scheme Objectives. For those reasons it was not included in the shortlist of options that were further refined and presented during the Non-Statutory consultation.</p> <p>The Applicant also carried out a review of the historical options for the Project in advance of the Statutory Consultation in October 2018 to ensure that the preferred route selected by the Secretary of State in 2017 was still the most viable option.</p> <p>During the Statutory Consultation, the options appraisal process was summarised in the Guide to Statutory Consultation and presented in detail in the Approach to Design, Construction and Operations document. See Appendix M of this report for the Statutory Consultation materials. The options considered are described in the Planning Statement (Application Document 7.2).</p>	
SR40	Comments expressing concern that congestion on the proposed southern route would not improve because the design is seen as	-	-	0	116	Following the Statutory Consultation in October 2018, some sections of the Project have been revised, with additional traffic modelling being carried out at appropriate times during the design and development process. The traffic modelling presented as	No

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	inadequate. Some consultees also express concern that existing traffic issues on the M2 and M20 would not improve.					part of the application for development consent forecasts that the crossing and the proposed M2/A2/A122 Lower Thames Crossing junction would remain free-flowing for the foreseeable future. On many roads, such as the A2 and the Dartford Crossing, the number of vehicles would fall when the new crossing opens.	
SR41	Comments opposed to the proposed southern route on the basis that congestion would not improve because the design is inadequate. Some consultees also express concern that existing traffic issues on the M2 and M20 would not improve.	Shorne Parish Council	-	6	149	However, on some roads on the approach to the new crossing, including the A228, A229, M2 and some sections of the M25, there would be an increase in traffic levels. This would be due in part to travel across the River Thames becoming easier and more reliable.  Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).	No
SR42	Comments expressing concern that congestion on the proposed southern route would get worse because consultees say that more traffic would be attracted to the roads, or because the design is seen as inadequate.	-	Maidstone Borough Council, Swale Borough Council, Kent County Council, Dover District Council	3	205	While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SR43	Comments opposed to the proposed southern route because consultees say congestion would get worse because more traffic would be attracted to the roads, or because the design is seen as inadequate.	Higham Parish Council, Kent Downs Area of Outstanding Natural Beauty Unit, Shorne Parish Council	Gravesham Borough Council	18	426	necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).  The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.	No
SR44	Comments expressing concern about the proposed southern route because consultees say that it would not facilitate smooth traffic flow, with some consultees saying the route would connect to roads with fewer lanes, creating bottlenecks.	-	-	1	59	The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.	No
SR45	Comments opposed to the design of the southern road as these consultees say that it would not facilitate smooth traffic flow, with some consultees saying the route would connect to roads	-	-	4	16	The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation	No

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	with fewer lanes, creating bottlenecks.					with relevant local highway authorities, which would begin one year before the tunnel area opens.	
SR46	Comments expressing concern that local communities on the southern route such as Riverview Park or Chalk would be adversely affected because of increased traffic.	-	-	0	69	The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.	No
SR47	Comments opposed to the southern route because of concerns that local communities such as those near Valley Drive in Gravesend or Shorne would be adversely affected because of increased traffic.	-	-	6	51	Traffic modelling forecasts show that there would be minor increases in traffic flow along the southern end of Valley Drive (Gravesend) of between 10% and 20% as a result of the Project. This is likely to be as a result of some local re-assignment of traffic taking advantage of the direct connection from the Gravesend East junction to the Project and the more reliable journey opportunities it would bring across the River Thames.	No
SR48	Comments expressing concern that local road in the vicinity of the southern route such as those in Gravesend, Shorne or Chalk would be adversely affected because of increased traffic as a result of the Project.	-	Kent County Council	6	160	In general, much of Riverview Park (Gravesend) and Chalk are forecast to see only slight changes in traffic patterns or volumes as a result of the Project. However, some roads are forecast to see an increase in traffic as a result of local route reassignment as traffic alters the route it	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SR49	Comments opposed to the southern route because of concerns that local roads such as those in Gravesend, Shorne or Chalk would be adversely affected by increased traffic as a result of the Project.	Higham Parish Council, Shorne Parish Council	-	24	291	<p>takes given changes to connectivity at and around the proposed M2/A2/A122 Lower Thames Crossing junction.</p> <p>In Chalk ward, an increase in traffic flows is expected on the A226 Gravesend Road once the Project is operational. There are only small changes in flows predicted on other minor roads within the ward.</p> <p>A previously proposed junction between the Project and the A226 Gravesend Road was removed after consultation because it had a negative impact on traffic levels east of Gravesend, including roads in Chalk ward.</p> <p>Traffic modelling also forecasts that there would be an increase in traffic in the Shorne area, with more traffic expected along Peartree Lane at peak times.</p> <p>Information about ward-level traffic impacts was presented in the Ward Impact Summaries (see Appendix S of this report) along with proposed mitigations for traffic impacts. These were consulted on during the Community Impacts Consultation in July 2021.</p>	No
SR50	Comments expressing concern that the proposed southern route would encourage drivers to use unsuitable local roads.	Higham Parish Council	Tonbridge and Malling Borough Council	1	73	<p>The Project includes junctions with key parts of the strategic road network (SRN), namely the A2/M2, A13/A1089 and M25. It also includes direct connections to a limited number of local roads via the Orsett Cock and Gravesend East junctions. This would</p>	No



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SR51	Comments opposed to the proposed southern route because of concerns that it would encourage drivers to use unsuitable local roads.	Shorne Parish Council	-	7	90	provide high-quality links for through traffic using the SRN, although some motorists would also use local roads in the vicinity of the Project to complete their journeys.  More information on the predicted traffic impacts on local roads is available in the Transport Assessment (Application Document 7.9).	No
SR52	Comments expressing concern that the proposed southern route would increase the likelihood of rat runs through residential areas.	-	-	1	31	Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).	No
SR53	Comments opposed to the proposed southern route because of concerns that it would increase the likelihood of rat runs through residential areas.	Shorne Parish Council	Gravesham Borough Council	8	75	While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).  The Applicant is proposing to monitor the impacts of the Project on traffic on the local	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>and strategic road networks. If the monitoring identifies issues or opportunities related to the road network, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						this obligation in its collaborative work with local authorities.	
SR54	Comments expressing concern that the proposed southern route would not provide the required resilience because the surrounding road network is not prepared to cope with additional traffic, particularly in the case of incidents requiring the temporary closure of the Project.	-	-	0	34	The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design. The standards set out in the DMRB mean that many of the problems at the Dartford Crossing, such as vehicle escorts and closely spaced junctions, would not be a factor in causing delays at the Lower Thames Crossing. This would result in a safer, more efficient and reliable driving experience for all road users. It is expected that the number of incidents and collisions at the Dartford Crossing would fall as a result of the reduced traffic flows, which would provide improved resilience at both crossings. The Project would also provide additional resilience for river crossings east of Greater London. With both the Dartford Crossing and the Project operational, there	No
SR55	Comments opposed to the proposed southern route because of concerns that it would not provide the required resilience because the surrounding road network is not prepared to cope with additional traffic, particularly in the case of incidents requiring the temporary closure of the Project.	-	-	1	27		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>would be an alternative if one was disrupted, providing additional resilience, although disruption would likely be accompanied by additional congestion.</p> <p>As part of the wider signage and technology strategy for the route, appropriate information on journey times and incidents would enable drivers to make informed choices about the best route for their journey.</p> <p>In the event of partial or total closure of the Project route, incidents would be managed more quickly than they can be at the Dartford Crossing, with the proposed turnaround facilities and the ability to put the route in contraflow able to reduce the amount of traffic building up on the route's approaches.</p> <p>For more information about the Project's signage and technology, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5).</p> <p>The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
SR56	Comments expressing concern that local traffic in the vicinity of the proposed southern route would be severely	HS1 Ltd	-	0	35	Construction of the Project, including the southern route, would comply with the Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement Appendix 2.2), which sets out the	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	disrupted during the construction phase.					range of controls and mitigation measures that would be used to limit or avoid impacts on local communities, including local roads, during the Project's construction.	
SR57	Comments opposed to the proposed southern route because of concerns that local traffic would be severely disrupted during the construction phase.	Kent Downs Area of Outstanding Natural Beauty Unit	-	3	27	<p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval, following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft Development Consent Order (DCO) (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p>	No

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						The Transport Assessment (Application Document 7.9) sets out the Project's forecast impact on the strategic and local highway networks. It also assesses the predicted impacts on the road and public transport networks during the Project's construction. It also sets out the forecast impact of construction traffic on the network.	
SR58	Comments expressing concern about the proposed southern route on the grounds that factors such as increased traffic and the regular occurrence of coastal fog could reduce safety for those using the Project.	HS1 Ltd, Office of the Police and Crime Commissioner for Essex	-	1	18	The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design. The Applicant has worked with the Met Office to understand the above-average incidence of fog in the vicinity of the route. The proposals for the Project already include technology that allows variable mandatory speed limits to be set, meaning speeds could be restricted during bad weather. Weather-monitoring technology is also being investigated for provision of additional warnings and to minimise potential impacts on road users.	Yes
SR59	Comments opposed to the proposed southern route on the grounds that factors such as increased traffic and the regular occurrence of coastal fog could reduce safety for those using the Project.	-	-	1	35		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						For more information about the design of the Project and the use of technology, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.	
SR60	Comments in support of the proposed southern route on the grounds that it provides a direct route between Kent and Essex, as well as between the North and the Channel ports.	-	-	0	8	These comments have been noted.	No
SR61	Comments in support of the southern route as it provides a direct route between Kent and Essex, as well as between the North and the Channel ports.	-	-	2	194		No
SR62	Comments in support of the southern route on the grounds that it provides better access to Kent, from a range of locations including the Channel ports.	-	Canterbury City Council	0	201		No

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SR63	Comments in support of the southern route on the grounds that it would reduce journey times. Some consultees refer to the wider area while others focus only on the Dartford Crossing or local roads.	-	Maidstone Borough Council	0	119		No
SR64	Comments highlighting the benefits of the southern route on the grounds that it would improve traffic flow in the area and reduce congestion. Some consultees refer to the wider areas while others focus only on the Dartford Crossing or local roads.	HS1 Ltd	-	0	28		No
SR65	Comments in support of the southern route on the grounds that it would improve traffic flow in the area and reduce congestion. Some consultees refer to the wider areas while others focus on the	-	-	0	753		No



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	Dartford Crossing or local roads.						
SR66	Comments in support of the southern route on the grounds that it would improve traffic flow in the local area, reduce congestion and reduce journey times.	-	Kent County Council	0	7		No
SR67	Comments in support of the southern route on the grounds that it would improve the resilience of the road network by providing an alternative in case other crossings are closed.	-	Kent County Council	0	34		No
SR68	Comments in support of the southern route on the grounds that it would reduce traffic incidents by providing improved infrastructure.	-	Maidstone Borough Council	0	21		No
SR69	Suggestions about how traffic flow could be improved, including examples such as minimising the use of traffic lights and roundabouts.	-	-	0	69	The Project's direct connections with the A2/M2 would not have traffic lights or roundabouts, helping to ensure continuous traffic flow for motorists using the strategic road network. Traffic lights and roundabouts are necessary to manage traffic flow at other junctions where traffic from the Project	No

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						<p>meets local roads. For example, there would be new traffic signals at the Brewers Road junction with the eastbound slip road and roundabouts at the Gravesend East junction, which connects the Project to local roads in Gravesend and south of the A2/M2.</p> <p>The traffic modelling presented as part of the application for development consent forecasts that the southern route and its junction would remain free-flowing for the foreseeable future.</p> <p>More information about the design of the southern route can be found in the Design Principles (Application Document 7.5). More information about the traffic modelling can be found in the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
SR70	Comments opposed to the designation of the southern route as a motorway because some road users would not be able to use it or because traffic congestion would be created where the	-	-	0	8	The Project would be designed as an all-purpose trunk road with a restriction on Heavy Goods Vehicles (HGVs) using lane three, similar to a motorway. There would be no other restrictions on HGVs along the route. Although the route is not a motorway, similar restrictions would apply for safety reasons, so pedestrians, learner drivers, low-powered motorcycles, cyclists, horse	No

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	Project links to non-motorway roads.					<p>riders and agricultural vehicles would be prohibited. These restrictions are due to the high volumes of high-speed traffic expected to use the route. Cameras and mobile patrols would monitor the route, while the tunnel would be equipped with Automatic Number Plate Recognition, which would identify registered vehicles that were not eligible to use the crossing.</p> <p>The traffic modelling forecasts that the Project would remain free-flowing for the foreseeable future. For more about the traffic modelling, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>For existing roads within the Order Limits, the classification remains the same. For proposed roads, the classification follows Department for Transport (DfT) road classification guidance (DfT, 2012).</p> <p>For more information about the road's classification and vehicle access, see the Classification of Roads Plans (Application Document 2.11), Schedules 5 and 6 of the draft Development Consent Order (Application Document 3.1), and the Traffic Regulation Measures Plans (Application Document 2.10). Reference points are shown on the plans, which are referenced in the schedules.</p>	

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SR71	Suggestions about how the proposed southern route could be designed for future use and made more resilient. Suggestions include adding a hard shoulder and widening the Project with a fourth lane, either now or in the future.	-	-	1	138	The Applicant has considered the need to design the Project based on forecasts of future traffic levels and changes in the way that roads are used. This has included consideration of the optimal number of lanes in each direction as well as the need to make use of developing technology. Traffic modelling forecasts that the Project would remain free-flowing for the foreseeable future.	No
SR72	Suggestions about how the proposed southern route could be designed for future use by making it easy to widen the road in the future.	-	Gravesham Borough Council	0	80	During the development of the Project to date, the land impacted or required has been minimised in order to reduce the impact on local people, the environment and to minimise costs. As such, the Project would not seek to acquire more land than is needed to build the crossing to the necessary specification.  For more information the traffic modelling, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7).	No
SR73	Comments expressing concern about the planned widening of existing roads on the grounds that this would lead to a loss of green space.	-	Kent County Council	1	13	To ensure the free flow of traffic on the approach to the Project, it is necessary to provide additional lanes on the A2/M2, which would require it to be widened. Where possible, this would be done within the existing highway boundary.	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SR74	Comments opposed to the planned widening of existing roads on the grounds that this would lead to a loss of green space.	-	-	10	29	As a result of feedback received during the Statutory Consultation in October 2018, and as a result of additional design development, the width of the A2/M2 corridor (from the junction with the A122 to M2 junction 1) has been reduced compared with the proposals presented at Statutory Consultation. This has been achieved by removing a section of isolated vegetation in the middle of the dual carriageway, narrowing lane four on the A2/M2 mainline, and by removing the hard shoulder on the eastbound A2 parallel connector road. This has resulted in a reduced footprint for this section of the road, while still maintaining traffic flow and safety. The amount of land that would be required from the Kent Downs Area of Outstanding Natural Beauty has also been reduced.  For more information about the design of the southern route, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.	Yes
SR75	Comments expressing concern about the bridges included in the design of the southern route, with consultees saying that there would be	-	-	1	19	In common with the rest of the Project, structures and bridges have only been proposed where they are essential for the operation of the route. All bridges would be designed in accordance with the standards set out in the Design Manual for Roads and Bridges (DMRB), ensuring safety for users	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	too many or concerned they would not be maintained properly.					with provisions for their maintenance for the lifetime of the Project.	
SR76	Comments opposed to the bridges included in the design of the southern route because consultees find them unnecessary or express concern that they would not be maintained in the future. Some consultees do not agree that the bridge proposed at Thong Lane can be classified as a green bridge.	Shorne Parish Council	Gravesham Borough Council	0	10	The Project proposals submitted for the application for development consent have been designed in accordance with the DMRB (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design. Where practicable, on the southern route and elsewhere on the Project, green bridges have been chosen for their environmental and aesthetic benefits. The southern route includes three green bridges; two carrying Thong Lane over the Lower Thames Crossing and the A2/M2, and a third carrying Brewers Road over the A2/M2.	No
SR77	Suggestions about how the bridges along the southern route should be designed, including examples such as making them aesthetically pleasing or using fewer bridges.	Shorne Parish Council	Kent County Council, Gravesham Borough Council	8	50	Following the Statutory Consultation in October 2018, the green bridge carrying Thong Lane over the Lower Thames Crossing was widened and now includes crossing facilities for walkers, cyclists and horse riders. All of the green bridges would include crossing routes for walkers and cyclists, with equestrian access provided as appropriate for the location. This revised design aligns with the Applicant's strategy for walking, cycling and horse riding, which aims	No

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						<p>to maintain, upgrade and improve the existing network of Public Rights of Way in the area to retain and improve connectivity between communities and leisure areas. More information about walking, cycling and horse riding routes and green bridges can be found in the Project Design Report (Application Document 7.4).</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant presented new proposals for a wider green bridge at Thong Lane over the A2/M2, increasing the width over what was previously proposed by 10m. This change was made in response to feedback from key stakeholders and would improve habitats and connectivity for wildlife, increase landscape planting, and provide additional screening of the proposed M2/A2/A122 Lower Thames Crossing junction.</p> <p>For more about bridges and other structures included in the proposals, see the Structures Plans (Application Document 2.13) and the Design Principles (Application Document 7.5). For more information about the proposals presented during the Supplementary Consultation in January 2020, see Chapter 6 of this report. The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SR78	Suggestions about how the embankments along the southern route should be designed, including examples such as planting mature trees and flowers.	-	-	0	34	<p>Grassland on the Project's roadside verges and earthworks (including embankments, cuttings and false cuttings) would be managed to become species-rich grassland, including wildflowers. This would provide biodiversity and visual benefits.</p> <p>It is rarely appropriate to transplant mature trees for the purpose of environmental mitigation because the survival rate is low. The tree mitigation proposals involve planting appropriate species of a size and age that would thrive. For more information about the proposed tree planting and environmental mitigation, see ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) and ES Figure 2.4: Environmental Masterplan (Application Document 6.2). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>For more information about how the Project's embankments would be designed, see the Design Principles (Application Document 7.5).</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4</p>	Yes



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (DCO) (Application Document 3.1); the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.3, ES Figure 2.4); and the CoCP (Application Document 6.3, ES Appendix 2.2).	
SR79	Comments highlighting the benefits of the embankments along the southern route as these consultees say these would help protect nearby properties from noise and air pollution or minimise visual impacts.	-	-	0	3	These comments have been noted.	No
SR80	Comments in support of the embankments along the southern route as these consultees that	-	-	0	71		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	say these would help protect nearby properties from noise and air pollution or minimise visual impacts.						
SR81	Comments highlighting the benefits of the proposed height of the road on the grounds that this would help minimise its visual impact.	-	-	0	2		No
SR82	Comments expressing concern about the height of the southern route, with some saying that it is too low and others saying that it is too high.	-	-	0	4		No
SR83	Comments opposed to the height of the southern route, with some saying that it is too low and others that saying it is too high.	-	-	0	5		No
SR84	Suggestions concerning the height of the southern route, with some saying that the road height should be lowered to minimise noise and visual impacts,	-	-	1	20	The height of the Project is determined by numerous factors which might include: cost; visual and noise impact; air quality; volume of earthworks and impacts of excavated materials; ensuring sufficient headroom underneath existing structures; and ensuring a minimum or maximum gradient to ensure effective operation and drainage. All of these have to be balanced and applied to the changing conditions and requirements along the proposed route. Wherever conditions allow, the height of the road would be minimised to reduce the visual and noise impacts of the Project on nearby areas. The southern route linking the tunnel to the proposed M2/A2/A122 Lower Thames Crossing junction would be designed in a cutting, meaning that it would be set mostly beneath existing ground levels. This is possible because of the depth required for	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	and others suggesting increasing the road height so it would be further from where people live to reduce noise impacts.					the proposed South Portal and the ground conditions and gradient on the approach to it.  For more information about the design of the southern route, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.	
SR85	Comments expressing concern about the design of the proposed viaducts on the grounds that they are too narrow, visually obtrusive or would distribute noise pollution further.	-	-	0	4	The layout of the proposed junction submitted for the application for development consent has been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the junction would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design.	No
SR86	Comments opposed to the design of the proposed viaducts on the grounds that they are too narrow, visually obtrusive or would distribute noise pollution further.	-	-	1	2	The junction design would balance the use of viaducts and embankments. The height of these is determined by various engineering factors, including the gradients of link roads and the required height clearance for roads passing underneath. As with other engineering requirements, the widths of the roads and the viaduct are determined according to DMRB standards. To assess	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>ES Chapter 7: Landscape and Visual (Application Document 6.1) assesses the visual impacts of the Project including viaducts and other structures, and sets out the mitigation proposed to reduce the impacts of the junction on the landscape, including tree planting.</p> <p>The ES also includes information about the assessment of noise and the proposed mitigation in ES Chapter 12: Noise and Vibration (Application Document 6.1). Mitigation measures include noise barriers alongside sections of the proposed M2/A2/A122 Lower Thames Crossing junction, which were presented during the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Design Refinement Consultation in July 2020. For more information about the proposed noise barriers, see ES Chapter 12 (Application Document 6.1), ES Figure 12.6 (Application Document 6.2 and ES Figure 2.4: Environmental Masterplan (Application Document 6.2), which is secured through Requirement 5 of the draft Development Consent Order (Application Document 3.1).</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on the noise and vibration impacts of the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p>	
SR87	Suggestions that Heavy Goods Vehicle (HGV) parking facilities should be provided along the southern route to assist with Operation Stack.	-	-	0	1	If development consent for the Project is granted, the Applicant would work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the strategic road network.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time – for example, commenting on what facilities should be provided. For more information about how the roadside service facilities are being considered, see the Project Design Report (Application Document 7.4).	
SR88	Suggestions that Heavy Goods Vehicle (HGV) traffic should be restricted to a single lane, so that traffic flow is not affected.	-	-	0	27	There would be sufficient capacity along the Project and its junctions so that free-flowing traffic would be achievable in normal conditions, including for Heavy Goods Vehicles (HGVs). The road is being designed as an all-purpose trunk road, which would have a restriction on HGVs using lane three, similar to a motorway. There would also be restrictions on abnormal loads, but no other restrictions would be necessary under normal operation.	No
SR89	Suggestions that clear signage is required to help drivers navigate the southern route as well as information boards that display real-time traffic information.	HS1 Ltd	-	1	18	The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The Applicant would install appropriate traffic signage to ensure that the route performs safely and gives motorists advance notification of road layout changes and destinations. Signage would be designed by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design and would include the latest technology, able to vary speed limits, manage traffic flow, and warn of incidents and lane closures.</p> <p>Signage would provide real-time journey information on the approaches to the Project, including information about current incidents and journey times. Real-time information would also be provided at key locations on the wider road network to allow drivers to compare journey times for the Dartford Crossing and the Lower Thames Crossing.</p> <p>For more information about signage across the Project, see the Design Principles (Application Document 7.5).</p>	
SR90	Suggestions that more of the southern route should be underground to minimise the potential impact on local communities.	Higham Parish Council, Shorne Parish Council	Kent County Council	10	195	Following the Non-Statutory Consultation in January 2016 and the Preferred Route Announcement in 2017, significant development of the new road's design was carried out before it was presented in the Statutory Consultation in October 2018.	Yes



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SR91	Comments opposed to the proposed southern route on the grounds that it would cut communities in half or separate them from certain amenities, such as St Mary's Church, Chalk.	Shorne Parish Council	-	0	18	<p>South of the River Thames, the A226 junction was removed, which allowed the South Portal to be redesigned and moved 600m south.</p> <p>The South Portal was moved 350m further south after the Statutory Consultation and its new location was consulted on during Supplementary Consultation in January 2020, meaning the South Portal has been moved 950m southwards in total. The location of the South Portal has been determined by the need to mitigate negative environmental impacts, such as changes to groundwater levels, on the Thames Estuary and Marshes Special Protection Area and Ramsar site. This change moved the South Portal further away from Chalk and means that access to St Mary's Church would be unaffected.</p> <p>Extending the tunnel further south is not possible due to the need to maintain a safe distance between the portal and the proposed M2/A2/A122 Lower Thames Crossing junction to allow for the appropriate signage and to give motorists enough time to make safe lane changes.</p> <p>The southern route includes three green bridges; two carrying Thong Lane over the Lower Thames Crossing and the A2/M2, and a third carrying Brewers Road over the A2/M2. Following Statutory Consultation in October 2018, the green bridge carrying Thong Lane over the Lower Thames</p>	No
SR92	Comments expressing concern about the southern route on the grounds that it would cut communities in half or separate them from certain amenities.	-	-	0	2	<p>The southern route includes three green bridges; two carrying Thong Lane over the Lower Thames Crossing and the A2/M2, and a third carrying Brewers Road over the A2/M2. Following Statutory Consultation in October 2018, the green bridge carrying Thong Lane over the Lower Thames</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Crossing was widened and now includes crossing facilities for walkers, cyclists and horse riders. All of the green bridges would include crossing routes for walkers and cyclists, with equestrian access provided as appropriate for the location. This revised design aligns with the Applicant's strategy for walking, cycling and horse riding, which aims to maintain, upgrade and improve the existing network of Public Rights of Way in the area to retain and improve connectivity between communities and leisure areas.</p> <p>During the Local Refinement Consultation in May 2022, and following feedback from local people and interest groups, the Applicant made changes to some sections of the walking, cycling and horse riding network south of the River Thames to increase connectivity and safety. For example, the Applicant proposed making the Hever Court track, which is currently only suitable for walking and cycling, and the northern section of footpath NG8 into bridleways. The footpath through Michael Gardens would also become a walking-cycling track, not a bridleway due to the route being less suitable for horses.</p> <p>More information about walking, cycling and horse riding routes and green bridges can be found in the Project Design Report (Application Document 7.4).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Following the Community Impacts Consultation in July 2021, the Applicant presented new proposals for a wider green bridge at Thong Lane over the A2/M2, increasing the width over what was previously proposed by 10m. This change was made in response to feedback from key stakeholders and would improve habitats and connectivity for wildlife, increase landscape planting, and provide additional screening of the proposed M2/A2/A122 Lower Thames Crossing junction.</p> <p>Updated proposals for the South Portal were presented during Supplementary Consultation in January 2020. More information about that consultation is included in Chapter 6 of this report. For more information about the design, see the Design Principles (Application Document 7.5), as well as the summary of Project changes in Chapters 11 to 15 of this report.</p>	
SR93	Comments highlighting the benefits of the decision to extend the tunnel past Chalk on the grounds that this would help minimise impacts on local communities.	-	-	1	15	These comments have been noted.	No
SR94	Comments in support of the decision to extend the tunnel past Chalk on	-	-	1	53		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	the basis that this would help minimise impacts on local communities.						
SR95	Comments highlighting the benefit of the proposed design of the southern route, with some consultees saying that the design is of high quality.	-	-	1	5		No
SR96	General comments in support of the proposed design of the southern route, with some consultees saying that the design is of high quality.	-	Maidstone Borough Council	0	76		No
SR97	Comments in support of the design changes introduced since the previous consultation, with some consultees saying that the Applicant has listened to local concerns.	-	Medway Council, Kent County Council	0	48		No
SR98	Comments highlighting the benefits of the use of bridges along the southern route. Consultees find them	-	-	0	2		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	necessary for a project of this scale. Some welcome the green bridges and what they consider to be the efforts to make bridges aesthetically pleasing.						
SR99	Comments in support of the use of bridges along the southern route, with consultees finding them necessary for a project of this scale. Some welcome the decision to use green bridges and what they consider to be the efforts to make bridges aesthetically pleasing.	-	-	0	74		No
SR100	Comments in support of the use of viaducts on the basis that they would allow the road to run above areas of ecological significance and avoid impacting on wildlife.	-	-	0	35		No
SR101	Comments highlighting the benefits of the proposed widening of the M2/A2 to four lanes	-	-	0	4		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	on the grounds that this would improve traffic flow.						
SR102	Comments in support of the proposed widening of the M2/A2 to four lanes on the grounds that this would improve traffic flow.	-	Maidstone Borough Council, Kent County Council	0	36		No
SR103	Comments in support of the proposed road design on the basis that it would facilitate smooth traffic flow. Some consultees refer to the removal of roundabouts and minimal use of traffic lights.	-	-	0	59		No
SR104	Comments expressing concern about the potential loss of local amenities such as Southern Valley Golf Course.	HS1 Ltd	Tonbridge and Malling Borough Council, Kent County Council	2	25	In many instances where the Project affects community land used for recreation, the Applicant is proposing replacement land to reduce the adverse impacts. Locations where this is proposed include Shorne Woods Country Park, Tilbury Fields, Ron Evans Memorial Field, Orsett Fen, Thames Chase Forest Centre and Folkes Lane Woodland. The Applicant consulted on these proposals in July 2020 during the Design Refinement Consultation and	No
SR105	Comments opposed to the potential loss of local amenities.	Kent Downs Area of Outstanding Natural Beauty Unit,	-	7	49		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
		Shorne Parish Council				<p>in July 2021 during the Community Impacts Consultation.</p> <p>The Southern Valley Golf Club is a private golf club. Following feedback received during the Community Impacts Consultation, the Applicant has proposed to permanently acquire the entire Southern Valley Golf Club site, including the 8ha previously identified for temporary possession during the construction phase. There is no proposal to replace the golf club, but the Applicant would create Chalk Park, a new public recreational area within the Order Limits, near the South Portal, which would be accessible to the public once the Project is operational. When complete, Chalk Park would form part of the wider provision of public recreational land south of the river.</p> <p>Persons with an interest in land who would be affected by the land acquisition powers contained within the application for development consent, would be entitled to make a claim for compensation. Each claim for compensation would be considered on its own merits, in line with the Code.</p> <p>The Applicant has been working with the owners of the Southern Valley Golf Club regarding compensation for the impact of the Project.</p> <p>Further information about the compensation offered to businesses affected by the Project</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						can be found in Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a).	
SR106	Comments opposed to the southern route because these consultees say that it would not provide the required capacity to meet demands from planned developments in Ebbsfleet and Bluewater.	-	-	0	7	The Applicant's traffic modelling forecasts take account of development and highway scheme assumptions supplied by local planning and highway authorities. The decision as to whether or not a particular development should be included in the model is set out in Department for Transport (DfT) transport analysis guidance (DfT, 2021b). Housing developments near Bluewater and Ebbsfleet are included in the forecasts. Information about which developments have been included in the traffic modelling can be found in the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7). As the Project has developed over time, the traffic modelling has been updated to account for the latest design changes, as well as the most recent planning data, and changes to the DfT guidance.	No
SR107	Comments expressing concern that the southern route would affect property prices	-	Gravesham Borough Council	4	25	The Applicant has sought to minimise the land impacted or required for the Project,	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	or lead to demolition of properties.					while ensuring there is sufficient land to build and operate the road.	
SR108	Comments opposed to the southern route because of concerns that it would affect property prices or lead to demolition of properties.	-	-	11	76	<p>At the Statutory Consultation in October 2018, the demolition of four residential and three business properties, mostly near the proposed M2/A2/A122 Lower Thames Crossing junction, was proposed south of the River Thames. During the Design Refinement Consultation in July 2020, the Applicant consulted on revised proposals for the junction, which required seven residential and four business properties to be demolished, again near the proposed M2/A2/A122 Lower Thames Crossing junction. During the Community Impacts Consultation in July 2021, it was proposed that four residential properties and four commercial properties require demolition, which are in the vicinity of the new M2/A2/A122 Lower Thames Crossing junction, the same properties as proposed in the Statutory Consultation.</p> <p>For more information about these consultations, see Chapters 4, 7 and 8 of this report.</p> <p>An Environmental Impact Assessment (EIA) has been carried out to assess the impact on local communities, including the demolition of properties where this is required. This is documented in the Environmental Statement (ES), including ES Chapter 13: Population and Human Health (Application Document</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>6.1). This chapter lists the properties subject to demolition south of the River Thames.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>During the preparation of the ES, mitigation requirements were identified and have been incorporated into proposals, either embedded within the design of the Project or within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2).</p> <p>The land required for the Project is set out in the Land Plans (Application Document 2.2) and the reason each plot is required is explained in the Statement of Reasons (Application Document 4.1).</p> <p>Since the Preferred Route Announcement in 2017, owner-occupiers of residential properties within the Order Limits have been able to ask the Applicant to purchase their properties by serving a Blight Notice under the Town and Country Planning Act 1990</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>(as amended). The Applicant has received a number of Blight Notices and is processing these. More information about the blight process can be found in the National Highways booklet Your Property and Blight (National Highways, 2022d).</p> <p>Persons with an interest in land who would be affected by the land acquisition powers contained within the application for development consent, would be entitled to make a claim for compensation.</p> <p>Each claim for compensation would be considered on its own merits, in line with the Code.</p> <p>Further information about the compensation offered to those affected by the Project can be found in the Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers and guide 4 – Compensation to Residential Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a; 2021c). These include information about compensation for when the value of a property has been affected by the Project.</p>	
SR109	Comments expressing concern that the southern route would encourage further development and urbanisation of the area.	-	-	1	18	The National Policy Statement for National Networks (Department for Transport, 2014) and the Draft Overarching National Policy Statement for Energy (EN-1) (Department for Business, Energy and Industrial Strategy, 2021) recognise that new	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
SR110	Comments opposed to the southern route because of concerns that it would encourage further development and urbanisation of the area.	Shorne Parish Council	-	1	67	roads or utility diversions through Green Belt may constitute inappropriate development. Where that is the case, there is a presumption against such development except in very special circumstances. The Applicant has developed the Project to ensure it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and the associated planning practice guidance to support the framework (Department for Levelling Up, Housing and Communities; and Ministry of Housing, Communities and Local Government, 2021). This assessment, which explains the very special circumstances, is set out in Appendix E of the Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Table.  Any future development outside the Green Belt would be decided by the relevant local planning authority. For more information about local authority aspirations for future development, refer to their relevant local plans.	No
SR111	Comments opposed to the proposed southern route because consultees say that increased traffic	-	-	6	51	Local people and communities have been considered throughout the design and development of the Project, and consulted at appropriate stages of development. This would continue to be the case during	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	would disrupt residents' quality of life as well as lead to poorer air quality and other associated health risks.					construction, including considerations over how impacts on roads, schools, businesses, Public Rights of Way and community assets would be mitigated.	
SR112	A comment expressing concern about the southern route, saying that it would pass too close to schools. The Consultee raises concerns about the potential for air pollution and disruption that could affect schools.	-	-	0	1	All the junctions proposed for the Project have been assessed through the Environmental Impact Assessment (EIA), which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 5: Air Quality (Application Document 6.1) presents the assessment of the Project's impacts on air quality. ES Chapter 13: Population and Human Health (Application Document 6.1) includes descriptions of communities close to the southern route, such as Shorne and Chalk, and present the way in which public amenities and community assets, including schools, have been considered. It includes assessments of the impacts during construction and operation, including impacts on local roads and the health of local communities, as well information about the proposed mitigation for each area.	No
SR113	Comments expressing concern about the southern route because consultees say that increased traffic would affect local people's quality of life, as well as lead to poorer air quality and associated health risks.	-	-	1	2	As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those	No
SR114	Comments opposed to the southern route on the grounds that it would pass too close to schools. Consultees raise concerns over the	-	-	1	29		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	potential for air pollution and disruption to affect schools.					<p>protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant consulted on the predicted impacts on local people, including air quality impacts, during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in particular the information presented in the Ward Impact Summaries (see Appendix S of this report). Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>The Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2), which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained.</p> <p>The Register of Environmental Actions and Commitments (REAC) brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project. Compliance with the CoCP and the REAC is a legally binding requirement of the draft</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in consultation with the relevant planning authorities, highways authorities and bodies identified in the CoCP to the extent that it relates to matters relevant to their respective functions for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the constructed-related measures set out in the REAC. By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. Draft versions of the Design Principles (Application Document 7.5), CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>explanation of how the Applicant has had regard to them. As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on the impacts on communities from the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14)). This is secured through Schedule 2 Requirement 10 of the draft DCO (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p> <p>The Transport Assessment (Application Document 7.9) sets out the Project's forecast impact on the strategic and local highway networks. It also assesses the predicted impacts on the road and public transport networks during the Project's construction. It also sets out the predicted impact of construction traffic on the network.</p>	
SR115	Comments expressing concern about the southern route on the grounds that it would lead to an increase in traffic and therefore worse air quality. These consultees highlight the environmental and health impacts associated with poor air quality.	-	Swale Borough Council	2	47	<p>The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design</p>	No
SR116	Comments opposed to the southern route on the grounds that it would lead to an increase in traffic and therefore	Higham Parish Council, Kent Downs Area of	Gravesham Borough Council	17	227		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	worse air quality. These consultees highlight the environmental and health impacts associated with poor air quality.	Outstanding Natural Beauty Unit, Shorne Parish Council				of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 5: Air Quality (Application Document 6.1) includes an assessment of the predicted changes to local air quality as a result of the Project, and assesses impacts during construction and operation, setting out mitigation where this is considered appropriate.	
SR117	Suggestions about how the potential impacts of the southern route on pollution and air quality could be mitigated.	-	Gravesham Borough Council	3	20	<p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained.</p> <p>The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project. Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. Compliance with the CoCP and the REAC is a legally binding requirement</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>of the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in consultation with the relevant planning authorities, highways authorities and bodies identified in the CoCP to the extent that it relates to matters relevant to their respective functions for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the constructed-related measures set out in the REAC. By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. The operation of the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>vehicle emissions, such as those as a result of the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains across which locations the air quality modelling was carried out and why these were selected.</p> <p>The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project. Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and Design Manual for Roads and Bridges LA 105 standards. Given that there are no significant adverse impacts on air quality in relation to human health from the Project during operation, then no mitigation for air quality effects on human health is required.</p> <p>Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has had regard to them. As part of</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						the Community Impacts Consultation in July 2021, the Applicant provided updated information the air quality impacts of the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.	
SR118	Comment highlighting the benefits of the southern route as these consultees believe that the improved traffic conditions would lead to better air quality and associated health benefits.	-	-	0	1	These comments have been noted.	No
SR119	Comments in support of the southern route as these consultees believe that the improved traffic conditions would lead to better air quality and associated health benefits.	-	-	0	6		No
SR120	Comments in which support for the southern route is conditional on something else being achieved,	-	-	0	0		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	such as sufficient mitigation measures being introduced.						
SR121	Comments highlighting the benefits of the southern route as these consultees believe that local communities would benefit from reduced congestion.	-	-	2	9		No
SR122	Comments in support of the southern route as these consultees believe that local communities would benefit from reduced congestion.	-	-	0	163		No
SR123	Comments highlighting the benefits of the southern route as these consultees believe that sufficient efforts have been put in place to mitigate the potential disruption to local communities.	-	-	0	17		No
SR124	Comments in support of the southern route as these consultees believe that sufficient efforts have been put in	-	-	2	337		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	place to mitigate the potential disruption to local communities.						
SR125	Comments supporting the Project while acknowledging that some communities would be disrupted. These consultees say that the Applicant would never be able to satisfy everyone.	-	-	0	79		No
SR126	A comment highlighting the benefits of the southern route on the grounds that it is needed to meet predicted population growth in Kent, including the ongoing housing development in Ebbsfleet.	-	-	0	1		No
SR127	Comments in support of the southern route with consultees saying that it is required to meet predicted population growth in Kent, often with a reference to ongoing housing development in Ebbsfleet.	-	-	0	7		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SR128	Comments in support of the southern route on the grounds that it would have a low impact on properties. These consultees sometimes refer to the previous route options explored by the Applicant and say that these would have affected a larger number of properties.	-	-	1	19		No
SR129	Comments highlighting the benefits of the southern route on the grounds that it would lead to a reduction in static traffic, thereby improving air quality and reducing the amount of carbon emissions released into the atmosphere. These consultees highlight the health and environmental benefits associated with this.	-	-	1	2		No
SR130	Comments in support of the southern route on the grounds that it would lead to a reduction in	-	-	1	32		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	static traffic, thereby improving air quality and reducing the amount of carbon emissions released in the atmosphere. These consultees highlight the health and environmental benefits associated with this.						
SR131	Comments expressing concern that noise pollution would increase and that this would disrupt local communities and wildlife on the southern route. There are also comments that the mitigation measures put in place are insufficient.	-	-	4	61	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 12: Noise and Vibration (Application Document 6.1) includes an assessment of the impact of the Project on noise and	Yes
SR132	Comments opposed to the southern route because of concerns that noise pollution would increase, and that this would disrupt local communities and wildlife. There are also comments that the	Kent Downs Area of Outstanding Natural Beauty (AONB) Unit, Shorne Parish Council	Gravesham Borough Council	16	96		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	mitigation measures put in place are insufficient.					vibration, including the impacts of construction vehicles and changes to traffic levels during operation. ES Chapter 12 also sets out the proposed mitigation. Embedded design mitigation is included in the Design Principles (Application Document 7.5).	
SR133	Suggestions about how the potential environmental impact of noise and vibration could be mitigated, including examples such as tree planting and noise barriers.	-	Gravesham Borough Council	4	65	Noise mitigation measures for the southern route include designing the road at the lowest practicable height above existing ground levels, with the majority of the route in tunnels or cutting. These landscaping measures would reduce the noise impacts.	No
SR134	Comments opposed to the design of the embankments because of concerns that they would not limit noise pollution or would be visually obtrusive.	-	-	1	10	At other locations, such as the proposed M2/A2/A122 Lower Thames Crossing junction, noise barriers and low-noise road surfacing would mitigation noise and vibration during operation.  The locations of noise barriers south of the River Thames, and other locations along the route, formed part of the proposals included in the Design Refinement Consultation in July 2020. Information about the Design Refinement Consultation is contained in Chapter 7 of this report. Further information on the likely noise impacts of constructing and operating the Project were presented in the Community Impacts Consultation in July 2021. Information about the Community Impacts Consultation is contained in Chapter 8 of this report.  The proposed barriers would typically be 2m high, and their locations were chosen	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>after analysis of the predicted traffic noise that would be generated in each area by the Project once in operation and consideration of sensitive receptors such as properties and population centres. For more information about the proposed noise barriers, see ES Chapter 12: Noise and Vibration (Application Document 6.1), ES Figure 12.6 (Application Document 6.2): Operational Road Traffic Noise Mitigation (Application Document 6.2) and ES Figure 2.4: Environmental Masterplan (Application Document 6.2), which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on the noise and vibration impacts of the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p> <p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs Area of Outstanding Natural Beauty (AONB). Additionally, the A2/M2</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>upgrade proposed at Statutory Consultation would now use lower-noise surfacing compared to the previous proposals. The Applicant has assessed the impact of removing this noise barrier and found that there would be no significant impacts on sensitive receptors, such as residential properties, as a result of the change. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road. In addition, the low-noise surfacing that the Applicant proposed at the Community Impacts Consultation in July 2021, would be effective at reducing the sound of traffic from the A2 at this location. This mitigation would be secured as part of the DCO application.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>As well as the assessment in ES Chapter 12, ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) includes an assessment of the impacts of the noise from the Project, and whether it would cause disturbance to wildlife in the area. ES Chapter 8 sets out what mitigation is proposed.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>During construction, good practice measures would be implemented, such as closed-board fencing installed around the construction compounds, the use of low-noise equipment, and the locating of noisy activities as far away from key local buildings as possible. Appropriate noise and vibration limits would be monitored and adjusted to ensure ongoing effectiveness.</p> <p>There is the potential for some significant noise and vibration impacts in some locations during the construction phase as a result of construction traffic and onsite activities. Construction noise would, however, be mitigated using good practice measures set out in the CoCP and the REAC.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>properties. There are no significant vibration impacts predicted during operation.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed. For more information, see ES Chapter 12: Noise and Vibration (Application Document 6.1). Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021.</p> <p>Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has had regard to them.</p>	
SR135	Comments expressing concern about the southern route on the grounds that its visual impact on the surrounding landscape would be too high. Some consultees say that views from their properties would be permanently changed.	HS1 Ltd	-	1	83	<p>To reduce the impacts on local communities, the Project has been routed away from population centres as much as possible. This means that it would have an impact on the surrounding countryside, including Green Belt.</p> <p>The National Policy Statement for National Networks (Department for Transport, 2014) and the Draft Overarching National Policy Statement for Energy (EN-1) (Department for Business, Energy and Industrial Strategy, 2021) recognise that new roads or utility diversions through Green Belt may constitute inappropriate development. Where that is the</p>	No
SR136	Comments opposed to the southern route on the grounds that its visual	Kent Downs Area of Outstanding	-	11	67		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	impact on the surrounding landscape would be too high. Some consultees say that views from their properties would be permanently changed.	Natural Beauty Unit, Shorne Parish Council				<p>case, there is a presumption against such development except in very special circumstances. The Applicant has developed the Project to ensure it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and the associated planning practice guidance to support the framework (Department for Levelling Up, Housing and Communities; and Ministry of Housing, Communities and Local Government, 2021). This assessment, which explains the very special circumstances, is set out in Appendix E of the Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Table.</p> <p>To reduce the impact of construction work on the landscape and on visual amenity, taller temporary construction plant and buildings within construction compounds would, where practicable, be sited to reduce their prominence from the surrounding landscape. Other measures, such as temporary perimeter mounds, are proposed to soften sensitive views of some construction compounds.</p> <p>During construction, the compounds and the removal of vegetation would have significant effects on the landscape, with the two tunnel</p>	
SR137	Comments expressing concern about the southern route because it would lead to the loss of Green Belt.	-	-	1	69		No
SR138	Comments opposed to the southern route because it would lead to the loss of Green Belt.	Kent Downs Area of Outstanding Natural Beauty (AONB) Unit, Shorne Parish Council	-	18	282		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>entrance compounds having the greatest effect. There would be temporary effects on landscape including the sensitive landscape character of the Kent Downs AONB, and temporary visual effects experienced by users of recreational facilities, such as footpaths and bridleways, users of roads and by residents and users of non-residential buildings.</p> <p>Throughout the development of the Project, the Applicant has designed junctions and other structures such as bridges and viaducts to minimise their footprint and height wherever ground conditions and the engineering requirements of the Project allow. Ground conditions south of the River Thames have allowed the road to be designed in a tunnel or cutting all the way to the proposed M2/A2/A122 Lower Thames Crossing junction, reducing its impact on the surrounding landscape and nearby populations.</p> <p>During operation, there would be permanent landscape effects from the Project in the Kent Downs AONB and Green Belt. These would gradually reduce as planting mitigation establishes and matures over the 15 years after opening year. There would also be permanent visual effects on recreational facilities, residents and motorists, with these also reducing as planting matures over 15 years, although some significant effects</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>would remain even when planting matures. Nitrogen deposition compensatory planting would have positive landscape and visual effects in some areas, as would the removal of some overhead power lines.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The EIA includes an assessment of the impact of the Project and its junctions on land designated as Green Belt and other visual impacts on the surrounding landscape in ES Chapter 7: Landscape and Visual</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>(Application Document 6.1), which also presents the assessments, as well as any proposed measures to reduce adverse impacts in each area.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (DCO) (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the CoCP (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft DCO.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SR139	Comments expressing concern about the southern route because it would affect designated areas such as Areas of Outstanding Natural Beauty and Sites of Special Scientific Interest.	-	Kent County Council	0	17	The Applicant has designed the Project to reduce impacts on the environment during operation and construction. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate' to reduce any potential adverse effects.  To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as good practice mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.	Yes
SR140	Comments opposed to the southern route because it would affect designated areas such as Areas of Outstanding Natural Beauty and Sites of Special Scientific Interest.	Kent Downs Area of Outstanding Natural Beauty Unit, Shorne Parish Council	Gravesham Borough Council	4	57	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as good practice mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.	Yes
SR141	Comments expressing concern about the southern route because it would affect designated areas such as Areas of Outstanding Natural Beauty and Sites of Special Scientific Interest, or lead to the loss of ancient woodland and Green Belt.	-	Tonbridge and Malling Borough Council, Kent County Council	0	104	ES Chapter 7: Landscape and Visual (Application Document 6.1) presents the assessment of the Project's impact on the landscape of designated areas, including the	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SR142	Comments opposed to the southern route because it would affect designated areas such as Areas of Outstanding Natural Beauty and Sites of Special Scientific Interest, or lead to the loss of ancient woodland and Green Belt.	-	Gravesham Borough Council	0	105	<p>Kent Downs Area of Outstanding Natural Beauty (AONB) and Sites of Special Scientific Interest (SSSI) south of the River Thames, such as Shorne and Ashenbank Woods SSSI. ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) presents the assessment of impacts on wildlife and habitats, including ancient woodlands.</p> <p>Each of the ES chapters outlines the baseline conditions of the area where the Project would be situated, assesses potential impacts of the Project and outlines measures that would be implemented to reduce adverse effects where appropriate.</p> <p>Since the Statutory Consultation in October 2018, the proposed M2/A2/A122 Lower Thames Crossing junction has been redesigned to improve the layout and reduce the footprint of the junction. The A2/M2 works are, where possible, to be carried out within the existing highway boundary. There would be a need for works outside of the existing boundary and these works would include retaining walls, earthworks, landscaping mitigation and utility diversions and supplies.</p> <p>As part of the design, an extensive number of environmental mitigation proposals have been developed and embedded into the design.</p>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>To reduce the impact of construction work on the landscape and on visual amenity, taller temporary construction plant and buildings within construction compounds would, where practicable, be sited to reduce their prominence from the surrounding landscape. Other measures, such as temporary perimeter mounds, are proposed to soften sensitive views of some construction compounds.</p> <p>During construction, the compounds and the removal of vegetation would have significant effects on the landscape, with the two tunnel entrance compounds having the greatest effect. There would be temporary effects on landscape including the sensitive landscape character of the Kent Downs AONB, and temporary visual effects experienced by users of recreational facilities, such as footpaths and bridleways, users of roads and by residents and users of non-residential buildings.</p> <p>The Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats. Mitigation measures include safe crossing points for wildlife over or under the Project and translocation of protected species to suitable existing or new habitats. Habitat creation is proposed to compensate for the loss of habitat from within designated sites, including ancient</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>woodland, to improve connectivity between existing habitats, to provide replacement habitats for protected species, and to compensate for the impacts of nitrogen deposition when the Project is operational. These measures would include the salvage of soils from ancient woodlands for beneficial reuse in new areas of compensatory woodland planting, and the planting of new woodland and other habitats on existing agricultural land. Overall, there would be several hundred hectares of new woodland and habitats created across the Project during the construction phase, providing biodiversity benefits.</p> <p>During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial invertebrates, and permanent habitat loss within ancient woodland and the loss of six veteran trees (three north of the River Thames and three to the south).</p> <p>The Project south of the River Thames has been designed to reduce visual effects by measures such as the use of cuttings and the 4.25km-long tunnel, extending beyond the River Thames to the south. Green bridges would help maintain landscape connectivity across the Project route and extensive new woodland planting would help screen views of the Project.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>During operation, there would be permanent landscape effects from the Project in the Kent Downs AONB and Green Belt. These would gradually reduce as planting mitigation establishes and matures over the 15 years after opening year. There would also be permanent visual effects on recreational facilities, residents and motorists, with these also reducing as planting matures over 15 years, although some significant effects would remain even when planting matures. Nitrogen deposition compensatory planting would have positive landscape and visual effects in some areas, as would the removal of some overhead power lines.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction stage and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Protection Area and Ramsar site or any other European designated site.</p> <p>The Environmental Masterplan and Design Principles present the mitigation measures that are embedded in the design of the southern route to reduce the impacts on flora, fauna and the landscape.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms, part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO, the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan, and the CoCP. The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>would be delivered and maintained.</p> <p>The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project.</p> <p>Compliance with the CoCP and the REAC is a legally binding requirement of the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in consultation with the relevant planning authorities, highways authorities and bodies identified in the CoCP to the extent that it relates to matters relevant to their respective functions for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the constructed-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be</p>	

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						<p>operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has had regard to them.</p> <p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs Area of Outstanding Natural Beauty (AONB). Additionally, the A2/M2 upgrade proposed at Statutory Consultation would now use lower-noise surfacing compared to the previous proposals. The Applicant has assessed the impact of removing this noise barrier and found that there would be no significant impacts on sensitive receptors, such as residential properties, as a result of the change. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition</p>	

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						<p>assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>This compensatory planting would provide new wildlife-rich habitats using land that is currently mostly farmland, improving biodiversity in these areas and enhancing the area's wider biodiversity by increasing the number of linked habitats. A proportion of this land would be woodland.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and ES Appendix 5.6: Project Air Quality Action Plan (Application Document 6.3).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>During operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including SSSIs, ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation. Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
SR143	Suggestions for how the environmental impact of the southern route on the landscape could be mitigated. These include tree planting, with comments that mature trees should be used and new trees should match existing types.	Shorne Parish Council	Tonbridge and Malling Borough Council	2	151	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>(REAC), which forms part of the CoCP. ES Chapter 7: Landscape and Visual (Application Document 6.1) sets out the proposed mitigation measures. As well as earthworks designed into the route, the landscape mitigation includes the use of trees to screen elements of the Project where practicable. For example, trees would be planted around the tunnel portals to make buildings less visible. Areas of trees would be planted between the route and Gravesend and between the proposed M2/A2/A122 Lower Thames Crossing junction and Thong to make the Project less visible.</p> <p>The Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats. Mitigation measures include safe crossing points for wildlife over or under the Project and translocation of protected species to suitable existing or new habitats. Habitat creation is proposed to compensate for the loss of habitat from within designated sites, including ancient woodland, to improve connectivity between existing habitats, to provide replacement habitats for protected species, and to compensate for the impacts of nitrogen deposition when the Project is operational. These measures would include the salvage of soils from ancient woodlands for beneficial</p>	

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						<p>reuse in new areas of compensatory woodland planting, and the planting of new woodland and other habitats on existing agricultural land. Overall, there would be several hundred hectares of new woodland and habitats created across the Project during the construction phase, providing biodiversity benefits.</p> <p>To reduce the impact of construction work on the landscape and on visual amenity, taller temporary construction plant and buildings within construction compounds would, where practicable, be sited to reduce their prominence from the surrounding landscape. Other measures, such as temporary perimeter mounds, are proposed to soften sensitive views of some construction compounds.</p> <p>During construction, the compounds and the removal of vegetation would have significant effects on the landscape, with the two tunnel entrance compounds having the greatest effect. There would be temporary effects on landscape including the sensitive landscape character of the Kent Downs AONB, and temporary visual effects experienced by users of recreational facilities, such as footpaths and bridleways, users of roads and by residents and users of non-residential buildings.</p> <p>The Project has been designed to reduce visual effects by measures such as the use</p>	

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						<p>of cuttings and the 4.25km-long tunnel, extending beyond the River Thames to the south. Green bridges would help maintain landscape connectivity across the Project route and extensive new woodland planting would help screen views of the Project.</p> <p>During operation, there would be permanent landscape effects from the Project in the Kent Downs AONB and Green Belt. These would gradually reduce as planting mitigation establishes and matures over the 15 years after opening year. There would also be permanent visual effects on recreational facilities, residents and motorists, with these also reducing as planting matures over 15 years, although some significant effects would remain even when planting matures. Nitrogen deposition compensatory planting would have positive landscape and visual effects in some areas, as would the removal of some overhead power lines.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>The Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats. Mitigation measures include safe crossing points for wildlife over</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>or under the Project and translocation of protected species to suitable existing or new habitats. Habitat creation is proposed to compensate for the loss of habitat from within designated sites, including ancient woodland, to improve connectivity between existing habitats, to provide replacement habitats for protected species, and to compensate for the impacts of nitrogen deposition when the Project is operational. These measures would include the salvage of soils from ancient woodlands for beneficial reuse in new areas of compensatory woodland planting, and the planting of new woodland and other habitats on existing agricultural land. Overall, there would be several hundred hectares of new woodland and habitats created across the Project during the construction phase, providing biodiversity benefits.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p>	

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						<p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>A proportion of this land would be woodland. More information about the assessments of the impacts of nitrogen once the Project is open, including the compensation package, can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and ES Appendix 5.6: Project Air Quality Action Plan (Application Document 6.3).</p> <p>One benefit of the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants. More information relating to the impact on landscape can be found in ES Chapter 7: Landscape and Visual (Application Document 6.1).</p> <p>The Project's tree planting for the purposes of environmental mitigation would typically make use of immature trees, because transplanting larger and more established trees tends to be less successful.</p> <p>The assessment recognises that such</p>	

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						<p>planting takes time to establish, which is why the assessment considers the design after 15 years. At sensitive locations, more mature trees would be considered if the assessment shows that this would help to significantly reduce impacts.</p> <p>Tree species would be chosen to provide the least disruption to the existing biodiversity. For more information about planting proposals, see ES Figure 2.4: Environmental Masterplan (Application Document 6.2). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent, forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						As well as the oLEMP, these documents include the draft DCO, the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan and the CoCP.	
SR144	Concerns about the potential environmental impact of the southern route on designated sites (including ancient woodlands, Sites of Special Scientific Interest (SSSI) and the Thames Estuary and Marshes Special Protection Area (SPA) and Ramsar site) and suggestions about how they could be mitigated, including the suggestions that access to Shorne Woods Country Park should be maintained throughout construction and operation of the Project.	Shorne Parish Council	-	0	1	<p>The Secretary of State made the Preferred Route Announcement for the Western Southern Link (WSL) in 2017. The WSL offered value for money and has a materially lower impact than the previously considered Eastern Southern Link on the environment and local communities, particularly on the Shorne and Ashenbank Woods Site of Special Scientific Interest (SSSI).</p> <p>The choice of route along with the Applicant's design has reduced impacts on the environment during operation and construction. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. In selecting the alignment of the proposed route, and subsequently in the design of the route and its junctions, the Secretary of State and the Applicant have sought to balance the Scheme Objectives, which were agreed with the Department for Transport and are set out in the Need for the Project (Application Document 7.1). Alternative routes and the planning balance for the Project were assessed as part of the</p>	No

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						<p>Planning Statement (Application Document 7.2).</p> <p>In revising the design of the Project after the Statutory Consultation in October 2018, the South Portal was moved 350m southwards, to reduce impact on protected bird habitats in the Ramsar Marshes and the Thames Estuary.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) assesses the impact of the Project on European designated sites such as the Thames Estuary and Marshes Special Protection Area (SPA) and Ramsar site and sets out any proposed mitigation. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes SPA and Ramsar site or any other European designated site.</p> <p>The Applicant recognises the irreplaceable nature of ancient woodlands and the importance attached to them within the National Policy Statement for National Networks (Department for Transport, 2014). Adverse effects on ancient woodland habitats have been reduced as much as possible.</p> <p>ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) includes</p>	

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						<p>assessments of the impacts on flora, fauna and habitats, including ancient woodland.</p> <p>Where adverse effects on ancient woodland could not be avoided, woodland would be planted to offset the loss of wooded areas and strengthen connectivity between existing retained woodlands in the area, particularly around Claylane Wood, Shorne and Ashenbank Woods SSSI, Great Crabbles Wood SSSI and, south of the A2/M2, Jeskyns Community Woodland.</p> <p>Where appropriate, woodland planting has been proposed in locations shown in the Applicant's Environmental Masterplan (Application Document 6.2, ES Figure 2.4), with this planting designed to enhance connectivity along the Project and contribute towards the biodiversity value. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (Application Document 3.1). Commitments in relation to protecting terrestrial biodiversity, including ancient woodland, can be found in the Register of Environmental Actions and Commitments (REAC), which can be found in the CoCP (Application Document 6.3, ES Appendix 2.2).</p> <p>Any woodland planting would be appropriate to the surrounding landscape character and context. It is acknowledged that vegetation would take a period of time to establish.</p>	

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						<p>Landscape mitigation measures are presented in ES Figure 2.4: Environmental Masterplan (Application Document 6.2). These would be permanent measures managed by the Applicant or its representatives. This would be initially for a period of five years from road opening, unless agreements are reached with other organisations or landowners.</p> <p>The Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats. Mitigation measures include safe crossing points for wildlife over or under the Project and translocation of protected species to suitable existing or new habitats. Habitat creation is proposed to compensate for the loss of habitat from within designated sites, including ancient woodland, to improve connectivity between existing habitats, to provide replacement habitats for protected species, and to compensate for the impacts of nitrogen deposition when the Project is operational. These measures would include the salvage of soils from ancient woodlands for beneficial reuse in new areas of compensatory woodland planting, and the planting of new woodland and other habitats on existing agricultural land. Overall, there would be several hundred hectares of new woodland and habitats created across the Project</p>	

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						<p>during the construction phase, providing biodiversity benefits.</p> <p>During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial invertebrates, and permanent habitat loss within ancient woodland and the loss of six veteran trees (three north of the River Thames and three to the south).</p> <p>Environmental Statement (ES) Chapter 7: Landscape and Visual (Application Document 6.1), presents the assessment of the Project's impact on the landscape of designated areas including Areas of Outstanding Natural Beauty and SSSI.</p> <p>ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) presents the assessment of impacts on wildlife and habitats, including ancient woodlands.</p> <p>Each of these chapters outlines the baseline conditions of the area where the Project would be situated, assesses potential impacts of the Project and outlines measures that would be implemented to reduce the impacts.</p> <p>To reduce the impact of construction work on the landscape and on visual amenity, taller temporary construction plant and buildings within construction compounds would, where practicable, be sited to reduce their prominence from the surrounding landscape. Other measures, such as</p>	



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						<p>temporary perimeter mounds, are proposed to soften sensitive views of some construction compounds.</p> <p>During construction, the compounds and the removal of vegetation would have significant effects on the landscape, with the two tunnel entrance compounds having the greatest effect. There would be temporary effects on landscape including the sensitive landscape character of the Kent Downs AONB, and temporary visual effects experienced by users of recreational facilities, such as footpaths and bridleways, users of roads and by residents and users of non-residential buildings.</p> <p>The Project has been designed to reduce visual effects by measures such as the use of cuttings and false cuttings, and the 4.25km-long tunnel, extending beyond the River Thames to the south. Green bridges would help maintain landscape connectivity across the Project route and extensive new woodland planting would help screen views of the Project.</p> <p>During operation, there would be permanent landscape effects from the Project in the Kent Downs AONB and Green Belt. These would gradually reduce as planting mitigation establishes and matures over the 15 years after opening year. There would also be permanent visual effects on recreational facilities, residents and motorists, with these</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>also reducing as planting matures over 15 years, although some significant effects would remain even when planting matures. Nitrogen deposition compensatory planting would have positive landscape and visual effects in some areas, as would the removal of some overhead power lines.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on the air quality impacts of the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p> <p>Following the Community Impacts Consultation, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Sites of Special Scientific Interest. Local Nature Reserves, and Special Areas of Conservation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>The proposed compensation sites are in four areas, Hole Farm, Brentwood; Southfields, Thurrock; Gravesham and Shorne Woods; and the M2 corridor, including Blue Bell Hill.</p> <p>If appropriate, the areas of compensatory land may be made publicly accessible in a way that complements their primary function as compensatory habitats. Other benefits of</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants; to enhance biodiversity by increasing the number of linked habitats; and to plant new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project. More information about the assessments of the impacts of nitrogen once the Project is open can be found in ES Chapter 5, ES Chapter 8, and ES Appendix 5.6: Project Air Quality Action Plan (Application Document 6.3).</p> <p>Also during operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including SSSIs, ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation. Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>During part of the construction phase, the Brewers Road bridge over the A2/M2 would be closed. Vehicular access to Shorne Woods Country Park would be maintained at all times via Brewers Road, but diversions would be in place for motor traffic crossing the A2/M2.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Public Rights of Way (PRoWs) in the area would be kept open where practicable, although some diversions would be necessary during construction. The Applicant consulted on some proposed PRoW diversion routes during the Community Impacts Consultation in July 2021.</p> <p>In addition, new maps were published by the Applicant during the Local Refinement Consultation, which provided additional information about the impact and proposed changes to footpaths, cycle routes and bridleways.</p> <p>The Applicant has published more information on the proposed diversions and improvements to walking, cycling and horse riding routes in the vicinity of Shorne Woods Country Park.</p> <p>Information about the predicted impact of the PRoWs can be found in the Transport Assessment (Application Document 7.9). Further information about the permanent impacts on PRoWs can be found in the Rights of Way and Access Plans (Application Document 2.7), which identify within the Order Limits boundary any new or altered means of access, stopping up of streets or creation of rights of way. Temporary predicted impacts are set out in Streets</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Subject to Temporary Restrictions of Use Plans (Application Document 2.8). More information about the proposals for walking, cycling and horse riding can be found in the Project Design Report (Application Document 7.4).</p> <p>Once the Project is complete, access to Shorne Woods Country Park would remain via Brewers Road or Thong Lane for motor traffic. In addition, a network of upgraded and improved walking, cycling and horse riding routes would provide improved connections with nearby recreational areas such as Jeskyns Community Woodlands and Ashenbank Woods.</p> <p>During the Design Refinement Consultation in July 2020, the Applicant consulted on a new car park to provide access to Shorne Woods Country Park for walkers, cyclists and horse riders. The car park was located east of the proposed Thong Lane green bridge over the Lower Thames Crossing and north of Thong village. As a result of feedback received during consultation, the Applicant moved the car park to a location west of Thong Lane and north of Gravel Hill Wood, consulting on this during the Community Impacts Consultation in July 2021. Walking, cycling and horse riding access to Shorne Woods from the car park would be provided via a new Pegasus</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						crossing over Thong Lane. For more information about the proposals for walking, cycling and horse riding, see the Project Design Report.	
SR145	Comments expressing concern about the southern route on the grounds that it would lead to the loss of ancient woodland.	-	-	0	10	The Applicant recognises the irreplaceable nature of ancient woodland and the importance attached to them within the National Policy Statement for National Networks (Department for Transport, 2014). Adverse effects on ancient woodland habitat have been minimised as far as possible while still achieving the Scheme Objectives. For information about the Scheme Objectives, see the Need for the Project (Application Document 7.1). To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. This	No
SR146	Comments opposed to the southern route on the grounds that it would lead to the loss of ancient woodland.	Kent Downs AONB Unit	-	1	37		No
SR147	Suggestions as to how the potential environmental impact of the southern route could be mitigated, with examples including the planting of trees, providing wildlife corridors and improving access to local designated sites.	-	-	2	67		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>includes an assessment of the impact of the Project on woodland, including ancient woodland, and other important ecological habitats. For more information, see ES Chapter 7: Landscape and Visual, and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), which present the assessments, as well as setting out the proposed measures to reduce adverse impacts in each area.</p> <p>Where adverse effects could not be avoided, new woodland planting would be implemented to offset the loss of existing wooded areas and improve habitat connectivity between existing retained woodland in the area, particularly around Claylane Wood, Shorne and Ashenbank Wood Site of Special Scientific Interest (SSSI), Great Crabbles Wood SSSI and Jeskyns Community Woodland.</p> <p>Where appropriate, woodland planting has been included as part of ES Figure 2.4: Environmental Masterplan (Application Document 6.2), which would help enhance ecological connectivity along the route and contribute to the biodiversity value generated by the Project. The southern route would be designed as a biodiversity corridor, with verges and landscaped areas to be planted with native species in order to support biodiversity. The Environmental Masterplan is secured through Requirement 5 of the</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>The Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats. Mitigation measures include safe crossing points for wildlife over or under the Project and translocation of protected species to suitable existing or new habitats. Habitat creation is proposed to compensate for the loss of habitat from within designated sites, including ancient woodland, to improve connectivity between existing habitats, to provide replacement habitats for protected species, and to compensate for the impacts of nitrogen deposition when the Project is operational. These measures would include the salvage of soils from ancient woodlands for beneficial reuse in new areas of compensatory woodland planting, and the planting of new woodland and other habitats on existing agricultural land. Overall, there would be several hundred hectares of new woodland and habitats created across the Project during the construction phase, providing biodiversity benefits.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7), submitted as part of the application for development consent, forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO, the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan, and the Code of Construction Practice. The Project would maintain, upgrade and improve walking, cycling and horse riding routes linking recreational and woodland areas that would be affected by the construction and operation of the southern route. For more information see the Project Design Report (Application Document 7.4).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained.</p> <p>The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project. Compliance with the CoCP and the REAC is a legally binding requirement of the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in consultation with the relevant planning authorities, highways authorities and bodies identified in the CoCP to the extent that it relates to matters relevant to their respective functions for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has had regard to them.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as Sites of Special Scientific Interest, Local Nature Reserves, and Special Areas of Conservation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>During operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation. Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open, including the compensation package, can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and ES</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Appendix 5.6: Project Air Quality Action Plan (Application Document 6.3). The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation <b>or compensation</b> is proposed.	
SR148	Comments expressing concern about the southern route because of the amount of land required. Some consultees say that more land has been taken than is needed.	-	-	0	2	The Project has been developed to minimise the amount of land required and avoid unnecessary impacts on buildings, environmentally sensitive areas and farm land. The Project has been developed to keep the junctions as compact as possible, while still complying with the required design standards. In some areas of the Project's southern route, retaining walls are proposed that would limit the amount of land required. The slopes of embankments have been steepened so that their footprint is reduced.	No
SR149	Comments opposed to the southern route because of the amount of land needed, which consultees say is more than necessary, with concerns that this land is needed for local economic growth.	Shorne Parish Council	Gravesham Borough Council	7	29	Following the Statutory Consultation in October 2018, the proposed South Portal was moved 350m further south, reducing the impacts on protected ecological sites near the River Thames and reducing the land needed for the connection between the tunnel and the A2/M2. The revised design for the proposed M2/A2/A122 Lower Thames Crossing junction required some additional land from Claylane Wood, for which environmental mitigation is included in the proposals to offset the impacts.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Throughout the development of the Project, land use has been revised as the proposals have been progressed. Between the Statutory Consultation and the Supplementary Consultation in January 2020, the Order Limits increased, largely due to additional land needed to divert utilities and the development of the proposals to establish natural habitat areas, including the planting of trees and vegetation.</p> <p>Following the Supplementary Consultation, work continued with stakeholders, including utility companies, to refine the proposals and minimise the land needed. Consultation took place on revised Order Limits (23km<sup>2</sup>) during the Design Refinement Consultation in July 2020. This reduced the amount of land needed for the Project from that proposed at Supplementary Consultation (26km<sup>2</sup>).</p> <p>In the Community Impacts Consultation in July 2021, the Order Limits were further reduced to 22 km<sup>2</sup>, requiring less land than that proposed in the Design Refinement Consultation in 2020, while remaining above what was proposed at the Statutory Consultation (21km<sup>2</sup>).</p> <p>The land required for the Project is set out in the Land Plans (Application Document 2.2) and the reason each plot is required is explained in the Statement of Reasons (Application Document 4.1).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>As a result of feedback received during the Statutory Consultation in October 2018 and after additional design development, the width of the proposed A2/M2 east of the junction with the Project was reduced. This has been achieved by reducing the size of the central reservation of the dual carriageway, narrowing lane four on the A2 mainline, and by removing the hard shoulder on the eastbound A2 parallel connector road.</p> <p>This has reduced the impact of the road on the Kent Downs Area of Outstanding Natural Beauty compared with the proposals promoted during the Statutory Consultation, while still maintaining safety and traffic flow.</p> <p>For more information about the design of the southern route, see the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
SR150	Comments expressing concern about the southern route on the grounds that it would lead to the loss of historic buildings.	-	-	0	6	To assess the environmental impacts of the construction and operation of the Project, including the impacts on areas and buildings of historical significance, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). This includes an assessment of the impact of the	No
SR151	Comments opposed to the southern route on the grounds that it would	-	-	0	5		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	lead to the loss of historic buildings.					Project on historic landscapes, scheduled monuments and listed buildings. The ES includes information regarding any proposed mitigation.	
SR152	A suggestion that bridges, viaducts and embankments should be designed to minimise the adverse impact on important heritage assets such as Cobham Park and nearby Scheduled Monuments and listed buildings.	-	Gravesham Borough Council	0	0	<p>During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The Project has been designed to reduce the impacts on historic buildings by keeping the footprint and height of the route as small as practicable. The detailed design for bridges, viaducts and embankments would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>To reduce construction impacts on heritage assets, compounds would be fenced and screened, while dust and noise would be minimised. Where archaeological remains or built heritage features need to be removed, a detailed cultural record would be created beforehand.</p> <p>There would be significant impacts on cultural heritage during construction. Two non-designated buildings in Thong Conservation Area would be demolished, Across the Project, there would be complete or partial removal of over 300 non-designated and six low-value built heritage assets, as well as permanent or temporary effects on the setting of two additional Scheduled Monuments near Orsett, three Conservation Areas and seven non-designated archaeological features.</p> <p>All impacts to buried archaeology would be subject to assessment and a robust mitigation strategy for any historic asset would be informed by site visits and the use of non-intrusive survey equipment. This is detailed through Requirement 9 of the draft Development Consent Order (Application Document 3.1), which requires a Written Scheme of Investigation (WSI) to be produced that reflects the outline WSI (Application Document 6.3, ES Appendix 6.9). This would be submitted for approval</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>ahead of any works taking place in areas of archaeological interest.</p> <p>Should any archaeological remains not previously identified be encountered during construction, construction works would stop within 10m of the remains and the local planning authority would be informed. Should it be deemed necessary by the local planning authority, further investigation would be carried out before any works in that location could restart.</p> <p>As well as aligning and designing the Project to reduce impacts on cultural heritage assets, specific mitigation measures would include designing road lighting to have minimal impact, planting trees to preserve views of heritage assets, and reinstating land after construction to preserve field patterns.</p> <p>During the operation of the Project, there would be significant permanent impacts on some cultural heritage assets, including negative impacts on Conservation Areas in Thong and Cobham Hall Registered Park and Garden.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>The ES also addresses the change in setting of historic buildings and areas, whether</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>designated or non-designated. The Applicant has considered impacts to the setting of such assets as they sit within the landscape. The impact on designated sites is set out in ES Chapter 6: Cultural Heritage (Application Document 6.1).</p> <p>The South Portal has been moved 350m southwards, since the Statutory Consultation in October 2018, to reduce the Project's impact on protected ecological habitats near the River Thames, which is also in line with feedback received during the Statutory Consultation asking for the portal to be moved away from Chalk, including St Mary's Church.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained.</p> <p>The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project.</p> <p>Compliance with the CoCP and the REAC is a legally binding requirement of the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>consultation with the relevant planning authorities, highways authorities and bodies identified in the CoCP to the extent that it relates to matters relevant to their respective functions for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the constructed-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has had regard to them.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SR153	Comments expressing concern that the southern route would cause increased light pollution, and this would disrupt local communities and wildlife. Some consultees say that the mitigation measures proposed are inadequate.	-	-	0	6	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.  ES Chapter 7: Landscape and Visual (Application Document 6.1) includes an assessment of the impact of light pollution during construction and operation, as well as information about any proposed mitigation for each area. ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) includes an assessment as to whether light from construction or operation would disturb wildlife in the vicinity of the Project.  The Project would be designed to reduce the amount of light that could affect the local area during operation by making sure that any artificial lighting is directed as closely as possible on its intended target area.	No
SR154	Comments opposed to the southern route because of concerns about light pollution, which consultees feel would impact local communities and wildlife. Some consultees say that the mitigation measures proposed are inadequate.	-	-	3	7		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Lighting would be installed only where necessary for safety reasons, such as at junctions and in tunnels. The height of lighting columns would be reduced as far as practicable, particularly on the elevated slip roads. Information about lighting along the route can be found in the Project Design Report (Application Document 7.4 and the Design Principles. The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project.</p> <p>During construction, where needed and appropriate, lighting to site boundaries would be provided and would comply with the commitments in the CoCP. This would mean that lighting would be sufficient to provide a safe route for the passing public. Where appropriate, lighting would be activated by motion sensors to prevent unnecessary usage. Site lighting would comply with the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light and would be designed, positioned and directed to prevent or minimise light disturbance to residents, habitats, as well as motorists and other transport users.</p> <p>With the mitigation measures in place, there would be no significant impacts from light pollution on the environment or local people during the construction phase.</p> <p>There would be no significant impacts from light pollution on the environment or local people during construction or once the Project is operational.</p> <p>Compliance with the CoCP and the REAC is a legally binding requirement of the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has had regard to them.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on lighting for the construction and operational phases of</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.	
SR155	Comments expressing concern about the potential impacts of the southern route on local wildlife such as water voles, great crested newts and marsh harriers. Some consultees say that the proposed mitigation measures are inadequate.	-	-	0	79	The Applicant has designed the Project to reduce impacts on wildlife and designated areas during operation and construction. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate' to reduce any potential adverse effects. A biodiversity mitigation strategy has been developed that aims to maintain habitat connectivity, reduce disturbance to species and create new habitat areas for a range of species.	No
SR156	Comments opposed to the potential impacts of the southern route on local wildlife such as water voles, great crested newts and marsh harriers. Some consultees feel that the proposed mitigation measures are inadequate.	Kent Downs Area of Outstanding Natural Beauty Unit	Gravesham Borough Council	6	104	Assessments of the Project's impacts on the environment, including wildlife, are documented in the Environmental Statement (ES) Chapter 8: Terrestrial Biodiversity, and ES Chapter 9: Marine Biodiversity (Application Document 6.1) which outline the baseline conditions of the Application Site and explain how all the relevant flora and fauna have been valued and assessed. This includes an assessment on the impacts of the Project on water voles, great crested newts and marsh harriers. It is proposed that water voles in areas identified in the water vole licence application, be translocated, as specified in ES Appendix 8.20: Draft Water Vole Conservation Licence Application	No
SR157	Suggestions as to how potential environmental impacts on wildlife could	-	-	0	33		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	<p>be mitigated, including examples such as planting trees, providing wildlife corridors and improving access to designated sites for wildlife.</p>					<p>(Application Document 6.3). The receptor site for these would be an offsite reintroduction project, run by the Essex Wildlife Trust, where the water voles would be protected from predators such as non-native mink. The overall impact on water voles would be neutral. For more information see ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>Great crested newts would be relocated according to ES Appendix 8.17: Draft European Protected Species licence – great crested newts (Application Document 6.3). The Project would result in the loss of existing breeding ponds and habitat, but ponds would be replaced at a ratio of 2:1.</p> <p>Temporary or permanent loss of habitat for marsh harriers would result in reduced availability of foraging resources during the construction phase. However, the loss would be mitigated through habitat creation, so offsetting the adverse impacts.</p> <p>Where necessary, the Project would secure other relevant protected species licences from Natural England, and these would need to ensure the favourable conservation status of the species affected.</p> <p>To the south of the River Thames, the Project would primarily be in cutting, with the proposed habitat creation measures comprising a mix of grassland, with areas of scrub, hedgerow and tree planting. In areas</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>where grassland would be created, the species mix would be focused on locally prevalent species that would benefit local invertebrate populations. More information about proposed mitigation can be found in ES Figure 2.4: Environmental Masterplan (Application Document 6.2) and the Design Principles (Application Document 7.5). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial invertebrates, and permanent habitat loss within ancient woodland and the loss of six veteran trees (three north of the River Thames and three to the south).</p> <p>The Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats. Mitigation measures include safe crossing points for wildlife over or under the Project and translocation of protected species to suitable existing or new habitats. Habitat creation is proposed to compensate for the loss of habitat from within designated sites, including ancient woodland, to improve connectivity between existing habitats, to provide replacement habitats for protected species, and to</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>compensate for the impacts of nitrogen deposition when the Project is operational. These measures would include the salvage of soils from ancient woodlands for beneficial reuse in new areas of compensatory woodland planting, and the planting of new woodland and other habitats on existing agricultural land. Overall, there would be several hundred hectares of new woodland and habitats created across the Project during the construction phase, providing biodiversity benefits.</p> <p>During operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation. Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation or compensation is proposed. For more information, see ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction stage and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7), submitted as part of the application for development consent, forms part of a suite</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO, the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2)</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP, brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project.</p> <p>Compliance with the CoCP and the REAC is a legally binding requirement of the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in consultation with the relevant planning authorities, highways authorities and bodies</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>identified in the CoCP to the extent that it relates to matters relevant to their respective functions for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the constructed-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in response to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has had regard to them.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on the air quality impacts of the construction and</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as Sites of Special Scientific Interest, Local Nature Reserves, and Special Areas of Conservation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening. As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>The proposed compensation sites are in four areas: Hole Farm, Brentwood; Southfields, Thurrock; Gravesham and Shorne Woods; and the A2/M2 corridor, including Blue Bell Hill.</p> <p>If appropriate, the areas of compensatory land may be made publicly accessible in a way that complements their primary function as compensatory habitats. Other benefits of the new habitats would be: to improve the appearance of the local landscape by planting new trees and other plants; enhance biodiversity by increasing the number of linked habitats; and planting new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project. More information about the assessment of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality and ES Chapter 8:</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Terrestrial Biodiversity (Application Document 6.1), and ES Appendix 5.6: Project Air Quality Action Plan (Application Document 6.3).	
SR158	Comments expressing concern about the southern route on the grounds that its design and proximity to a flood plain would put it at risk of flooding.	-	-	0	6	The Project's proposals have been designed in accordance with the requirements of the National Policy Statement for National Networks (Department for Transport, 2014) and with the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and the associated planning practice guidance (Department for Levelling Up, Housing and Communities; and Ministry of Housing, Communities and Local Government, 2021). These documents set out the Government's planning policies for England, including its expectations concerning the management of flood risks associated with new infrastructure developments. In accordance with national policy, the Project would not increase flood risk, with the exception of some pre-designated areas known as Compensatory Flood Storage Areas. In these areas, the land would be lowered and prepared so that it is able to accommodate any flood water displaced by the Project.	No
SR159	Comments opposed to the southern route on the grounds that its design and proximity to a flood plain would put it at risk of flooding.	-	-	0	3	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 14: Road Drainage and the Water Environment (Application Document 6.1) includes the assessment of the Project's impacts on flood plains and drainage. The ES contains proposed mitigation measures to reduce potential adverse effects in each area. In line with good practice, all flood assessments and mitigations include the projected effects of climate change.</p> <p>In addition, an assessment of the risk of flooding within the Order Limits, and elsewhere as a result of the Project being constructed and operated, is contained within ES Appendix 14.6: Flood Risk Assessment (FRA) (Application Document 6.3). The area affected by the Project south of the River Thames is assessed throughout each part of this</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>document. The FRA presents the site-specific flood risks within this area, as well as mitigation and flood risk management strategy.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on the risk of flooding from the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p> <p>As part of the Community Impacts Consultation, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7), submitted as part of the application for development consent, forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (Application</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).	
SR160	Comments expressing concern about the southern route on the grounds that it would lead to an increase in carbon emissions.	-	-	0	3	As part of the Development Consent Order application, the Applicant has explained how the relevant legislative and policy requirements in relation to climate change impacts are met. An Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 15: Climate (Application Document 6.1), assesses the Project's impact on climate change, including greenhouse gas emissions during construction and operation, and sets out the proposed mitigation measures, including those measures that are secured through the Carbon and Energy Management Plan (Application Document 7.19). The assessment concludes that the increase in greenhouse gas emissions resulting from the Project would not have a material impact on the ability of Government to meet its carbon reduction targets, in accordance with the	No
SR161	Comments opposed to the southern route on the grounds that it would lead to an increase in carbon emissions.	-	-	0	9		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>policy test set out in the National Policy Statement for National Networks (Department for Transport, 2014).</p> <p>During construction, greenhouse gas emissions would be minimised through the design of the Project, such as incorporating low-emission materials, using those materials efficiently, reducing the distance they would be transported, using zero-carbon energy sources, and reducing and beneficially reusing waste.</p> <p>By incorporating these measures into the Project's proposals, the Applicant has already reduced emissions during construction by over a third compared with a scenario where those measures were not employed. This represents a leading position in the industry today, and would result in construction emissions equivalent to 1.76 million tonnes of carbon dioxide.</p> <p>However, the Applicant is committed to going further and to using the time available before construction begins to explore ways of achieving greater reductions in emissions. The Carbon and Energy Management Plan therefore provides a framework within which the Applicant and contractors would, working closely with industry partners, seek to identify and develop innovative ways of reducing the Project's construction emissions below today's industry-leading position. The Carbon and Energy</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Management Plan also sets out the low-carbon solutions that would be deployed by the Applicant to manage and maintain the Project once it is operational.</p> <p>The Applicant has considered the additional carbon emissions from road users that could result from operation of the Project over a 60-year period and presented this information in ES Chapter 15.</p> <p>The Government has published its plans to deliver the required Net Zero trajectory for transport in the Decarbonising Transport Plan (Department for Transport, 2021a). The Applicant has assessed that if the trajectories set out in the plan are achieved, it would lead to a reduction in the additional road-user emissions attributable to the Project of at least 76%, across the 60-year appraisal period, compared with the more conservative figure that results from the use of national projections included in the current version of Defra's Emissions Factor Toolkit.</p>	
SR162	Comments in support of the southern route on the grounds that it would avoid or minimise impacts on ancient woodland, ancient monuments, designated sites or that it would	-	-	1	194	These comments have been noted.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	not significantly affect Green Belt.						
SR163	Comments highlighting the benefits of the design changes to the southern route introduced since the 2016 Non-Statutory Consultation. Some consultees say that the Applicant has listened to people's concerns.	-	-	0	13		No
SR164	Comments highlighting the benefits of the efforts to mitigate the potential noise and vibration impact of the southern route, such as the use of embankments and lowering the height of the road.	-	-	0	3		No
SR165	Comments in support of the efforts to mitigate the potential noise and vibration impact of the southern route, such as the use of embankments and lowering the height of the road.	-	-	1	53		No
SR166	Comments highlighting the benefits of the	Kent Downs Area of	-	0	11		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	southern route on the grounds that its design would not be visually obtrusive and would blend in with the surrounding environment.	Outstanding Natural Beauty Unit					
SR167	Comments in support of the southern route on the grounds that its design would not be visually obtrusive and would blend in with the surrounding environment.	-	-	0	209		No
SR168	Comments highlighting the benefits of the southern route on the basis that it would avoid or minimise impacts on countryside or would not take much Green Belt.	-	-	0	1		No
SR169	Comments in support of the southern route on the basis that it would avoid or minimise impacts on countryside or would not take much Green Belt.	-	-	1	24		No
SR170	Comments in support of the southern route on the	-	-	0	12		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	basis that it would avoid or minimise impacts on designated sites such as Areas of Outstanding Natural Beauty and Sites of Special Scientific Interest.						
SR171	Comments highlighting the benefits of the southern route on the basis that it would avoid or minimise impact on designated sites such as Areas of Outstanding Natural Beauty and Sites of Special Scientific Interest.	-	-	0	3		No
SR172	A comment highlighting the benefits of the southern route in being designed to reduce impacts on the environment, although acknowledging concerns about the potential impacts of the Project of this scale.	-	-	0	1		No
SR173	Comments in support of the southern route on the basis that it would avoid	-	-	1	4		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	or minimise impact on ancient woodland.						
SR174	A comment in support of the southern route on the basis that it would avoid or minimise impacts on ancient monuments.	-	-	0	1		No
SR175	Comments highlighting the benefits of efforts to mitigate the potential impact of the southern route on local wildlife such as the inclusion of green bridges.	-	Kent County Council	0	4		No
SR176	Comments in support of efforts to mitigate the potential impact of the southern route on local wildlife such as the inclusion of green bridges.	-	-	0	41		No
SR177	Comments in support of the southern route on the grounds that it would lead to a reduction in static traffic, thereby improving air quality and reducing the amount of carbon emissions released into the	-	-	1	5		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	atmosphere. These consultees highlight the health and environmental benefits associated with this.						

### Issues raised in response to open Question 3c

- 11.4.33 Table 11.9 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q3c in the consultation response form, which was as follows:
- 11.4.34 *Q3c: Please give us your comments on the tunnel, the north and the south tunnel entrances and any other feedback you have on this part of the proposed route.*
- 11.4.35 The issues raised that relate to the crossing are summarised in Table 11.9 below. Where issues were raised in response to Q3c that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 11.4.36 The Applicant has fully considered all of the responses received, Table 11.9 explains how the Applicant has had regard to those issues raised and the Applicant's response is presented in the penultimate column of the table. The final column of the table identifies where the Applicant has made a change to the Project in line with the issues raised during this consultation.
- 11.4.37 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to them with a combined response.

### Information presented in Table 11.9

- 11.4.38 The information presented in Table 11.9 is the following:
- a. 'Code' is a unique code assigned to each issue for reference purposes.
  - b. 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q3c or to another question in the response form but covering similar topics.
  - c. 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - d. 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.
  - e. 's42(1)(d)' states how many respondents with a land interest raised that issue.
  - f. 's47 & s48' states how many members of the public raised that issue.
  - g. 'The Applicant's response' presents the Applicant's response to the issue(s) raised and explains how the Applicant has had regard to the issue(s).
  - h. 'Project change' states whether the issue(s) raised resulted in a change to the Project.

- i. 'Yes' indicates that changes to the Project proposals have been made since Statutory Consultation in line with the issue(s) raised. Some changes have been made as a result of environmental or other assessments, as well as through consideration of consultation responses.
- ii. 'No' indicates that the suggestions or requests did not result in a change to the Project proposals.

### **Summary of issues raised relating to the crossing and the Applicant's responses**

11.4.39 Table 11.9 below summarises the issues raised relating to the crossing and the Applicant's responses to those issues raised.

**Table 11.9 Summary of issues raised relating to the crossing and the Applicant's responses**

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
CR1	Comments in support of the crossing, saying that construction should start as soon as possible.	-	-	0	391	These comments have been noted.	No
CR2	Comments in support of the crossing, saying that it would provide improved access to areas that are currently more difficult to reach by motor vehicle.	-	-	0	17		No
CR3	Comments in support of the crossing, saying that it would offer more direct routes than currently exist for certain journeys.	-	-	0	6		No
CR4	Comments in support of the decision to build a tunnel, saying that it would not affect river traffic on the Thames.	-	-	0	34		No
CR5	Comments in support of the crossing, saying that it would make journeys quicker, especially those between Kent and Essex.	-	-	1	67		No
CR6	General comments in support of the crossing.	-	Maidstone Borough Council	6	3,314		No

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
CR7	Comments in support of the decision to build a tunnel, saying that it would be less expensive than alternatives.	-	-	0	17		No
CR8	Comments requesting more information about the proposed crossing. These included questions such as whether barriers would be used to prevent access to the tunnels in the event of an emergency incident, how the tunnel would be ventilated, whether an exclusion zone for boats would be needed on the surface of the river, and what types of control buildings would be needed for the tunnel.	Port of London Authority, Public Health England, Essex Police	-	1	31	In the event of a major incident, barriers would be operated by staff at a remote centre and tunnel closure signals would be displayed on roadside signs. Both tunnel portals would be blocked, preventing motorists entering the affected tunnel and ensuring that the unaffected tunnel is empty in case it is needed by emergency services to access the incident. Appropriate diversions would be put in place to manage traffic during major incidents. The tunnels would be reopened by operators at the remote centre when it is safe to do so. Under normal circumstances, air in the tunnels would be refreshed primarily by the movement of traffic through each tunnel. In support of this, there would be a longitudinal ventilation system comprising banks of jet-fans mounted within each tunnel at regular intervals. The tunnels would be equipped with equipment to monitor visibility, carbon monoxide and nitrous oxide levels, and the ventilation would operate automatically to disperse concentrations of gases.	No
CR9	Comments concerned as to whether the ventilation of the tunnels would be effective.	-	-	2	23	The tunnels would be equipped with equipment to monitor visibility, carbon monoxide and nitrous oxide levels, and the ventilation would operate automatically to disperse concentrations of gases.	No
CR10	Comments opposed to the ventilation of the tunnels because consultees say that it would not be effective.	-	-	0	6	In the event of a major incident, the ventilation system would operate at its maximum setting, forcing smoke or fumes out of the affected	No



Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>tunnel. The fans would also minimise smoke or fumes entering the non-incident tunnel.</p> <p>There would be no need for a shipping exclusion zone above the tunnel, although there would be restrictions on the area immediately above the tunnel to avoid any negative impacts on the structure. These restrictions would include construction, anchoring and dredging within the relevant protection zone and are included in Article 48 (Works in the River Thames) of the draft Development Consent Order (Application Document 3.1). Engagement with relevant stakeholders and authorities about any necessary restrictions would continue if development consent for the Project is granted and as construction of the river crossing is ready to start.</p> <p>There would be a tunnel service building near each portal, accessed via maintenance roads linking to Station Road in the north and the A226 in the south. There would be no public access to these roads or buildings. Local control rooms would be provided at both northern and southern tunnel services buildings.</p> <p>For more information about the tunnel design, including the tunnel service buildings, see the Project Design Report (Application Document 7.4), the Design Principles (Application Document 7.5) and the General Arrangement (Application Document 2.5). The Applicant</p>	

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.	
CR11	Comments opposed to the crossing without specifying a reason.	-	-	4	143	<p>Local people and communities have been considered throughout the design and development of the Project, and public consultations have been carried out at appropriate stages of development. Local people and communities would continue to be considered during construction and when the crossing is operational.</p> <p>For more information about the rationale behind the Project, see the Need for the Project (Application Document 7.1). For more information about how impacts on the environment and local communities have been considered and assessed, including relevant mitigation measures, see the Environmental Statement (Application Documents 6.1, 6.2 and 6.3). In addition, the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2) sets out the range of controls and mitigation measures that would be used to limit or avoid impacts to local communities or the environment or during construction.</p>	No
CR12	Comments that criticise elements of the Dartford Crossing without referencing the Project.	-	Kent County Council	0	54	The Project would provide additional capacity across the River Thames, providing relief at the Dartford Crossing, giving motorists a wider choice of routes, and providing greater resilience in the event of network incidents, particularly the closure of the Dartford Crossing. For more information about the	No

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						traffic impacts of the Project at the Dartford Crossing, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).	
CR13	Comments opposed to the crossing because of its cost or on the grounds that it would not provide value for money.	-	-	0	30	Costs of construction and operation are considered at every part of the design process. All parts of the Project, including links and structures, have been designed to be cost-efficient and the Project carries out periodic reviews to ensure costs are controlled. The budget is also subject to close scrutiny by the Department for Transport, whose objectives include that the Lower Thames Crossing be affordable to government and users, and to achieve value for money. In assessing the three shortlisted options for a northern route, the Non-Statutory Consultation in January 2016 assessed their relative costs, benefits, benefit-cost ratios (BCRs) and value for money. The Pre-Consultation Scheme Assessment Report (Highways England 2016a), produced to inform the Non-Statutory Consultation, reported that Route 3 had the highest BCR, would provide the shortest route, the greatest improvement to journey times and would have the lowest environmental impact of the three options. Of the options presented at the Non-Statutory Consultation, Route 3 also proved to be the most popular.	No
CR14	Comments expressing concern about the crossing because of its cost or on the grounds that it would not provide value for money. Comments include those querying the decision to spend money on reducing environmental impacts.	-	-	0	78	More information about the Scheme Objectives and the benefits of the Project can	No

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						<p>be found in the Need for the Project (Application Document 7.1).</p> <p>Further information about the benefits and costs can be found in the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.</p> <p>Making efforts to preserve the quality of the environment and reducing adverse impacts on health are also Scheme Objectives.</p> <p>The assessments of the Project's impacts on the environment and the corresponding design and mitigation measures to reduce these impacts are documented in the Environmental Statement (Application Documents 6.1, 6.2 and 6.3).</p>	
CR15	General comments expressing concern about the tunnel design.	-	-	0	4	The Applicant considered the feedback regarding the likelihood of congestion around the tunnel and the number of lanes, but did not consider it appropriate to make any significant changes to the proposals as suggested by some stakeholders.	No
CR16	General comments opposed to the tunnel design.	-	-	2	79	The Project's tunnels have been designed in accordance with the Applicant's design standards and would not have the same restrictions on dangerous goods vehicles, which contribute to congestion at the approach	No

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						<p>to the Dartford Crossing northbound. More than 2,000 Heavy Goods Vehicles (HGVs) have to be escorted every month at the Dartford Crossing, with convoys of restricted vehicles on average leaving every 15 minutes. Each time an HGV is escorted, lanes are closed for around 90 seconds. This adds up to five to seven minutes of closures each hour, cutting road capacity on the Dartford Crossing by 8% to 12%.</p> <p>The new road would be designed without junctions near the tunnel portals, which reduces the need for lane changes, ensuring a smoother flow of traffic and reducing the risk of collisions.</p> <p>The proposed tunnels would be significantly larger than the existing tunnels at the Dartford Crossing. They would have three full-width lanes in both directions, so it would be easier for drivers to maintain speed and pass vehicles in other lanes. This would help traffic flow faster and more freely through the tunnels.</p> <p>In addition, the proposed tunnels have been designed based on traffic modelling results in accordance with Department for Transport (DfT) transport analysis guidance. The modelling is based on the current DfT traffic forecasts and includes all known large developments with a planning application or consent. Further details are set out in the Transport Forecasting Package, which is</p>	

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						Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7). Based on the modelling outputs, two tunnels providing three lanes in each direction would accommodate future traffic flows. The tunnels and their approaches are forecast to remain free flowing for the foreseeable future. For more information about the tunnel design, see the Project Design Report (Application Document 7.4), the Design Principles and the General Arrangement (Application Document 2.5).	
CR17	Comments providing alternative solutions to the crossing such as the use of a bridge instead of the proposed tunnel.	-	-	0	474	As outlined in the Planning Statement (Application Document 7.2) and Environmental Statement (ES) Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1) designing the crossing as a tunnel instead of a bridge reduces the environmental and community impacts because tunnels have substantially fewer visual and noise impacts. The use of tunnels helps the crossing avoid sensitive and valuable habitats such as the Thames Estuary and Marshes Special Protection Area and Ramsar site. In addition, tunnels are not affected by severe weather, unlike bridges such as the Queen Elizabeth II Bridge at Dartford, which can be closed on safety grounds during high winds.	No
CR18	Suggestions that the crossing should be a bridge instead of a tunnel.	-	-	0	4	For more information about the Project's options consideration process, see the Planning Statement, ES Chapter 3, and the	No

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						Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results. Traffic modelling information is available in the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report.	
CR19	Comments expressing concern about the choice to have two tunnels for the crossing, with many consultees saying that two tunnels would not provide enough capacity. Others say that the engineering challenge of building two tunnels would be too great.	-	-	1	10	Providing sufficient capacity to relieve congestion at the Dartford Crossing is one of the Scheme Objectives, as presented in the Need for the Project (Application Document 7.1). The Project's proposed tunnels have been designed based on traffic modelling carried out in accordance with transport analysis guidance (Department for Transport (DfT), 2021b). The modelling includes all known developments with an application or consent, plus the latest DfT growth forecasts. Based on this traffic modelling, two tunnels providing three lanes in each direction would accommodate future traffic flows, with the tunnels forecast to remain free flowing for the foreseeable future.	No
CR20	Comments opposed to having two tunnels for the crossing, with most consultees saying that two tunnels would not provide sufficient capacity. Others say that the impact of two tunnels on protected areas above ground would be greater.	-	-	0	7	In response to issues raised during the Statutory Consultation in October 2018, and following further investigations, some elements of the Project were redesigned and further traffic modelling was carried out, which	No

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CR21	Suggestions that the crossing should include more than two tunnels to provide additional capacity. Suggestions include adding a maintenance tunnel or a third road tunnel.	-	-	1	128	<p>confirmed the decision to use two three-lane tunnels. This additional traffic modelling information was consulted on in January 2020 during the Supplementary Consultation.</p> <p>The traffic modelling submitted as part of the application for development consent is available in the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7).</p> <p>The provision of a third tunnel for maintenance or future traffic would add significant cost to the Project, which could not be justified by the benefit provided. A third traffic tunnel is not needed to manage the forecast traffic demand or achieve the required lane availability as set out in Government targets within the Road Investment Strategy (DfT, Office of Rail and Road, and National Highways, 2021).</p>	No
CR22	Comments concerned about the proposed number of lanes within the tunnel, with consultees saying that three lanes in each direction would not provide sufficient capacity.	-	-	1	133		No
CR23	Comments opposed to the proposed number of lanes within the tunnel, with consultees saying that three lanes in each direction would not provide sufficient capacity.	-	-	1	51		No
CR24	Suggestions that the number of lanes proposed for the crossing should be reduced, with most consultees suggesting two lanes in each direction.	-	-	0	6		No



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CR25	Suggestions that the number of lanes proposed for the crossing should be increased, with many consultees suggesting four lanes in each direction, to accommodate higher demand for the tunnels in the future.	-	-	1	383		No
CR26	Suggestions that the crossing should be future-proofed, including increasing the number of lanes in the tunnel.	-	Thurrock Council	0	383		No
CR27	Comments concerned about the proposed size and height of the tunnels, with consultees saying that the tunnels would be too small to provide sufficient traffic capacity or to accommodate all types of vehicles including Heavy Goods Vehicles (HGVs). One consultee was concerned that the tunnels should be designed in a way that does not impact river traffic.	Port of London Authority, Royal Mail Group Ltd	-	2	56	The Project's tunnels have been designed in accordance with the Applicant's design standards and to a height that accommodates all standard vehicles, which means that all standard vehicles that can pass under the bridges and gantries on the roads approaching the tunnel can also pass through the tunnel. Also, the tunnels would not have the same restrictions on vehicles carrying hazardous goods (they would be designated as Category A tunnels) that currently require escorting through the northbound Dartford Crossing (a Category C tunnel). Instead, they would be able to safely travel through the	No

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CR28	Suggestions about how wide or high the tunnels should be, with consultees saying that it should be as wide or high as possible to provide adequate capacity for traffic and allow vehicles of all sizes to use the tunnels.	Royal Mail Group Ltd	-	1	133	<p>tunnel unescorted, which would help maintain free-flowing traffic.</p> <p>By way of background, the passage of a hazardous goods vehicle through a tunnel is dependent upon two criteria. The tunnel classification and the class of dangerous goods being transported. The classifications are set out in the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), which originates from a UN treaty. The tunnel classes range from A (least restrictive) to E (most restrictive), and are influenced by how a tunnel would respond (infrastructure damage, resilience, life safety systems) in the event of an incident involving a hazardous goods vehicle. Due to the operational safety systems in the proposed tunnel and the physical tunnel infrastructure, hazardous goods vehicles would be able to travel through the proposed tunnels without an escort. The only vehicles that would need to be escorted through the tunnel are those classified as an 'oversized Heavy Goods Vehicle (HGV)', which are governed by specific statutory instruments and where special authorisation is required.</p> <p>The Project would not affect shipping using the River Thames, although there would be restrictions on the area immediately above the tunnel to avoid any negative impacts on</p>	No

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						the structure. These restrictions would include construction, anchoring and dredging. For more information about the tunnel design, see the Project Design Report (Application Document 7.4), the Design Principles (Application Document 7.5) and the General Arrangement (Application Document 2.5).	
CR29	Suggestions about how long the tunnels should be. Some consultees say that they should be longer than proposed to limit the impact on the countryside and local communities, but others say that a shorter tunnel would be safer for road users.	Higham Parish Council	Kent County Council	22	302	Following the Non-Statutory Consultation in 2016 and Preferred Route Announcement in 2017, significant development of the new road's design was carried out before it was presented in the Statutory Consultation in October 2018. South of the River Thames, the A226 junction was removed, which allowed the South Portal to be redesigned and moved 600m southwards.  The South Portal was moved 350m south after the Statutory Consultation and its new location was consulted on during Supplementary Consultation in January 2020, meaning that the South Portal has been moved 950m southwards in total. The location of the South Portal has been determined by the need to mitigate negative environmental impacts, such as changes to groundwater levels, on the Thames Estuary and Marshes Special Protection Area and Ramsar site. Extending the tunnel further south is not possible due to the need to maintain a safe distance between the tunnel portal and the proposed M2/A2/A122 Lower Thames Crossing junction to allow for the appropriate signage and to give	Yes

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						<p>motorists enough time to make safe lane changes.</p> <p>The Applicant investigated extending the tunnel northwards to pass under the Tilbury Loop railway line and Station Road, which would locate the North Portal 2km north of where it was proposed. Extending the tunnel that far would present significant engineering challenges due to the geology of the area and the need to adapt the existing tunnel design to account for the increased length. Both these factors would have added significantly to the Project costs. In addition, extending the tunnel beyond the location of the previously proposed Tilbury junction would limit any future connection to the route. More information about the Supplementary Consultation can be found in Chapter 6 and Appendix Q of this report. For more information about the tunnel portal locations, see the Project Design Report (Application Document 7.4).</p>	
CR30	Suggestions about lane management within the crossing. These include the suggestion that lanes should be reserved for certain vehicle classes, and another that lane-changing should be prohibited.	-	-	0	18	The tunnel and connecting roads have been designed in accordance with the Applicant's design standards. The proposed tunnels would be significantly larger than the existing tunnels at the Dartford Crossing. They would have three full-width lanes in both directions, so it would be easier for drivers to maintain speed and pass vehicles in other lanes. This would help traffic flow faster and more freely through the tunnels, so there is no need to dedicate lanes to certain vehicle types or to prohibit	No

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						overtaking, apart from restricting Heavy Goods Vehicles (HGVs) from using lane three, similar to a motorway. Signage and road markings would provide information, including warnings where necessary, to ensure the tunnels operate safely and efficiently.  For more information about the tunnel design, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.	
CR31	Suggestions about lane width within the tunnel, with consultees saying that the lanes should be as wide as possible to enable safer driving, especially for Heavy Goods Vehicles (HGVs).	-	-	0	48	The tunnel and connecting roads have been designed in accordance with the Applicant's design standards.  The tunnels have been designed to a height and width that accommodates all standard vehicles, which means that all vehicles that can pass under the bridges and gantries on the roads approaching the tunnel can also pass through the tunnel. They would have three full-width lanes in both directions, so it would be easier for drivers to safely pass vehicles in other lanes. Also, they would not have the same restrictions on vehicles carrying hazardous goods that currently require escorting through the northbound Dartford Crossing.	No
CR32	Comments concerned about Heavy Goods Vehicles (HGVs) and their use of the crossing, including whether the tunnel would be able to accommodate all types of HGV.	-	-	2	78		No
CR33	Comments objecting to Heavy Goods Vehicles	-	-	1	21		No

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	(HGVs) using the crossing, including concerns about whether the tunnel would be able to accommodate all types of HGV.					<p>Instead, they would be able to safely travel through the tunnel unescorted, which would help maintain free-flowing traffic.</p> <p>For more information about the tunnel design, see the Project Design Report (Application Document 7.4), the Design Principles (Application Document 7.5) and the General Arrangement (Application Document 2.5).</p>	
CR34	Suggestions connected to Heavy Goods Vehicles (HGVs) and their future use of the crossing, including a designated lane for HGVs or increasing the height of the tunnels so that every type of HGV can fit safely within the tunnels.	-	-	2	186	<p>The Project's traffic modelling forecasts that under normal operating conditions, the design of the Project, which is an all-purpose trunk road with HGVs restricted from using lane three, similar to a motorway, would provide an effective free-flowing route for all permitted vehicles.</p> <p>The tunnels have been designed to a height that accommodates all standard vehicles, which means that all vehicles that can pass under the bridges and gantries on the roads approaching the tunnel can also pass through the tunnel. Also, they would not have the same restrictions on vehicles carrying hazardous goods that currently require escorting through the northbound Dartford Crossing.</p> <p>Instead, they would be able to safely travel through the tunnel unescorted, which would help maintain free-flowing traffic.</p> <p>For more information about the tunnel design, see the Project Design Report (Application Document 7.4), the Design Principles (Application Document 7.5) and the General</p>	No

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						Arrangement (Application Document 2.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.	
CR35	Suggestions for how the tunnel design could be improved, including: providing for sustainable transport; installing mobile and digital connectivity for road users; and providing toilets and parking facilities. Some consultees called for the crossing to be visually appealing, while others suggested alternative engineering solutions such as the use of an immersed tube tunnel.	-	-	6	158	<p>The tunnel and connecting roads would be designed in accordance with the Applicant's design standards. The tunnel portals would be set into the landscape, with the road below ground level. Each portal would be designed, as far as practicable, to sit sympathetically within its surrounding landscape. Since the Statutory Consultation in October 2018, the Applicant has revised the landscaping proposals near the portals, so they would have earthworks behind each one. These would offer extensive views and be open to the public with access via new Public Rights of Way.</p> <p>In line with feedback received during the Statutory Consultation, the Applicant proposed that an informal public space, Chalk Park, would be created around the South Portal. This would use excavated material from the tunnel portal and its approach, as well as a mixture of chalk grassland, woodland and other suitable habitats to improve local biodiversity and ecological connectivity. A new landform, with woodland planting to the top, would create vantage points to the wider Thames Estuary.</p> <p>Following feedback received at the Community Impacts Consultation in July 2021, the Applicant refined the proposals further,</p>	Yes

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						<p>increasing the amount of open space by adding land to the east of Chalk Park. These proposals were presented in the Local Refinement Consultation in May 2022. Information about the Local Refinement Consultation is contained in Chapter 9 of this report.</p> <p>At the Community Impacts Consultation in July 2021, the Applicant also consulted on landscaping proposals around the North Portal, called Tilbury Fields. The Applicant proposed new landforms with footpaths leading up to elevated viewpoints looking out to the south, east and west, from where Coalhouse and Tilbury Forts would be visible. The landform design would be created using excavated material from the construction works.</p> <p>Following the feedback received from the Community Impacts Consultation, and the announcement of the Thames Freeport at Tilbury, the design of Tilbury Fields was refined further to maximise the use of the land next to the River in this location in the best interests of the Thames Estuary. The revised proposals include seven placemaking landforms with footpaths leading up to elevated viewing points, providing a visual separation between East Tilbury and the more industrial emerging development that is expected at the Thames Freeport. These proposals were presented in the Local</p>	



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						<p>Refinement Consultation in May 2022. Information about the Local Refinement Consultation is contained in Chapter 9 of this report.</p> <p>Throughout the development of the proposals, the Applicant has undertaken re-appraisals of key decisions made in the development of the preferred route, checking that the process that led to the preferred route and to the current proposals remains valid.</p> <p>The Applicant's assessments have concluded that a pair of bored tunnels provides the most cost-effective solution to spanning the River Thames.</p> <p>The existing ferry across the River Thames between Gravesend and Tilbury, used by pedestrians and cyclists, is operated by a private company that is subsidised by Kent County Council and Thurrock Council. Their service would not be affected by the Project.</p> <p>The Applicant has considered various options during the development of the Project to provide improved river crossings for walkers and cyclists. The options investigated include using the tunnel, upgrading the existing ferry, relocating the ferry, building a separate bridge or cable car, and providing a shuttle service through the tunnel. All of these options have been rejected for reasons that include the lack of technical feasibility, operational issues, lack</p>	

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						<p>of commercial viability, cost, environmental impacts and poor safety.</p> <p>Latent demand for walking and cycling across the River Thames at the Project crossing point is low and therefore unlikely to unlock enough trips to make the required infrastructure for a shuttle service economically viable. In addition, journey times and distances for a shuttle would be excessive because the most suitable collection and drop-off points would be at the proposed M2/A2/A122 Lower Thames Crossing junction and as far north as the proposed A13/A1089/A122 Lower Thames Crossing junction. For more information about the proposed walking, cycling and horse riding routes, see the Project Design Report (Application Document 7.4).</p> <p>Mobile phone and radio signals would be available throughout the route, with 4G/5G connectivity also available within the tunnel. Built into the whole route are cabling and other infrastructure to provide high-bandwidth connectivity, should this be needed in the future.</p> <p>Further information on the tunnel design can be found in the Project Design Report, Design Principles (Application Document 7.5) and the General Arrangement (Application Document 2.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	

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						<p>After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities.</p> <p>If the Project is granted development consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the SRN. Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time – for example, commenting on what facilities should be provided, such as HGV parking and EV charging points.</p> <p>More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p>	

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						<p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as Sites of Special Scientific Interest, Local Nature Reserves, and Special Areas of Conservation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement</p>	

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						<p>Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition. More information about the assessments of the impacts of nitrogen once the Project is open can be found in Environmental Statement (ES) Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	
CR36	<p>Suggestions that a rail tunnel should be included as part of the crossing to improve public transport and reduce journeys by road.</p>	-	-	3	68	<p>The Applicant is responsible for managing the strategic road network in England. The Scheme Objectives for the Project were agreed between the Applicant and the Department for Transport (DfT) and are set out in the Need for the Project (Application Document 7.1). These objectives include the requirement to relieve the congested Dartford Crossing.</p> <p>The Project would be available to public transport operators running bus or coach services and may also improve journey times for existing bus or coach routes using the Dartford Crossing and for local services that are currently affected by congestion caused by the operation of the Dartford Crossing. Access to some railway stations, such as Ebbsfleet</p>	No

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						<p>International, is predicted to improve once the Project is operational.</p> <p>Changes to bus journey times and access to public transport in the wards most impacted by the Project were consulted upon in the Community Impact Consultation in July 2021. For more information, see the public transport section of the Ward Impact Summaries.</p> <p>An assessment was undertaken by the DfT in 2009 which found that, accounting for both passenger and freight provision, the inclusion of rail infrastructure within the Project would not provide value for money. More information about this assessment can be found in the Need for the Project (Applicant Document 7.1) which references the Dartford River Crossing Study into Capacity Requirement (DfT, 2009).</p>	
CR37	<p>Suggestions about how to allow vehicles to make a U-turn instead of having to enter the tunnel. Some consultees called for the turnaround loop proposed for the South Portal to be replicated for the North Portal.</p>	-	-	0	17	<p>Emergency traffic turnaround facilities would be provided on the carriageway near both tunnel portals. These would consist of removeable sections of central barrier that would allow traffic to pass through and join the opposite carriageway. This facility would be activated and managed by traffic officers in the event of a major incident.</p> <p>In the event of partial or total closure of the new crossing, incidents would be managed more quickly than they can be at the Dartford Crossing, using measures including the proposed turnaround facilities. In the event of a long-running incident in one of the tunnel bores, there would be the ability to put the</p>	Yes

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						<p>route in contraflow in order to reduce the amount of traffic building up on the route's approaches.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant consulted on new operational access arrangements between Tilbury Viaduct and the North Portal that would give emergency services the flexibility to turn vehicles around in the event of an incident further north or south on the Project. This was not possible with the previous operational layout at this location. The new arrangement includes a bridge over the Project.</p> <p>The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design, which would include roads and slip roads designed for safe lane changes with signage to minimise the risks of motorists going the wrong way. Signage would be located in advance of the proposed M2/A2/A122 Lower Thames Crossing and A13/A1089/A122 Lower Thames Crossing junctions with the Project, to minimise the risk</p>	

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						<p>of motorists heading towards the tunnel by mistake. However, if motorists did head south from the proposed A13/A1089/A122 Lower Thames Crossing junction or north from the proposed M2/A2/A122 Lower Thames Crossing junction, there would be no opportunity to turn around until they had passed through the tunnel except in the case of an emergency.</p> <p>For more information about the tunnel design, see the Project Design Report (Application Document 7.4) and the General Arrangement (Application Document 2.5). For more information about safety and the operational access arrangement, see the Project Design Report and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
CR38	Suggestions about lighting within the tunnels, with consultees saying that the tunnels should be well lit, or better lit than the Dartford Crossing.	-	-	0	51	The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the tunnel and connecting roads would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design. This would include lighting that	No



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						<p>promotes safe and comfortable driving. The lighting, including the portal lighting, would be controlled automatically, with the light level within the tunnel linked to the brightness outside, helping drivers safely transition between the different light levels.</p> <p>For more information on the tunnel design, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
CR39	<p>Suggestions that the crossing should be designated an A-road instead of a motorway so that it can be used by learners on scooters and motorbikes. Some consultees say that the crossing would not provide wide-ranging benefits if it excludes some road users.</p>	-	-	0	10	<p>The route is proposed to be an all-purpose trunk road but would include elements of the motorway specification to provide improved safety. This is due to the high volume of traffic, including Heavy Goods Vehicles (HGVs), which are forecast to use the crossing. Pedestrians, learners, low-powered motorcycles, cyclists, horse riders and agricultural vehicles would be prohibited from using the route. These restrictions are due to the high volumes of high-speed traffic expected to use the route. There would also be a restriction on HGVs using lane three, similar to a motorway.</p> <p>For more information about the road's classification and vehicle access, see the Classification of Roads Plans (Application Document 2.11), Schedules 5 and 6 of the draft Development Consent Order (Application</p>	No

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						Document 3.1) and the Traffic Regulation Measures Plans (Application Document 2.10). Reference points are shown on the plans, which are referenced in the schedules.	
CR40	Suggestions about the signage to be installed near the crossing such as suggestions that the signage should be clear and up to date.	-	London Borough of Redbridge	2	54	<p>The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design.</p> <p>Traffic signage would be used where required to ensure the route performs safely and gives drivers sufficient warning of the road layout and destinations. All signage would conform to the standards set out in the Design Manual for Roads and Bridges. Technology would be an important part of the Project, with variable speed limits on the main carriageway to help to manage traffic flow and reduce congestion. Technology on the approaches to the route would be used to provide real-time journey information, which would include information about current incidents and journey times.</p> <p>For more information about the Project signage, see the Project Design Report (Application Document 7.4) and the Design</p>	No

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						Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.	
CR41	Suggestions about signals in the crossing. These included comments that there should be mobile phone and local radio signals within the tunnel.	-	-	0	37	Mobile phone and radio signals would be available throughout the route, with 4G/5G connectivity also available within the tunnel. Cabling and other infrastructure would be built into the route to provide high-bandwidth connectivity, should this be needed in the future.	No
CR42	Suggestions about the architecture of the tunnel portals, with consultees saying that they should be visually striking or that they should blend into the surrounding area with trees planted around them.	-	-	0	43	The tunnel and connecting roads would be designed in accordance with the Applicant's design standards. The tunnel portals would be set into the landscape, with the road below ground level. Each portal would be designed, as far as practicable, to sit sympathetically within its surrounding landscape. Since the Statutory Consultation in October 2018. The Applicant has revised the landscaping proposals near the portals, so they would have earthworks behind each one. These would offer extensive views and be open to the public with access via new Public Rights of Way. In line with feedback received during the Statutory Consultation in October 2018, the Applicant proposed that an informal public space, Chalk Park, would be created around the South Portal. This would use excavated material from the tunnel portal and its approach, as well as a mixture of chalk grassland, woodland and other suitable	Yes

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						<p>habitats to improve local biodiversity and ecological connectivity. A new landform, with woodland planting to the top, would create vantage points to the wider Thames Estuary.</p> <p>Following feedback received at the Community Impacts Consultation in July 2021, the Applicant refined the proposals further, increasing the amount of open space by adding land to the east of Chalk Park. These proposals were presented in the Local Refinement Consultation in May 2022. Information about the Local Refinement Consultation is contained in Chapter 9 of this report.</p> <p>At the Community Impacts Consultations in July 2021, the Applicant also consulted on landscaping proposals around the North Portal, called Tilbury Fields. After the Statutory Consultation, as a result of further investigation and in response to feedback, both tunnel portals were redesigned and presented during the Supplementary Consultation in January 2020.</p> <p>The Applicant proposed new landforms with footpaths leading up to elevated viewpoints looking out to the south, east and west, from where Coalhouse and Tilbury Forts would be visible. The landform design would be created using excavated material from the construction works.</p> <p>Following the feedback received from the Community Impacts Consultation, and the</p>	

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						<p>announcement of the Thames Freeport at Tilbury, the design of Tilbury Fields was refined further to maximise the use of the land next to the River in this location in the best interests of the Thames Estuary. The revised proposals include seven placemaking landforms with footpaths leading up to elevated viewing points, providing a visual separation between East Tilbury and the more industrial emerging development that is expected at the Thames Freeport. These proposals were presented in the Local Refinement Consultation in May 2022.</p> <p>Following further design development, proposals for landscaping at the North Portal were refined and these changes were consulted on during Design Refinement Consultation in July 2020. For more information about the Supplementary Consultation and the Design Refinement Consultation, see Chapter 6 and Chapter 7 of this report. The landscaping proposals were refined further following feedback received from the Community Impacts Consultation in July 2021. These proposals were presented in the Local Refinement Consultation in May 2022. Information about the Local Refinement Consultation is contained in Chapter 9 of this report.</p> <p>For a description of the tunnel portal designs, see the Project Design Report (Application Document 7.4), the General Arrangement</p>	

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						(Application Document 2.5) and the Structures Plans (Application Document 2.13).	
CR43	Comments concerned about the design of the proposed tunnel control centre, with consultees asking how far away it would be from the proposed tunnels.	-	-	1	3	<p>There would be a tunnel service building located at each tunnel portal to accommodate essential operational equipment and control facilities. The buildings are located close to the portal because this is where the equipment and systems that feed into the tunnels would be housed. Accessibility and emergency response have been considered in the design.</p> <p>The proposals following the Supplementary Consultation in January 2020 included an electricity substation near the North Portal, while the proposals to include a substation near the South Portal was promoted during the Design Refinement Consultation in July 2020. Earthworks and woodland planting would help integrate the latter into the landscape. More information about these consultations can be found in Chapters 6 and 7 of this report.</p> <p>For more information about the tunnel design, including information about the control buildings and substations, see the Project Design Report (Application Document 7.4) and the General Arrangement (Application Document 2.5).</p>	No
CR44	Comments concerned about what maintenance would be required for the crossing. Comments include concern that	-	-	1	20	The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards	No

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	<p>maintenance would have to take place as frequently as it does in the Dartford Crossing, leading to disruption.</p>					<p>published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the tunnel and connecting roads would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design and industry best practice.</p> <p>This would enable operational resilience and optimise network availability (including underdeck use for equipment maintenance and off-network access routes), which would minimise the need to close lanes or carriageways for the vast majority of maintenance tasks, while the Applicant's design is aimed to encourage a 'design for maintenance' approach (derived from the DMRB GD 304 Designing Health and Safety into Maintenance (Highways England, 2020h)) to reduce the need for planned maintenance closures. Remote monitoring would also be used to minimise maintenance requirements, and maintenance across the route would be coordinated to maximise the availability of the route.</p> <p>Maintenance workers would be able to access the tunnel portals without using the Project's carriageways. The North Portal maintenance track links to Station Road, near East Tilbury, while the southern tunnel maintenance track can be accessed via the A226 Gravesend Road. This reduces the need to close lanes on</p>	

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						<p>the route to access the tunnel maintenance areas, although there would be some circumstances when lanes would be closed, such as when it is necessary to protect worker safety.</p> <p>For more information about the tunnel design, including maintenance provision, see the Project Design Report (Application Document 7.4).</p> <p>Remote monitoring would also be used to minimise maintenance requirements, and maintenance across the route would be coordinated to maximise the availability of the route. Under the agreed maintenance approach, contractors would consider the impact on the wider network when planning maintenance work to ensure that it reduces its impact.</p> <p>Maintenance workers would be able to access the tunnel portals without using the Project's carriageways. The North Portal maintenance track would link to Station Road, near East Tilbury, while the southern tunnel maintenance track would be accessed via the A226 Gravesend Road. This would reduce the need to close lanes on the route to access the tunnel maintenance areas, although there would be some circumstances when lanes would be closed, such as when it is necessary to protect worker safety.</p>	



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						For more information about the tunnel design, including maintenance provision, see the Project Design.	
CR45	General comments in support of the tunnel.	-	Kent County Council	3	640	These comments have been noted.	No
CR46	General comments highlighting the benefits of the tunnel design.	-	-	0	18		No
CR47	General comments in support of the tunnel design.	-	-	0	148		No
CR48	General comments in support of the tunnel portal designs.	-	-	1	177		No
CR49	Comments in support of using a tunnel because it would minimise disruption to the surrounding areas.	-	-	0	50		No
CR50	Comments in support of having two tunnels for the crossing.	-	-	0	66		No
CR51	Comments in support of the tunnel because they do not have to be closed for safety reasons when there are high winds, as is the case with the Queen Elizabeth II Bridge at Dartford.	-	-	0	276		No

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CR52	Comments in support of the length of the tunnel and its increase in length since the 2016 Non-Statutory Consultation.	-	-	0	2		No
CR53	Comments in support of the size of the tunnel. Consultees say that the width of the bores would allow sufficient traffic flow.	-	-	1	48		No
CR54	Comments in support of the appearance of the crossing that cite its modern design or general attractiveness.	-	-	0	55		No
CR55	Comments highlighting the benefit of the proposed number of lanes within the tunnel. Consultees say that three lanes in each direction would reduce congestion.	-	-	0	50		No
CR56	Comments in support of the proposed number of lanes within the tunnel. Consultees say that three lanes in each direction would reduce congestion.	-	Maidstone Borough Council, Dartford Borough Council, Medway	0	332		No

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			Council, Kent County Council, Southend-on-Sea City Council				
CR57	General comments concerned about congestion at the tunnel.	-	Gravesham Borough Council	5	302	The Project's tunnels have been designed in accordance with the Applicant's design standards, including the Design Manual for Roads and Bridges, and would have a classification 'A' under the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR). This means that the Lower Thames Crossing tunnels would not have the same restrictions on hazardous goods vehicles, which contribute to congestion at the approach to the Dartford Crossing northbound (a category 'C' crossing). The new road would be designed without junctions near the tunnel portals, which reduces the need for lane changes, ensuring a smoother flow of traffic and reducing the risk of collisions.  The proposed tunnels would be significantly larger than the existing tunnels at the Dartford Crossing. They would have three full-width lanes in both directions, so it would be easier for drivers to maintain speed and pass vehicles in other lanes. This would help traffic flow faster and more freely through the tunnels.	No
CR58	Comments expressing concern that the Project's tunnel portals would generate traffic congestion, as is often seen at the Dartford Crossing.	-	-	0	157		No
CR59	Comments concerned the crossing would not improve congestion, with many consultees saying that it is too similar in design to the tunnels at the Dartford Crossing.	-	-	2	80		No
CR60	Comments objecting to the crossing, saying that it would not improve congestion, either because it is too similar in design to the tunnels at the Dartford Crossing or because it would not	-	-	1	55		No

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	provide sufficient capacity to cope with existing demand.					In addition, the proposed tunnels have been designed based on traffic modelling results in accordance with the Department for Transport (DfT) traffic forecasts and guidance, including the transport analysis guidance (DfT, 2021b). The modelling is based on the current DfT traffic forecasts and includes all known large developments with a planning application or consent. Further details of the guidance and modelling are set out in the Combined Modelling and Appraisal Report, Appendix C : Transport Forecasting Package (Application Document 7.7), and the previously published Traffic Forecasting Report (consulted on during the Statutory Consultation in October 2018), which explains how DfT guidance and forecasts were used to develop the Lower Thames Area Model (LTAM). The LTAM assesses the changes in traffic flows, and how the model has been used to forecast the number of vehicles using the road network in the future. Based on the modelling outputs, two tunnels providing three lanes in each direction would accommodate future traffic flows. The tunnels and their approaches are forecast to remain free flowing for the foreseeable future. For more information about the tunnel design, see the Project Design Report (Application Document 7.4). For more information about the Applicant's traffic modelling, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).	
CR61	Comments concerned that the tunnel would not effectively allow traffic flow. These comments reference the design of the tunnels at the Dartford Crossing, which are claimed to be frequently congested.	-	-	0	68		No
CR62	Comments opposed to the design of the tunnel, saying it would not allow traffic to flow. These comments reference the design of the tunnels at the Dartford Crossing, which they say is frequently congested.	-	-	0	6		No

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CR63	Comments expressing concern that the crossing would worsen congestion. Consultees say that the already congested local road network would not cope with additional traffic generated by the crossing, causing more congestion.	-	-	2	79	While the Project would result in additional vehicle mileage being travelled, this is largely as a result of longer trips – particularly those across the River Thames. The number of new trips predicted as a result of the Project is relatively low. Information about the predicted impact of the Project on local roads, is available in the Transport Assessment (Application Document 7.9) sets out the Project's forecast impact on the strategic and local highway networks. It also assesses the predicted impacts on the road and public transport networks during the Project's construction.	No
CR64	Comments objecting to the crossing on the grounds that it would worsen congestion. Consultees say that the already congested local road network would not cope with additional traffic generated by the crossing, causing more congestion.	-	-	0	118		No
CR65	Comments expressing concern about the slip roads near the tunnel and whether they would increase congestion.	-	-	1	32	All the new road's junctions and connector roads would be designed in accordance with the Applicant's design standards. These standards specify, for example, the optimum lengths and radii for slip and link roads and the correct road and lane widths for predicted volumes of traffic. They also specify safe distances for merges and diverges, and the correct signage to help motorists to find their destinations safely. All designs are rigorously audited for safety and any departure	No

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						<p>from these standards must be justified before approval by the Applicant's safety team.</p> <p>The new road would be designed without junctions near the tunnel portals, which reduces the need for lane changes, ensuring a smoother flow of traffic and reducing the risk of collisions.</p> <p>The proposed tunnels would be significantly larger than the existing tunnels at the Dartford Crossing. They would have three full-width lanes in both directions, so it would be easier for drivers to maintain speed and pass vehicles in other lanes. This would help traffic flow faster and more freely through the tunnels.</p> <p>The roads branching off the main carriageway near the South Portal would not be for general traffic but would provide access to the tunnel service building for maintenance vehicles and for emergency vehicles in case of an incident. These roads would be secured with an access control system to prevent inappropriate use.</p> <p>For more information about the portals and access roads, see the Project Design Report (Application Document 7.4).</p>	
CR66	Comments in support of the effect of the crossing on congestion, saying that it would reduce congestion in the local area.	-	-	0	196	These comments have been noted.	No

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CR67	Comments in support of the proposed 70mph tunnel speed limit, saying that it would help prevent congestion.	-	Southend-on-Sea City Council	0	54		No
CR68	Comments in support of the design of the tunnel, saying that it would enable consistent traffic flow.	-	Kent County Council, Southend-on-Sea City Council	0	31		No
CR69	Comments in support of the proposed crossing, but with caveats, including that traffic flows smoothly through the tunnels and at the Dartford Crossing, the tunnels are safe, the environmental and visual impacts are minimised, and that the Project does not go over budget and opens on time.	-	-	2	191	<p>The traffic modelling forecasts that two three-lane tunnels would provide sufficient capacity to ensure smooth traffic flow through the Lower Thames Crossing, as well as improvements in traffic flow at the Dartford Crossing. Traffic modelling information is available in the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7).</p> <p>The route, including the tunnels, would be designed in accordance with the Applicant's design standards, which would provide a high level of safety for all road users.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation</p>	No

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						<p>requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 7: Landscape and Visual (Application Document 6.1) presents the assessment of the visual impact of the crossing on the landscape and how this would be mitigated.</p> <p>The Project budget and timescale have been developed using industry-standard planning methods. These are supported by realistic development, design and construction durations verified against other projects of similar scale and complexity. Internal and external budget and timescale reviews would continue throughout the development of the Project.</p> <p>The application for development consent is based on a 2030 opening year. This assumes consent is granted and work starts in 2025. Construction may take approximately five years but, as with all large projects, there is a level of uncertainty over the construction programme, which would be refined once contractors are appointed and the detailed</p>	



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						design is developed. The anticipated opening date for the Project is 2030. The 2030 opening year has been selected for the basis of the assessments as representative of the reasonable worst case, and this has been used consistently across the environmental assessments and the economic appraisal of the Project.	
CR70	Comments expressing concern about the crossing's safety in the event of collisions or breakdowns.	-	-	8	116	The Applicant has a corporate aim that no one should be harmed when travelling or working on the strategic road network as part of its Home, Safe and Well programme (Highways England, 2019a).	No
CR71	Comments opposed to the crossing, saying that it would not be safe in the event of collisions or breakdowns.	-	-	0	5	The Project would be designated an all-purpose trunk road (APTR), which is a type of A-road, similar to existing major multi-lane roads such as the A13. The Project would be named the A122.	No
CR72	Comments expressing concern about the lack of a hard shoulder for the proposed tunnels. Consultees say that this might not be safe in the event of breakdowns or collisions.	Higham Parish Council	-	6	46	The Project is being designed to the requirements set out in Design Manual for Roads and Bridges (DMRB) GD 300 Requirements for New and Upgraded All-Purpose Trunk Roads (Expressways) (Revision 2) (Highways England, 2020g), which introduces best-in-class design and technology interventions for a dual carriageway A-road.	No
CR73	Comments opposed to the lack of a hard shoulder in the proposed tunnels, with consultees asking whether this is safe in the	-	-	4	45	The DMRB specification used for the design of the Project does not require a hard shoulder because it features advanced safety systems, including variable mandatory speed limits, red-	No

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	event of breakdowns or collisions.					<p>X lane signalling to support incident management, stopped vehicle detection systems, CCTV, and emergency areas for road users to access in an emergency. Incident management plans and protocols would play a key part in minimising the impact of incidents.</p> <p>These systems are included in the Project's design to support its safety objectives and make the road safer for all road users. The Applicant would use the most current stopped vehicle detection systems available at the time of opening, minimising both the risk of collisions and any reductions in traffic flow associated with temporarily closed lanes. The use of such technology would mean the new road would include more safety measures than existing A-roads.</p> <p>In common with most A-roads, the Project would not have a hard shoulder, which helps reduce the overall footprint of the road, reducing the environmental impacts in line with the Scheme Objectives, which are set out in the Need for the Project (Application Document 7.1).</p> <p>Furthermore, collision data shows that while hard shoulders are perceived as places of safety on a conventional motorway, there are still significant risks of being in a collision for those who stop in them. On the contrary, emergency areas are safer places for vehicles</p>	
CR74	Suggestions that a hard shoulder should be included in the crossing to improve safety in the event of an incident.	-	-	3	69		No
CR75	Comments concerned about the ability of the emergency services to access the tunnels in the event of an incident. Comments include reference to the lack of hard shoulder or the tunnel's length.	-	-	1	58		No
CR76	Comments opposed to the crossing on the grounds that emergency services would not be able to access the tunnels in the event of an incident. Comments include reference to the lack of hard shoulder or the tunnel's length.	Essex County Fire and Rescue Service, Office of the Police and Crime Commissioner for Essex	-	0	7		No
CR77	Suggestions about how emergency service access should be incorporated into the	-	Kent County Council	1	39		No

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	crossing, including the use of designated emergency lanes within the tunnels, building a maintenance tunnel to improve access, and ensuring cross-tunnel passages are suitable for use by emergency services.					to stop, largely because they are set back further from moving traffic. The design submitted as part of the application for development consent uses varying distances between emergency areas, with the maximum being 1.6km, except in the tunnel, where enhanced operational and technology measures would be used. These include lane signalling, a traffic signal and barrier on each tunnel approach to allow closure in the event of an incident, incident detection technology, CCTV, and dedicated traffic officers along the Project.	
CR78	Comments expressing concern about the safety of the crossing, saying that there should be features to ensure the tunnel is safe in the event of a fire or terrorist incident.	-	-	2	134	The Project would operate with variable mandatory speed limits, with the default limit being the national speed limit for an all-purpose trunk road (e.g., 70mph for cars). Speed limits would be adjusted using electronic signage and would change depending on the road conditions and in response to any incidents. Where appropriate, such as on some junction links, advisory speed limit signs would be installed to encourage responsible driver behaviour.	No
CR79	Comments objecting on the grounds that the crossing would not be safe, saying that there should be features to ensure the tunnel is safe in the event of a fire or terrorist incident.	-	-	3	21	The proposed tunnels would be significantly larger than the existing tunnels at the Dartford Crossing, with three full-width lanes in each direction. This would make it easier for drivers to maintain speed and pass vehicles in other lanes, improving traffic flow. The full-width lanes would reduce the risk of collisions by providing more space for motorists. This, and	No

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						<p>the improved traffic flow, would reduce the risk of side-impact and rear-end collisions.</p> <p>Following further engagement with emergency services, the Applicant has revised the locations of the rendezvous points located near the tunnel portals. These are designated areas that allow controlled access for emergency services in the event of an incident. The Applicant consulted on these locations during the Local Refinement Consultation in May 2022.</p> <p>For more information about the tunnel's design, refer to the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5).</p>	
CR80	Comments expressing concerns about dangerous goods vehicles using the crossing, with consultees saying that they would have to be escorted as they are at the Dartford Crossing, causing congestion.	Essex County Fire and Rescue Service	-	0	213	<p>The tunnel and connecting roads have been designed in accordance with the Applicant's design standards.</p> <p>The tunnels have been designed to a height that accommodates all standard vehicles, which means that all vehicles that can pass under the bridges and gantries on the roads approaching the tunnel can also pass through the tunnel. Also, they would not have the same restrictions on vehicles carrying hazardous goods that currently require escorting through the northbound Dartford Crossing.</p>	No
CR81	Comments opposed to dangerous goods vehicles using the crossing, with consultees saying that they would have to be escorted as they are at	-	-	0	9		No

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	the Dartford Crossing, causing congestion.					Instead, they would be able to safely travel through the tunnel unescorted, which would help maintain free-flowing traffic.	
CR82	Suggestions about abnormal loads and dangerous goods vehicles and how they should be managed at the crossing. Suggestions include that dangerous goods vehicles should be limited to the Project or that they should only be allowed to use the crossing at certain times.	Office of the Police and Crime Commissioner for Essex	-	0	79	For more information about the design of the tunnels, including how oversized Heavy Goods Vehicles (HGVs) and dangerous goods vehicles would be managed, see the Project Design Report (Application Document 7.4). The Design Principles (Application Document 7.5) also provides more detail on the tunnel design.	No
CR83	Suggestions about how to make the crossing more resilient in the event of an incident. Comments include suggestions for the implementation of a contraflow system.	-	-	0	83	The tunnel and connecting roads would be designed to function during normal operations, as well as in response to a range of incidents, from a broken-down vehicle in one of the lanes to a more significant incident that blocks the entire tunnel. Where it is not possible to quickly remove an incident blocking all lanes, there is provision for traffic queued on the approach to the tunnel to be turned around through a central crossover in the carriageway near each portal. Road users in the tunnel who are blocked by the incident may be turned around within the tunnel, while Heavy Goods Vehicles (HGVs) would either be backed up or would have to remain stationary until one or more lanes are cleared.  For more information about safety and the tunnel, see the Project Design Report	No

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						(Application Document 7.4) and the Design Principles (Application Document 7.5).	
CR84	Suggestions about how to make the crossing safer in the event of an incident. Comments include the need to safely remove blockages or debris in the tunnel.	-	Kent County Council	0	95	<p>Safety is one of the Project's Scheme Objectives and has been at the forefront of the design process throughout the development of the Project to date.</p> <p>Safety features along the route would include vehicle detection, emergency areas, variable mandatory speed limits, and lane closure signals, to help ensure the safety of road users in the event of an incident, such as a vehicle breakdown or collision.</p> <p>It would be possible to help emergency services to access incidents in the tunnels through the use of technology, including signage that can be changed to alert road users of lane closures, speed restrictions and incidents ahead. In the case of one tunnel being completely blocked, both tunnels would be closed to general traffic and emergency vehicles would have the option to access incidents using the other tunnel, which would be empty. Pedestrian cross-passages connect the two tunnels at regular intervals. These would also allow motorists to walk to a safe space in the event of a major incident in one of the tunnels.</p> <p>For more information about safety and the tunnel, see the Project Design Report</p>	No

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						(Application Document 7.4) and the Design Principles (Application Document 7.5).	
CR85	Comments expressing concern about the proposed 70mph speed limit proposed for the tunnel, with comments saying that this is too high and would result in reduced safety.	-	-	0	44	Improving safety is one of the Project's objectives. The Lower Thames Crossing would be an all-purpose trunk road, similar to the A13 and other A-roads. It is being designed and built to the highest safety standards recommended, but the Applicant would continue to adapt the proposals in line with new guidance.	No
CR86	Comments opposed to the 70mph speed limit proposed for the tunnel, with comments saying that this is too high and would result in reduced safety.	-	Gravesham Borough Council	0	17	The route would operate with variable mandatory speed limits, with the default limit being the national speed limit for an all-purpose trunk road (e.g. 70mph for cars). Speed limits would be adjusted using electronic signage and would change depending on the road conditions and in response to any incidents.	No
CR87	Suggestions about what the speed limit should be in crossing, with comments typically suggesting less than the proposed 70mph limit.	-	-	1	88	Where appropriate, such as on some junction links, advisory speed limit signs would be installed to encourage responsible driver behaviour.	No
CR88	Suggestions about speed enforcement measures, such as average speed cameras, and whether they should be used.	-	-	0	34	The speed cameras would capture 'red-X' offenders (drivers driving in a lane marked with a red 'X' sign). It is intended that the cameras would be activated at all times. Speed limits would be adjusted depending on the conditions at the time. Where appropriate, such as on some junction links, the Applicant would install advisory speed limit signs to encourage responsible driver behaviour.	No



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						<p>Speed limits within the tunnel and along the route would be enforced using the latest available technology. On the open road sections of the Project, enforcement is expected to be via speed detection cameras and police patrols. The new road's safety features would include vehicle detection, emergency areas, variable mandatory speed limits and lane closure signals in the event of an incident, such as a vehicle breakdown or collision.</p> <p>Control measures across the route, including in the tunnel, would identify vehicles stopping in a live lane and allow for rapid changes of traffic management while appropriate traffic and incident management are deployed to respond effectively to an incident.</p> <p>In the tunnels, recovery services would be provided for any stopped vehicle. Technology would also help the emergency services to access incidents. This includes signage that can be changed to alert road users of lane closures, speed restrictions and incidents ahead. If one tunnel is blocked, emergency services personnel could access incidents using the pedestrian cross-passages that connect the two tunnels at regular intervals.</p> <p>For more information on the tunnel, safety and the design of the proposed M2/A2/A122 Lower Thames Crossing junction, see the Transport Assessment (Application Document 7.9),</p>	



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						Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5).	
CR89	Comments in support of the tunnel, saying that elements of the design look safer than the Dartford Crossing, such as the width, the lighting and use of cross-passages.	-	-	0	29	These comments have been noted.	No
CR90	General comments in support of the tunnel design.	-	-	0	10		No
CR91	Comments in support of the crossing's ability to cope in the event of collisions or breakdowns.	-	London Borough of Redbridge, Dartford Borough Council	0	15		No
CR92	General comments expressing concern about the crossing's impact on the environment.	-	-	0	112	The impacts of the Project on environmentally sensitive areas near the River Thames have been reduced through the use of tunnels. To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been	No
CR93	General comments opposed to the Project due to the crossing's impact on the environment.	-	-	2	57		No

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						<p>incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>ES Chapter 9: Marine Biodiversity (Application Document 6.1) sets out information about measures to mitigate adverse effects of the Project on the River Thames and its flora and fauna during construction and operation of the tunnel. ES Chapter 9 also includes assessments of impacts on riverbed plant and animal life and the potential for pollution from construction and operation to impact the river's ecosystem.</p> <p>In addition, other topic-specific chapters of the ES present the Applicant's assessments of the impacts of the tunnels (and the rest of the Project) on the environment in the vicinity of the Project during construction and operation, along with the proposed mitigation.</p> <p>After the Statutory Consultation in October 2018, the Applicant reviewed the location of the South Portal and its potential impact on groundwater, concluding that the design proposed at the Statutory Consultation could result in potentially adverse impacts on the groundwater at the Thames Estuary and</p>	

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						<p>Marshes Special Protection Area (SPA) and Ramsar site near the South Portal. In revising the design of the proposed M2/A2/A122 Lower Thames Crossing junction after the Statutory Consultation, the South Portal was moved 350m southwards, mitigating the impact on the Ramsar, while still maintaining safety standards on the link between the tunnel and the proposed M2/A2/A122 Lower Thames Crossing junction.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase. The HRA contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes SPA and Ramsar site or any other European designated site.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC</p>	

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						brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project. The CoCP includes information about construction compound lighting.  A draft version of the CoCP was included in the material provided published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has acted on had regard to them.	
CR94	Comments expressing concern about the impact the crossing, particularly the tunnel portals, would have on the countryside or Green Belt.	-	-	0	40	The National Policy Statement for National Networks (Department for Transport, 2014) and the Draft Overarching National Policy Statement for Energy (EN-1) (Department for Business, Energy and Industrial Strategy, 2021) recognise that new roads or utility diversions through Green Belt may constitute inappropriate development. Where that is the case, there is a presumption against such development except in very special circumstances. The Applicant has developed the Project to ensure it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and the associated	No
CR95	Comments opposed to the impact that the Project, particularly the tunnel portals, would have on the countryside or Green Belt either side of the River Thames.	-	-	2	67		No

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						<p>planning practice guidance to support the framework (Department for Levelling Up, Housing and Communities; and Ministry of Housing, Communities and Local Government, 2021). This assessment, which explains the very special circumstances, is set out in Appendix E of the Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Table.</p> <p>The impacts of the Project on environmentally sensitive areas near the River Thames have been reduced through the use of tunnels. To assess the environmental impacts of the construction and operation of the Project, including the tunnel portals, an Environmental Impact Assessment has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 7: Landscape and Visual (Application Document 6.1), presents the assessment of impacts on the surrounding</p>	

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						<p>countryside, including Green Belt, and sets out the relevant proposed mitigation.</p> <p>Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has had regard to them.</p> <p>To reduce the impact of construction work on the landscape and on visual amenity, taller temporary construction plant and buildings within construction compounds would, where practicable, be sited to reduce their prominence from the surrounding landscape. Other measures, such as temporary perimeter mounds, are proposed to soften sensitive views of some construction compounds.</p> <p>During construction, the compounds and the removal of vegetation would have significant effects on the landscape, with the two tunnel entrance compounds having the greatest effect. There would be temporary effects on landscape including the sensitive landscape character of the Kent Downs AONB, and temporary visual effects experienced by users of recreational facilities, such as footpaths and bridleways, users of roads and by residents and users of non-residential buildings.</p>	

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						<p>During operation, there would be permanent landscape effects from the Project in the Kent Downs AONB and Green Belt. These would gradually reduce as planting mitigation establishes and matures over the 15 years after opening year. There would also be permanent visual effects on recreational facilities, residents and motorists, with these also reducing as planting matures over 15 years, although some significant effects would remain even when planting matures.</p> <p>The Applicant is satisfied that the landscape and visual impacts of the Project have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
CR96	Suggestions about how to reduce the impact of the crossing on the countryside and Green Belt, such as planting vegetation around the affected areas.	-	-	0	15	<p>ES Chapter 7: Landscape and Visual (Application Document 6.1), presents the assessment of impacts on the surrounding landscape and countryside, including the Green Belt, as well as the relevant mitigation proposed.</p> <p>To reduce the impact of construction work on the landscape and on visual amenity, taller temporary construction plant and buildings within construction compounds would, where practicable, be sited to reduce their prominence from the surrounding landscape. Other measures, such as temporary perimeter mounds, are proposed to soften sensitive views of some construction compounds.</p>	No

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						<p>During construction, the compounds and the removal of vegetation would have significant effects on the landscape, with the two tunnel entrance compounds having the greatest effect. There would be temporary effects on landscape including the sensitive landscape character of the Kent Downs AONB, and temporary visual effects experienced by users of recreational facilities, such as footpaths and bridleways, users of roads and by residents and users of non-residential buildings.</p> <p>The Project has been designed to reduce visual effects by measures such as the use of cuttings and false cuttings, and the 4.25km-long tunnel, extending beyond the River Thames to the south. Green bridges would help maintain landscape connectivity across the Project route and extensive new woodland planting would help screen views of the Project.</p> <p>During operation, there would be permanent landscape effects from the Project in the Kent Downs AONB and Green Belt. These would gradually reduce as planting mitigation establishes and matures over the 15 years after opening year. There would also be permanent visual effects on recreational facilities, residents and motorists, with these also reducing as planting matures over 15 years, although some significant effects would remain even when planting matures.</p>	



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						<p>Nitrogen deposition compensatory planting would have positive landscape and visual effects in some areas, as would the removal of some overhead power lines.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>As set out in the Design Principles, (Application Document 7.5), the majority of the Project sits within the Green Belt. The tunnel portals would be set into the landscape, with the road below ground level. Each portal would be designed, as far as practicable, to sit sympathetically within its surrounding landscape. Since the Statutory Consultation in October 2018, the Applicant has revised the landscaping proposals near the portals, so each portal would have new earthworks and landscaping behind them, with Chalk Park in the vicinity of the South Portal and Tilbury Fields by the North Portal. These new landscaped areas of public recreational land would offer extensive views and be open to the public with access via new Public Rights of Way.</p> <p>In line with feedback received during the Statutory Consultation in October 2018, the Applicant proposed that an informal public space, Chalk Park, would be created around the South Portal. This would use excavated material from the tunnel portal and its</p>	

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						<p>approach, as well as a mixture of chalk grassland, woodland and other suitable habitats to improve local biodiversity and ecological connectivity. A new landform, with woodland planting to the top, would create vantage points to the wider Thames Estuary.</p> <p>Following feedback received at the Community Impacts Consultation in July 2021 the Applicant refined the proposals further, increasing the amount of open space by adding land to the east of Chalk Park. These proposals were presented in the Local Refinement Consultation in May 2022. Information about the Local Refinement Consultation is contained in Chapter 9 of this report.</p> <p>At the Community Impacts Consultation, the Applicant also consulted on landscaping proposals around the North Portal, called Tilbury Fields. The Applicant proposed new landforms with footpaths leading up to elevated viewpoints looking out to the south, east and west, from where Coalhouse and Tilbury Forts would be visible. The landform design would be created using excavated material from the construction works.</p> <p>Following the feedback received from the Community Impacts Consultation in October 2018, and the announcement of the Thames Freeport at Tilbury, the design of Tilbury Fields was refined further to maximise the use of the land next to the River in this location in the best interests of the Thames</p>	

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						<p>Estuary. The revised proposals include seven placemaking landforms with footpaths leading up to elevated viewing points, providing a visual separation between East Tilbury and the more industrial emerging development that is expected at the Thames Freeport. These proposals were presented in the Local Refinement Consultation in May 2022. Information about the Local Refinement Consultation is contained in Chapter 9 of this report.</p> <p>Following the Statutory Consultation in October 2018, as a result of further investigation and in response to feedback, the Project redesigned both tunnel portals, and consulted on these proposals as part of the Supplementary Consultation in January 2020. Following further design development, proposals for landscaping at the North Portal were refined, and consultation on these took place during the Design Refinement Consultation in July 2020. For more information about Supplementary Consultation and the Design Refinement Consultation, see Chapters 6 and 7 of this report.</p> <p>The landscaping proposals for both portals were refined further following feedback received from the Community Impacts Consultation in July 2021. These proposals were presented in the Local Refinement Consultation in May 2022. Information about</p>	

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						<p>the Local Refinement Consultation is contained in Chapter 9 of this report.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>Further information on proposed landscaping can be found in the Project Design Report (Application Document 7.4) and ES Figure 2.4: Environmental Masterplan (Application Document 6.2). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the</p>	

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7), submitted as part of the application for development consent, forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO, the ES, the Environmental Masterplan and the CoCP.	
CR97	Comments concerned about the effect of the tunnel portals on the environment once the Project is operational, particularly the noise and air pollution generated around the portals, including as a result of the tunnel ventilation system.	-	-	0	16	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. This includes assessments in ES Chapter 5:	No

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Air Quality, and ES Chapter 12: Noise and Vibration (Application Document 6.1) which consider the impacts of the tunnels and the portals on the surrounding area. The analysis is carried out according to the standards set out in the Design Manual for Roads and Bridges.</p> <p>The Applicant's air quality predictions for the tunnel portals show no significant adverse effects and, as such, there are no plans to filter or screen air being expelled from the tunnel portals. This analysis is set out in ES Chapter 5: Air Quality.</p> <p>The ES includes an assessment of the impacts of noise and vibration on the surrounding area during operation of the Project, including the tunnel ventilation system, as well as information about any proposed mitigation. Overall, noise levels from the tunnel ventilation system were found not to be significant, with this analysis set out in ES Chapter 12: Noise and Vibration. The noise impacts from traffic once the Project is operational were also found to be not significant.</p>	
CR98	Comments concerned about the visual impact of the crossing or the impact of the crossing on the landscape of the area. Comments include those criticising the appearance of the tunnel portals.	-	-	2	65	<p>Following the Statutory Consultation in October 2018, as a result of further investigation and in response to feedback, the designs for the tunnel portals were revised. In addition, the South Portal was relocated 350m southwards, reducing the environmental impacts on the Thames Estuary and Marshes Special Protection Area (SPA) and Ramsar</p>	No

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
CR99	Comments objecting to the visual impact of the crossing or the impact of the crossing on the landscape of the area. Comments include those that refer to the crossing as a blight on the landscape or criticise the appearance of the proposed tunnel portals.	-	-	1	50	<p>site. The revised designs included new landscaping, planting and a permanent substation near each tunnel portal. These changes were included in the Supplementary Consultation in January 2020 and the Design Refinement Consultation in July 2020. For more information about these consultations, see Chapters 6 and 7 of this report.</p> <p>The location of the South Portal has been determined by the desire to reduce negative impacts on the Ramsar and Special Protection Area, such as changes to groundwater levels.</p>	No
CR100	Suggestions about how to reduce the visual impact of the crossing, including those saying that the tunnels should be extended and additional landscaping and planting used to screen them.	-	Tonbridge and Malling Borough Council	5	161	<p>Following the Non-Statutory Consultation in January 2016 and the Preferred Route Announcement in 2017, significant development of the new road's design was carried out by the Applicant before it was presented in the Statutory Consultation. South of the River Thames, the A226 junction was removed, which allowed the South Portal to be redesigned and moved 600m south.</p> <p>The South Portal was moved 350m south after the Statutory Consultation and its new location was consulted on during the Supplementary Consultation in January 2020, meaning that the South Portal has been moved 950m in total. The location of the South Portal has been determined by the need to mitigate negative environmental impacts, such as changes to groundwater levels, on the Thames Estuary and Marshes SPA and Ramsar site. Extending</p>	Yes

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the tunnel further south is not possible due to the need to maintain a safe distance between the tunnel portal and the proposed M2/A2/A122 Lower Thames Crossing junction to allow for the appropriate signage and to give motorists enough time to make safe lane changes.</p> <p>The Applicant considered suggestions for design changes in the Tilbury area, but did not make any further changes.</p> <p>The Applicant investigated extending the tunnel northwards to pass under the Tilbury Loop railway line and Station Road, which would locate the North Portal 2km north of where it is currently proposed. Extending the tunnel that far would present significant engineering challenges due to the geology of the area and the need to adapt the existing tunnel design to account for the increased length. Both these factors would have added significantly to the Project costs. In addition, extending the tunnel beyond the location of the previously proposed Tilbury junction would limit any future connection to the route. To assess the environmental impacts of the construction and operation of the Project, including the tunnel portals, an Environmental Impact Assessment has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were</p>	



Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 7: Landscape and Visual (Application Document 6.1) presents the assessment of impacts on the local landscape and sets out any proposed mitigation in each area.</p> <p>The tunnel portals would be set into the landscape with the road below ground level. Each portal would be designed, as far as practical, to sit sympathetically within its surrounding landscape.</p> <p>At the South Portal, the landscaping would reflect the existing local environment, which has undulating chalk landforms, dry valleys and tree cover on higher areas of terrain. An informal public space, Chalk Park, would be created around the South Portal, using a mixture of chalk grassland, woodland and other suitable habitats to improve local biodiversity and ecological connectivity. A new elevated area of land, with woodland planting to the top, would create vantage points to the wider Thames Estuary.</p>	

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						<p>At the North Portal, at the proposed Tilbury Fields, a new landform would be created with informal footpaths up to elevated viewpoints looking out to the south, east and west, from where Coalhouse Fort would be visible. Planting would be in keeping with local habitats.</p> <p>The landscaping proposals were refined further following feedback received from the Community Impacts Consultation in July 2021. These proposals were presented in the Local Refinement Consultation in May 2022. Information about the Local Refinement Consultation is contained in Chapter 9 of this report.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>For more information on the design of the Project, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5), including area-specific design principles. The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>As part of the Community Impacts Consultation, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP</p>	

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments.</p> <p>The oLEMP (Application Document 6.7), submitted as part of the application for development consent, forms part of a suite of documents that sets out the Project's landscape and ecology design, and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), ES Figure 2.4: Environmental Masterplan (Application Document 6.2), and the CoCP (Application Document 6.3, ES Appendix 2.2).</p>	
CR101	Comments concerned about the noise and vibration caused by the crossing, with consultees saying that it would be disruptive for the local communities and that the proposed mitigation would be inadequate. Locations mentioned include Condovers Scout Activity Centre, Chalk, West	-	-	3	46	To assess the environmental impacts of the construction and operation of the Project, including the impacts on noise and vibration, an Environmental Impact Assessment has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design	Yes

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	Tilbury, East Tilbury, Linford, Shorne and Thong. Tunnel ventilation fans were also mentioned, as was the need for more planting to reduce noise.					Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.	
CR102	Comments opposed to the noise and vibration caused by the crossing, with consultees saying that it would be disruptive for the local communities and that the proposed mitigation would be inadequate. Locations mentioned include Condovers Scout Activity Centre, Riverview Park, Thong, Chalk, East Tilbury, and the Public Right of Way between Coalhouse and Tilbury Forts. Tunnel ventilation fans were also mentioned, as was the need for more planting to reduce noise.	-	-	3	42	ES Chapter 12: Noise and Vibration (Application Document 6.1) outlines the steps taken to assess and mitigate the potential impacts of increased noise and vibration. This includes a review and assessment of the impact of operations and construction, including tunnel traffic, works and ventilation. The Project has assessed the impacts of noise area by area, and the ES sets out the mitigation measures that are appropriate to each area, such as low-noise surfacing and permanent noise barriers.  Following analysis of the predicted traffic noise, a number of locations along the route were identified where noise barriers would reduce the impact of the Project once it is operational. Barriers are proposed along the Tilbury Viaduct, near West Tilbury, Condovers Scout Activity Centre, East Tilbury and Linford. At Chalk, the route would be underground.	Yes
CR103	Suggestions about how to reduce the noise impact of the crossing. Suggestions include making greater use of embankments and cuttings, planting around	-	-	2	36	Low-noise surfacing would be specified along the widened sections of the A2/M2 and along the Project near Shorne and Thong.  These locations were consulted on during the Design Refinement Consultation in July 2020. For more information about the proposed	Yes

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>approach roads and tunnel portals, and quieter ventilation fans.</p>					<p>noise barriers, see ES Chapter 12: Noise and Vibration (Application Document 6.1), with their locations shown on ES Figure 12.6 (Application Document 6.2): Operational Road Traffic Noise Mitigation (Application Document 6.2) and ES Figure 2.4: Environmental Masterplan (Application Document 6.2). The Environmental Masterplan is secured through Schedule 2 Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>Planting is not very effective for noise attenuation, which is why the Project has used noise barriers in the design, which are more effective at reducing road noise. These barriers would be softened visually with planting where practicable.</p> <p>An assessment of the impacts of noise and vibration as a result of tunnel boring on land-based receptors is presented in ES Appendix 12.6: Assessment of Ground-borne Noise and Vibration at Land-based Receptors (Application Document 6.3).</p> <p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over</p>	

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						<p>75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>During construction, good practice measures would be implemented, such as closed-board fencing installed around the construction</p>	

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						<p>compounds, the use of low-noise equipment, and the locating of noisy activities as far away from key local buildings as possible. Appropriate noise and vibration limits would be monitored and adjusted to ensure ongoing effectiveness.</p> <p>There is the potential for some significant noise and vibration impacts in some locations during the construction phase as a result of construction traffic and onsite activities. Construction noise would, however, be mitigated using good practice measures set out in the CoCP and the REAC.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given</p>	

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						<p>the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project.</p> <p>Compliance with the CoCP and the REAC is a legally binding requirement of the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in consultation with the relevant planning authorities, highways authorities and bodies identified in the CoCP to the extent that it relates to matters relevant to their respective functions for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the constructed-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the</p>	



Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						operation and maintenance of that part of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in response to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has had regard to them.	
CR104	Comments concerned about the impact of the crossing on wildlife and ecology, particularly on valuable wildlife habitats.	-	-	1	62	The Applicant has taken steps to assess and mitigate the potential impacts of construction on the local environment, including on wildlife and habitats. Minimising adverse impacts on the environment, wherever practicable, is one of the Scheme Objectives as set out in the Need for the Project (Application Document 7.1).	No
CR105	Comments opposed to the crossing due to its impact on wildlife and ecology, particularly on valuable wildlife habitats.	-	-	2	40	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). information regarding any proposed mitigation. During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as	No
CR106	Suggestions about how to reduce the impact of the crossing on wildlife and the ecology of the local area.	-	-	0	23		No
CR107	Comments concerned about the impact of the	-	-	0	9		No

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	crossing on designated areas such as the South Thames Estuary and Marshes Site of Special Scientific Interest.					mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.	
CR108	Comments opposed to impacts of the crossing on designated areas such as the South Thames Estuary and Marshes Site of Special Scientific Interest.	-	-	0	9	<p>ES Chapter 8: Terrestrial Biodiversity, and ES Chapter 9: Marine Biodiversity (Application Document 6.1) set out the baseline conditions and explain how relevant flora and fauna have been valued and assessed. These chapters also explains what measures are being implemented to reduce adverse effects in each area. All chapters of the ES include an assessment of construction traffic and tunnel operations.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the</p>	No

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p> <p>ES Figure 2.4: Environmental Masterplan (Application Document 6.2) and Design Principles (Application Document 7.5) present the mitigation measures that are embedded in the design to ensure any impacts to flora, fauna, the landscape and local communities and stakeholders are minimised.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project.</p> <p>Compliance with the CoCP and the REAC is a legally binding requirement of the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in consultation with the relevant planning authorities, highways authorities and bodies identified in the CoCP to the extent that it relates to matters relevant to their respective</p>	

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>functions for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the constructed-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has had regard to them.</p> <p>The Applicant has also, as part of the Community Impacts Consultation in July 2021, consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during</p>	

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7), submitted as part of the application for development consent, forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO, the ES, the Environmental Masterplan and the CoCP.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>During operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen</p>	

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						<p>deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation.</p> <p>Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation or compensation is proposed. For more information about the biodiversity impacts and mitigation, see ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality, and ES Chapter 8.</p>	
CR109	Comments concerned about the risk of flooding at the crossing, especially around the North Portal, which lies in a flood plain.	-	-	1	62	<p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as</p>	No
CR110	Comments opposing the Project on the grounds that there is a risk of flooding at the crossing, especially around the	-	-	0	5		No

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	North Portal, which lies in a flood plain.					<p>mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. This includes an assessment of the impact of the Project on drainage and water during construction and operation, which can be found in ES Chapter 14: Road Drainage and the Water Environment (Application Document 6.1), which includes information about flood plains. ES Chapter 14 assesses potential impacts and provides information about how these impacts would be mitigated in each area.</p> <p>The proposals have been designed to meet the policies in the National Policy Statement for National Networks (Department for Transport, 2014) and the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021). This sets out Government policy on development and flood risk. In accordance with national policy, the Project would not increase flood risk, with the exception of some pre-designated areas known as Compensatory Flood Storage Areas. In these areas, the land would be lowered and would accommodate any flood water displaced by the Project. The proposed siting of these storage ponds has been determined according to the criteria set out in ES Appendix 14.6: Flood Risk Assessment (FRA) (Application Document</p>	

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						6.3). In line with good practice, all flood assessments and mitigations include the projected effects of climate change.  An assessment of the risk of flooding within the Order Limits, and elsewhere as a result of the Project being constructed and operated, is contained within the FRA. The area affected by the Project around the South Portal and North Portal has assessed as part of the FRA, which also presents site-specific flood risks within areas in the vicinity of the Project, as well as the mitigation and flood risk management strategy.	
CR111	General comments in support of the crossing on the grounds that its environmental impact would be minimised.	-	-	0	139	These comments have been noted.	No
CR112	Comments in support of the crossing on the grounds that its impact on the countryside or Green Belt would be minimised, with some consultees suggesting that the Project would have little impact on these areas.	-	-	0	15		No
CR113	Comments in support of the impact of the crossing on designated areas. These comments refer to	-	-	0	8		No



Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	the reduced impact from a tunnel on these areas, compared with alternative designs.						
CR114	Comments in support of the impact of the tunnel portals on the environment, mostly because consultees say that it would be minimal.	-	Dartford Borough Council	1	22		No
CR115	Comments in support of the visual impact of the tunnel portals on the basis that it has been minimised.	-	Tonbridge and Malling Borough Council	0	207		No
CR116	Comments in support of the visual impact of the crossing, largely because consultees say that it would be minimal compared with a bridge or because they approve of the appearance of the proposed crossing.	-	-	1	334		No
CR117	Comments in support of the measures proposed to mitigate noise and vibration from the crossing, with consultees saying that they would be effective.	-	-	0	35		No

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
CR118	Comments in support of the impact of the crossing on air quality. Some consultees said that a tunnel would be less detrimental to air quality than a bridge.	-	-	1	7		No
CR119	Comments in support of the efforts taken to minimise the impact of the crossing on wildlife and the ecology of the local area – particularly the use of a tunnel, which they claim would be less harmful to wildlife and their habitats than a bridge.	-	-	0	23		No
CR120	Comments in support of the tunnel, saying that it would reduce the environmental impact of the crossing compared with other designs such as a bridge. These comments frequently refer to reduced ecological or visual impacts.	-	-	0	8		No
CR121	Comments in support of the tunnel, saying that this	-	-	0	198		No

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	is the best option for the environment.						
CR122	Comments concerned about negative effects of the crossing on local communities. Some consultees raised concerns about the tunnel's impact on East Tilbury, Linford and St Mary's Church in Chalk.	-	Gravesham Borough Council	1	77	Local communities and the environment have been considered throughout the Project's development. To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. This includes an assessment of the Project's impact on local communities in ES Chapter 13: Population and Human Health (Application Document 6.1) which includes an assessment of the Project's impact on local roads, Public Rights of Way, access and severance, as well as health. These assessments include the impacts of construction and operation of the tunnels and portals.	No
CR123	Comments opposed to the impacts of the crossing, including the tunnel portals, on local communities. Consultees comment on the proximity to homes and residents (including young people), community severance, loss of leisure amenities (including Public Rights of Way), increased local congestion (particularly from construction traffic), increased long-term urbanisation, and poorer environment (including noise, air quality and wildlife concerns). Many consultees say that the Project would have no	-	-	2	67		No

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	benefits for local people. Locations mentioned include Thurrock, Chalk, Riverview Park in Gravesend, Purfleet and East Tilbury.					<p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant consulted on the predicted impacts on local people during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in the Ward Impact Summaries (see Appendix S of this report). Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>Assessments of other environmental impacts are presented in the topic-specific chapters of the ES, such as Chapter 5: Air Quality, Chapter 7: Landscape and Visual, Chapter 10: Geology and Soils, and Chapter 12: Noise and Vibration (Application Document 6.1). Each chapter includes information on local impacts, with an appropriate level of detail for each topic. The ES also explains how any impacts would be mitigated in each area.</p>	
CR124	Comments concerned about the potential disruption to local communities, including the impacts of tunnel construction and the environmental impacts of operating the crossing.	-	-	2	19		No
CR125	Comments expressing concern about the location of the tunnel portals, in particular their proximity to residential areas.	-	Thurrock Council, Gravesham Borough Council	2	35		No
CR126	Comments objecting to the location of the tunnel portals, in particular their proximity to residential areas.	-	-	6	70		No

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project.</p> <p>Compliance with the CoCP and the REAC is a legally binding requirement of the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in consultation with the relevant planning authorities, highways authorities and bodies identified in the CoCP to the extent that it relates to matters relevant to their respective functions for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the constructed-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the</p>	

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has had regard to them.</p> <p>As part of the efforts to generate benefits for local communities, the Applicant intends to provide opportunities for local people that might enable them to work on the construction or operation of the route and would also seek to help local businesses form part of the supply chain that would build and operate the route. The Applicant is working with stakeholders to develop these plans and put them into action.</p> <p>The Applicant's Benefits and Outcomes Document (Application Document 7.20) provides a framework to communicate what is being delivered within the Project's Development Consent Order and some of the wider activities undertaken by the Applicant (both already and planned for the future) in the local area of the Project to support local people and the environment.</p>	

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Following the Non-Statutory Consultation in January 2016 and the Preferred Route Announcement in 2017, significant development of the new road's design was carried out by the Applicant before it was presented in the Statutory Consultation in October 2018. South of the River Thames, the A226 junction was removed, which allowed the South Portal to be redesigned and moved 600m south.</p> <p>The South Portal was moved 350m south after the Statutory Consultation in October 2018 and its new location was consulted on during the Supplementary Consultation in January 2020, meaning that the South Portal has been moved 950m in total. The location of the South Portal has been determined by the need to mitigate negative environmental impacts, such as changes to groundwater levels, on the Thames Estuary and Marshes Special Protection Area and Ramsar site. Extending the tunnel further south is not possible due to the need to maintain a safe distance between the tunnel portal and the proposed M2/A2/A122 Lower Thames Crossing junction to allow for the appropriate signage and to give motorists enough time to make safe lane changes.</p> <p>Moving the South Portal also resulted in the route being 50m closer to Riverview Park and Valley Drive. However, the route also moved 50m away from Thong. At this point on the</p>	

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						route, the road would be designed in a cutting, reducing the visual and noise impacts on properties in Riverview Park and Thong. For more information about the new tunnel portal location, see the Project Design Report (Application Document 7.4).	
CR127	Comments concerned about the impact of the crossing on air quality in areas that consultees indicate already have air pollution. Locations mentioned include wider regions such as south-west Essex, Thurrock, as well as more specific locations such as Condoovers Scout Activity Centre, Chalk, Tilbury, Linford, and Gravesend.	-	-	6	77	The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys. To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.	No
CR128	Comments opposed to the impact of the crossing on air quality in areas that already have air pollution. Locations mentioned include Thurrock, Linford, East Tilbury, West Tilbury, local schools, Thong and Riverview Park.	-	-	1	106		No



Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
CR129	Suggestions to reduce the impact of the crossing on air quality on local communities. Suggestions include filtering the air as it is emitted from the tunnels. Locations mentioned include Thurrock, Chalk, North Kent Marshes Special Protection Area, Linford and Gravesend.	-	-	0	24	ES Chapter 5: Air Quality (Application Document 6.1), includes an assessment of the predicted changes to local air quality as a result of the Project. The ES chapter assesses impacts during construction and operation and sets out mitigation where this is considered appropriate.  The construction phase is likely to affect air quality as a result of emissions of dust from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.	No
CR130	Comments concerned about negative impacts of the crossing on the health and wellbeing of local residents. Many of these consultees cite their concerns around air quality deteriorating near the new crossing.	-	-	1	29	Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigations in place, the air quality impacts of the Project in relation to human health during construction are not expected to be significant.	No
CR131	Comments opposed to negative impacts of the crossing on the health and wellbeing of local residents. Concerns include the impact of air pollution in areas consultees say are already polluted.	-	-	3	25	The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to	No

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>mitigate impacts identified in the ES, during construction and operation of the Project.</p> <p>Compliance with the CoCP and the REAC is a legally binding requirement of the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in consultation with the relevant planning authorities, highways authorities and bodies identified in the CoCP to the extent that it relates to matters relevant to their respective functions for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the constructed-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts</p>	

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has had regard to them.</p> <p>The operation of the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains across which locations the air quality modelling was carried out and why these were selected.</p> <p>The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project. Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and Design Manual for Roads and Bridges LA 105 standards. Given that there are no significant adverse impacts on air quality in relation to human health from the Project during</p>	

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						operation, then no mitigation for air quality effects is required.	
CR132	Comments concerned that the South Portal has not been moved far enough south to limit impacts on the village of Chalk.	-	Gravesham Borough Council	0	21	Following the Non-Statutory Consultation in January 2016 and the Preferred Route Announcement in 2017, significant development of the new road's design was carried out by the Applicant before it was presented in the Statutory Consultation in October 2018. South of the River Thames, the A226 junction was removed, which allowed the South Portal to be redesigned and moved 600m south.  The South Portal was moved 350m south after the Statutory Consultation and its new location was consulted on during Supplementary Consultation in January 2020, meaning that the South Portal has been moved 950m in total. The location of the South Portal has been determined by the need to mitigate negative environmental impacts, such as changes to groundwater levels, on the Thames Estuary and Marshes Special Protection Area and Ramsar site. Extending the tunnel further south is not possible due to the need to maintain a safe distance between the tunnel portal and the proposed M2/A2/A122 Lower Thames Crossing junction to allow for the appropriate signage and to give motorists enough time to make safe lane changes.  For more information about the new tunnel portal location, see the Project Design Report (Application Document 7.4).	Yes
CR133	Comments opposed to the South Portal, saying that it has not been moved far enough south to limit impacts on Chalk.	Shorne Parish Council	-	1	27		Yes
CR134	Suggestions about where the South Portal should be located. Comments typically say that the portal should be further south.	Shorne Parish Council	Kent County Council, Gravesham Borough Council	6	84		Yes

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
CR135	Comments opposed to the impact the crossing would have on properties, including concerns about the demolition of homes.	-	-	0	7	At all phases of design development, the Applicant has sought to minimise the land impacted or required for the Project, while ensuring that there is enough land to build and operate the Project. The tunnel locations were influenced by the need to minimise community disruption, including compulsory acquisition of land and property. There were no properties proposed for demolition because of the operation or construction of the tunnelled section of the Project during the Statutory Consultation in October 2018 or Supplementary Consultation in January 2020. However, as plans were refined, a small number of houses close to the North Portal construction compound are now within the Order Limits. The Design Refinement Consultation in July 2020 proposed that a small number of these affected properties would be demolished. However, the latest Project proposals would no longer require any properties near the North Portal construction compound to be demolished.  The land required for the Project is set out in the Land Plans (Application Document 2.2), including details of which properties would need to be demolished. The reason each plot of land is required is explained in the Statement of Reasons (Application Document 4.1).  Since the Preferred Route Announcement in 2017, owner-occupiers of residential properties	No
CR136	Comments opposed to the crossing because consultees consider it an attempt to seize land.	-	-	0	3		No.

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>within the Order Limits have been able to ask the Applicant to purchase their properties by serving a Blight Notice under the Town and Country Planning Act 1990 (as amended). The Applicant has received a number of Blight Notices and is processing these. More information about the blight process can be found in the booklet Your Property and Blight (National Highways, 2022d).</p> <p>Persons with an interest in land who would be affected by the land acquisition powers contained within the application for development consent, would be entitled to make a claim for compensation. Each claim for compensation would be considered on its own merits, in line with the Code.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance</p>	

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>such as Sites of Special Scientific Interest, Local Nature Reserves, and Special Areas of Conservation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners whilst continuing to offset the environmental impacts of nitrogen deposition.</p> <p>The Applicant would use this land to create a mix of habitats, depending on the type of habitat the Applicant is providing compensation for. Whilst the primary objective of the compensatory area is compensation against the potential impacts of nitrogen, where appropriate the Applicant would seek to make these areas publicly accessible and would improve biodiversity in the chosen locations.</p>	

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The compensatory planting would be set across four wider areas: Hole Farm in Brentwood; Southfields in Thurrock; Gravesham and Shorne Woods; and the A2 corridor including Blue Bell Hill.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open, including the compensation package, can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	
CR137	Comments in support of the minimal impact of the crossing on the surrounding area and communities.	-	-	0	85	These comments have been noted.	No
CR138	Comments in support of the impact the crossing would have on properties and homes because consultees say that this has been minimised.	-	-	0	4		No



Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
CR139	Comments concerned about the emergency and maintenance access roads, on the grounds that they could link local traffic to the Project.	Higham Parish Council	-	0	11	Emergency and maintenance access roads would be secure to prevent any vehicles except emergency services and permitted maintenance vehicles from accessing them. Following the Statutory Consultation in October 2018, the design was revised and the South Portal was moved 350m further south. As a result, the emergency access near the South Portal was also amended and consulted on during the Supplementary Consultation in January 2020. Consultation on the final proposals for the access road near the North Portal took place during the Design Refinement Consultation in July 2020.	No
CR140	Comments opposed to the emergency and maintenance access roads on the grounds that they could link local traffic to the route.	-	-	0	3	Maintenance tracks at the North Portal would provide access to buildings and technology assets. These tracks would only be used for the purposes of operating and maintaining the tunnel and associated infrastructure. As would be the case with all maintenance tracks across the Project, the tracks at the North Portal would not be for public use and would be secured with an access control system to prevent any vehicles except emergency services and permitted maintenance vehicles from accessing them. This would include maintenance access to infrastructure owned by the utility companies. For more information about the Supplementary and Design Refinement Consultations, see Chapters 6 and 7 of this report. For more information about the access roads, see the	No

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						Project Design Report (Application Document 7.4).	
CR141	Comments in support of the location of the tunnel portals, either because of the new location of the South Portal and its reduced impact on Chalk or because consultees say that the portals would be located where they have a minimal effect on local communities.	-	Dartford Borough Council	2	127	These comments have been noted.	No
CR142	Comments in support of moving the South Portal 600m further south as part of the October 2018 Statutory Consultation proposals because it limits the impact on the village of Chalk.	Cobham Parish Council	Dartford Borough Council, Tonbridge and Malling Borough Council, Kent County Council, Gravesham Borough Council	4	141		No
CR143	Comments highlighting the benefits of moving the South Portal 600m further south as part of the October 2018 Statutory	Higham Parish Council	Gravesham Borough Council	0	10		No

Code	Summary of issues(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	Consultation proposals because it reduces impacts on Chalk.						

### Issues raised in response to open Question 3e

- 11.4.40 Table 11.10 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q3e in the consultation response form, which was as follows:
- 11.4.41 *Q3e: Please give us your comments or any other views you have on the proposed route north of the river, including structures such as bridges, embankments and viaducts.*
- 11.4.42 The issues raised that relate to the route north of the River Thames are summarised in Table 11.10 below. Where issues were raised in response to Q3e that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 11.4.43 The Applicant has fully considered all of the responses received, Table 11.10 explains how the Applicant has had regard to those issues raised and the Applicant's response is presented in the penultimate column of the table. The final column of the table identifies where the Applicant has made a change to the Project in line with the issues raised during this consultation.
- 11.4.44 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to them with a combined response.

### Information presented in Table 11.10

- 11.4.45 The information presented in Table 11.10 is the following:
- a. 'Code' is a unique code assigned to each issue for reference purposes.
  - b. 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q3e or to another question in the response form but covering similar topics.
  - c. 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - d. 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.
  - e. 's42(1)(d)' states how many respondents with a land interest raised that issue.
  - f. 's47 & s48' states how many members of the public raised that issue.
  - g. 'The Applicant's response' presents the Applicant's response to the issue(s) raised and explains how the Applicant has had regard to the issue(s).
  - h. 'Project change' states whether the issue(s) raised resulted in a change to the Project.

- i. 'Yes' indicates that changes to the Project proposals have been made since Statutory Consultation in line with the issue(s) raised. Some changes have been made as a result of environmental or other assessments, as well as through consideration of consultation responses.
- ii. 'No' indicates that the suggestions or requests did not result in a change to the Project proposals.

**Summary of issues raised relating to the route north of the River Thames and the Applicant's responses**

11.4.46 Table 11.10 below summarises the issues raised relating to the route north of the River Thames and the Applicant's responses to those issues raised.

**Table 11.10 Summary of issues raised relating to the route North of the River Thames and the Applicant's responses**

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
NR1	General comments expressing concern about the proposed northern route.	-	-	1	19	In selecting the alignment of the proposed route, as well as the location of the junctions and their design, the Applicant has sought to balance the Scheme Objectives, which were agreed with the Department for Transport and are set out in the Need for the Project (Application Document 7.1). The Applicant has aimed to provide the necessary connectivity to relieve the Dartford Crossing, support sustainable local development and regional economic growth, improve road safety and minimise the impacts of the Project on health and the environment. Underpinning all these requirements is a need to control costs and provide value for money.  During the development of the Project to date, the Applicant has selected options and designs that have been rigorously tested against the Scheme Objectives and, at the appropriate stages, have been presented at public consultation. The Applicant has worked closely with stakeholders to understand their needs and, wherever practicable and appropriate, to incorporate their feedback into the designs while still fulfilling the Scheme Objectives.  Having carried out and documented this design process, the Applicant has now concluded that the route of the Project and its junctions are the most appropriate response to the Scheme Objectives, and that the Applicant	No
NR2	General comments opposed to the proposed northern route.	-	Thurrock Council	27	430		No
NR3	Comments opposed to the decision-making process that led to the selection of the proposed northern route.	-	-	3	52		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>is proposing the most suitable mitigation to reduce negative impacts on local people and the environment.</p> <p>The northern route for the Project was selected following the Non-Statutory Consultation in January 2016, in which several route corridors north of the River Thames were presented for comment, each crossing the river via a bored tunnel at Location C. The Applicant also carried out assessments at Location A (at the site of the current crossing), but this option was found to perform poorly against the Scheme Objectives. The Applicant's proposal was therefore a bored tunnel crossing at Location C, east of Gravesend and Tilbury.</p> <p>'Route 3' – which follows the same alignment as that which the Applicant is now seeking development consent for – was selected on the basis that it was the shortest of the options and would provide an entirely new route for traffic between the A2/M2 south of the River Thames and the M25 north of the river. It was also the most popular northern route option among respondents to the consultation. An explanation of why Route 3 was selected as the preferred route is provided in Volume 7 of the Post-Consultation Scheme Assessment Report (Highways England, 2017a).</p> <p>For more information about the design of the northern route, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>For more information about the environmental assessments and proposed mitigation, see the Environmental Statement (Application Documents 6.1, 6.2 and 6.3).</p>	
NR4	Comments asking for further information about the proposed northern route.	-	-	2	23	<p>For the Statutory Consultation in October 2018, the Applicant produced over 3,000 pages of information about the design of the Project, including its route and junctions. This information included detailed explanations and maps of the road and the tunnel at their current stages of design development. The consultation materials also included information about the potential impacts of the Project, such as how the environment might be affected (primarily in the Preliminary Environmental Information Report) and on traffic movements on and around the Project (in the Traffic Forecasts Non-Technical Summary (Application Document 7.8)). In addition, the Applicant explained the process whereby options for the Project had been investigated and the preferred route established (in the Approach to Design, Construction and Operations document).</p> <p>The Applicant promoted the consultation extensively over the 10-week period, holding over 60 consultation-related events where staff were available to answer questions about the</p>	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>Project. The correspondence team was also available throughout the consultation and answered over 500 email queries sent by members of the public. The stakeholder engagement team met numerous organisations, businesses, interest groups and statutory stakeholders to share information and answer questions about the proposals. The Applicant considers that the consultation materials and information provided were sufficient to allow the public and stakeholders to take an informed view of the Project and provide feedback.</p> <p>For more information about the Statutory Consultation materials and promotional activities, see Chapter 4 of this report. The Statutory Consultation materials are set out in Appendix M of this report.</p> <p>Since the Statutory Consultation in October 2018, the Applicant has developed the plans for junctions north of the River Thames and presented updated information as part of the Supplementary Consultation in January 2020, Design Refinement Consultation in July 2020, the Community Impacts Consultation in July 2021, and the Local Refinement Consultation in May 2022. In developing those plans, the Applicant took into the account the views of relevant stakeholders, including local authorities. More information about the Supplementary Consultation, Design Refinement Consultation, the Community</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Impacts Consultation and the Local Refinement Consultation can be found in Chapters 6, 7, 8 and 9 of this report.	
NR5	General comments in support of the proposed northern route.	-	-	1	2,588	These comments have been noted.	No
NR6	General comments in support of the proposed northern route, saying that the benefits would outweigh the negative impacts.	-	-	0	112		No
NR7	General comments that are neutral about the proposed northern route.	-	-	0	18		No
NR8	Comments on which support for the proposed northern route is conditional on something else being achieved, such as sufficient mitigation.	Northumbria Water (Essex and Suffolk Water operating area)	-	1	95	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1). The ES includes an assessment of the Project's impacts on different aspects of the environment, including air quality, heritage, landscape and visual, terrestrial and marine biodiversity, geology and soils, materials and waste, noise and vibration, communities, health, drainage and water, and climate.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each</p>	

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						<p>part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on the air quality impacts of the construction and operational</p>	

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						<p>phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as Sites of Special Scientific Interest, Local Nature Reserves, and Special Areas of Conservation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a</p>	

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						<p>result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>The proposed compensation sites are in four areas: Hole Farm, Brentwood; Southfields, Thurrock; Gravesham and Shorne Woods; and the A2/M2 corridor, including Blue Bell Hill.</p> <p>If appropriate, the areas of compensatory land may be made publicly accessible in a way that complements their primary function as compensatory habitats. Other benefits of the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants; enhance biodiversity by increasing the number of linked habitats; and planting new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project.</p> <p>During operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of</p>	

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						<p>importance for nature conservation. Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation or compensation is proposed. For more information, see ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	
NR9	Suggestions for an alternative northern route for the Project, with various locations suggested for where the route could link directly to the strategic road network, such as the A12 and other routes avoiding the M25.	-	-	0	106	Throughout the development of the Project, the Applicant and the Department for Transport (DfT) have considered numerous options for a new river crossing, including different route corridors as well as variations on shortlisted routes. Each option has been considered carefully in terms of how it would contribute towards the Scheme Objectives agreed with the DfT (see the Need for the Project (Application Document 7.1)). Public consultations have been carried out at appropriate points in the development of the	No
NR10	Suggestions for an alternative northern route for the Project that would	-	-	2	97		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	provide a more direct link for motorists going to Essex, East Anglia, and the Midlands, avoiding the M25. Suggestions include linking to the A127 and A128.					Project to seek feedback from the public and stakeholders on the proposals presented.	
NR11	Suggestions for an alternative northern route for the Project that would provide a direct link for motorists going north via a road such as the A12 or M11, avoiding the M25.	-	-	3	76	In 2009, there were five potential locations for an additional River Thames crossing under consideration, labelled A to E. This included one option (C Variant) that included additional widening of the A229. Volume 1 of the Post-Consultation Scheme Assessment Report (Highways England, 2017a) concluded that C Variant would have limited transport benefit for the Project, but with high environmental impacts and cost.	No
NR12	Suggestions for an alternative northern route for the Project that would align further west, connecting to the A1 or M1.	-	-	2	22	Option A was for an increase in capacity at Dartford, while Option C (the chosen option) was for a crossing east of Gravesend and Tilbury. Options B, D and E each considered alternative route options for the section north of the River Thames. Options D and E were rejected after traffic modelling showed that they would fail to provide significant relief at the Dartford Crossing. Option B was discarded from further consideration by the DfT, following consultation in 2013. It was concluded that this option had the weakest case, could jeopardise development opportunities on the Swanscombe Peninsula, and was unpopular with stakeholders participating in the consultation.	No
NR13	General suggestions for an alternative northern route for the Project, with consultees saying that alternatives need to be explored further.	-	-	0	33	From 2014, the Applicant investigated engineering solutions for Option A (the	No
NR14	General comments opposed to the alignment of the proposed northern route.	-	-	6	194		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NR15	Suggestions that a specific junction should be added to the proposed northern route, with some saying that linking the Project to the A12 would provide benefits, as would upgrading links to the A130 or other roads.	-	-	0	10	Dartford area) and Option C (multiple locations east of Grays) and assessed them in terms of their economic, traffic, environmental and community impacts. All of these options involved linking to either the M25 or the A127. After careful consideration of all the options, the Applicant concluded that Option C, a bored tunnel east of Gravesend and Tilbury, was the most viable crossing solution.	No
NR16	Suggestions that Route 2 from the 2016 options consultation should be reinstated. This route would cross the River Thames at the same location as the preferred route but would pass West Tilbury before joining the preferred route at the A13 near Orsett.	-	-	1	18	As part of the material presented for the Non-Statutory Consultation in January 2016, the Applicant also set out the reasons why the crossing at Location A would not meet the Scheme Objectives as well as a bored tunnel crossing at Location C.  In 2016, the Applicant consulted on a preferred route at Location C, which included a bored tunnel beneath the River Thames, a route north of the river known as Route 3 and a route south of the river known as the Eastern Southern Link. North of the River Thames, the preferred route option was Route 3, which is the route alignment the Applicant is proposing as part of the Development Consent Order application. The two alternative northern routes presented for consultation were Route 2 and Route 4. Route 2 would have joined the A1089 further south than Route 3, which would have involved widening that road to accommodate local and long-distance traffic. Route 4 would	No
NR17	Suggestions that Route 4 from the Non-Statutory Consultation in January 2016 is reinstated. This option would cross the River Thames at the same location as the preferred route but would pass through Stanford-le-Hope and join the A12 at junction 28 of the M25.	-	Basildon Borough Council	6	86		No

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NR18	Suggestions that there should be an alternative route bypassing the M25 and connecting directly to the M11.	-	-	3	186	have involved a new road, an upgrade of the existing A127 and an upgraded junction where the A127 joins the M25. The booklet produced for the consultation set out these options and the reasons why Route 3 was the Applicant's recommendation, subject to the outcomes of the consultation. Of the options presented at consultation, Route 3 proved to be the most popular choice.	No
NR19	Suggestions for additional or alternative connections or alignments for the proposed northern route. Requests to connect the Project directly to the A12, M11, the M25 north of junction 29, and the A127 and A128.	-	-	4	35	In 2017, having carefully considered the feedback received during consultation, and having carried out further investigations into the impacts of the connection options, the Applicant produced a seven-volume Post-Consultation Scheme Assessment Report (Highways England, 2017a) with an Executive Summary in Volume 1. This document set out the process by which route options had been carefully assessed and explained the recommendations. The Secretary of State announced the Government's preferred route later in 2017, having had regard to that report.  The options appraisal process was summarised in the Guide to Statutory Consultation and presented in detail in the Approach to Design, Construction and Operations document, also published for the Statutory Consultation in October 2018. The process is also described in the Need for the Project.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NR20	Comments in support of the proposed northern route on the grounds that it would have a positive impact on local businesses, saying that improved connectivity would stimulate regional growth and employment.	-	Chelmsford City Council, Basildon Borough Council	1	53	These comments have been noted.	No
NR21	Comments in support of the proposed northern route, saying that wherever it is sited, it would not satisfy everyone.	-	-	0	40		No
NR22	Comments expressing concern about the capacity provided by the proposed northern route, saying that the design does not take future traffic increases into consideration.	-	-	0	18	As part of the 2016 Non-Statutory Consultation on route options, three shortlisted options for the northern section were assessed according to different factors including journey-time savings, in combination with shortlisted options for the southern section, and overall route length. Route C, which follows the alignment of the proposed northern section, was assessed to provide the greatest journey-time savings between junction 4 of the M2 and junction 28 of the M25, as well as the shortest overall length. Having considered responses to the consultation and carried out further assessments, the Applicant concluded that Route 3 was, on balance, the best performing of the three shortlisted options and was selected by the Secretary of State as part of the 2017 Preferred Route Announcement.	No
NR23	Suggestions that the proposed northern route should be widened to accommodate more traffic.	-	-	0	38		No
NR24	Comments opposed to the proposed northern route on the grounds that it would not address congestion, with consultees saying that it would not improve the	-	-	10	233		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	current situation at the Dartford Crossing.					<p>The proposed northern route was further refined after consideration of the Applicant's traffic modelling, which forecasts that the route would help relieve congestion at the Dartford Crossing, in line with the Scheme Objectives agreed with the Department for Transport, with traffic predicted to remain below current levels for the foreseeable future.</p> <p>The number of lanes along the route has been adjusted over time as part of the ongoing design development process. While it was originally expected that two lanes in each direction would be enough to accommodate predicted traffic flows, after carrying out further traffic modelling in 2017, this was increased to three lanes in each direction for the Statutory Consultation proposals in October 2018.</p> <p>A subsequent phase of traffic modelling confirmed the decision to have three lanes along the majority of the route but enabled the Applicant to conclude that the number of lanes on the southbound section of the route between the A122 Lower Thames Crossing/M25 and the A13/A1089/A122 Lower Thames Crossing junctions could be reduced from three to two while still maintaining free-flowing traffic. As described in the Supplementary Consultation material, in January 2020, this would reduce the footprint of the route at this location, thereby reducing its environmental impact and cost. Traffic modelling submitted as part of the application</p>	
NR25	Suggestions that the proposed northern route should be designed with future use in mind.	-	Thurrock Council	0	45		No
NR26	Comments expressing concern about the proposed northern route on the grounds that it would not address the issue of congestion, suggesting that it would not alleviate the current situation at the Dartford Crossing.	-	-	1	115		No
NR27	Comments opposed to the proposed northern route on the grounds that it would not provide the necessary resilience for the cross-river road network.	-	-	3	44		No
NR28	Comments expressing concern about the proposed northern route, saying that traffic would be attracted to Thurrock and congestion would worsen.	-	-	1	220		No
NR29	Comments opposed to the proposed northern route,	-	-	36	810		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	with consultees saying that traffic would be attracted to Thurrock and congestion would worsen.					for development consent confirms that these junctions would remain free-flowing for the foreseeable future.  For more information about the design of the Project, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). A draft version of the Design Principles was published during the Community Impacts Consultation in July 2021.	
NR30	Comments expressing concern about the cost of the proposed northern route, with consultees saying that it would not achieve value for money.	-	-	1	20	Costs of construction and operation are considered at every part of the design process. All parts of the Project, including links and structures, have been designed to be cost efficient and the Project carries out periodic reviews to ensure that costs are controlled. The budget is also subject to close scrutiny by the Department for Transport, whose objectives include that the Lower Thames Crossing be affordable to government and users, and to achieve value for money. In assessing the three shortlisted options for a northern route, the Non-Statutory Consultation in January 2016 assessed their relative costs, benefits, benefit-cost ratios (BCRs) and value for money. The Pre-Consultation Scheme Assessment Report (Highways England, 2016a), produced to inform the Non-Statutory Consultation, reported that Route 3 had the highest BCR, would provide the shortest route, the greatest improvement to journey times and would have the lowest environmental impact of	No
NR31	Comments opposed to the cost of the proposed northern route, saying that it would not achieve value for money.	-	-	5	53		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the three options. Of the options presented at the Non-Statutory Consultation, Route 3 also proved to be the most popular.</p> <p>In 2017, having carefully considered the feedback received during consultation, and having carried out further investigations into the impacts of the connection options, the Applicant produced its seven-volume Post-Consultation Scheme Assessment Report (Highways England, 2017a). This document set out the process by which the route options had been carefully assessed and explained the recommendations. The Secretary of State announced the Government's preferred route later in 2017, having had regard to that report.</p> <p>The options appraisal process was summarised in the Guide to Statutory Consultation and presented in detail in the Design, Construction and Operations document, also published for the Statutory Consultation. The process is also described in the Need for the Project (Application Document 7.1).</p> <p>The Project has been designed to address all the Scheme Objectives, including value for money, focusing on how public resources can be used to create and maximise public value. More information about the benefits and costs of the Project can be found in the Need for the Project, and in the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						(Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.	
NR32	Comments expressing concern about the proposed northern route because of negative impacts on local businesses. Consultees say that the route would disrupt businesses and valuable farmland.	-	Brentwood Borough Council, Basildon Borough Council, Essex County Council, Thurrock Council	5	16	In selecting the alignment of the proposed route, and subsequently in the design of the route and its junctions, the Secretary of State and the Applicant have sought to balance the Scheme Objectives, which were agreed with the Department for Transport and are set out in the Need for the Project (Application Document 7.1).  The route and its associated junctions were chosen to maximise national and local benefits, while providing value for money for taxpayers. As part of the Non-Statutory Consultation in January 2016 on route options, the three shortlisted options for the section north of the River Thames were assessed in terms of their community and environmental impacts as well as their respective journey-time savings. Route 3 was the recommended option on the basis that it offered the greatest improvement to journey times and the lowest environmental impacts. Factors such as the potential value of Route 3 to local and regional businesses were also considered.	No
NR33	Comments opposed to the proposed northern route because of negative impacts on local businesses. Some consultees say that the route would disrupt existing businesses and valuable farmland.	-	Thurrock Council	2	16	The traffic modelling presented as part of the application for development consent forecasts	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>that, compared with the situation without the new crossing, the overall level of traffic using the Dartford Crossing would fall by 19% in 2030, with the traffic using the route remaining below current levels for the foreseeable future. This would provide substantial benefits to users of the road network by cutting congestion on the Dartford Crossing and its approach roads, where journey times would be reduced, and reliability increased. The improved connectivity would benefit local economic growth and employment by making it easier for local businesses to interact with their customers and suppliers, and for them to retain and attract workers.</p> <p>For more information about the traffic modelling, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7), with information about the Project benefits in Appendix D, the Economic Appraisal Package. The Appraisal Summary Table within the Economic Appraisal Package summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.</p> <p>Where the land needed for the Project directly affects a business, the Applicant has worked closely with the business to find alternative arrangements that mitigate the impacts wherever practicable. Where it is not feasible</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>for eligible businesses to continue operating during construction or after the Project is in place, then affected parties may be entitled to compensation in line with the Compensation Code.</p> <p>Further information about the compensation offered to eligible businesses affected by the Project can be found in the Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a).</p> <p>Information about compensation offered to eligible owners and occupiers of agricultural land affected by the Project can be found in the Compulsory Purchase and Compensation: guide 3 – Compensation to Agricultural Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021b).</p> <p>The Applicant has assessed the impact of the Project on the viability of farm businesses. This information can be found in ES Chapter 13: Population and Human Health (Application Document 6.1), which includes aspects such as the proportion of land taken (temporarily and permanently), changes to access routes, and the severance impacts of the Project. Information about the agricultural land holdings affected by the northern route of the Project can also be found in ES Chapter 13.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant consulted on the predicted impacts on local people and businesses during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in particular the information presented in the Ward Impact Summaries (see Appendix S of this report). Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>The Applicant has also carried out Agricultural Land Classification surveys, the results of which are described in ES Chapter 10: Geology and Soils (Application Document 6.1). These surveys assess the Project's impact on the best and most versatile land (Grades 1, 2 and 3a) and explain how impacts would be minimised wherever practicable.</p>	

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						<p>In addition, as part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7), submitted as part of the application for development consent, forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (Application Document 3.1).</p>	
NR34	Comments highlighting the benefits of the proposed northern route, saying that it would have a beneficial impact on congestion, both	-	-	0	15	These comments have been noted.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	locally and at the Dartford Crossing.						
NR35	Comments in support of the proposed northern route, on the grounds that it offers value for money, with many saying that avoiding built-up areas would reduce construction costs.	-	-	0	14		No
NR36	Comments expressing concern about the proposed northern route because of the negative impact on the countryside, green spaces and Green Belt. Some consultees objected to what they describe as the continual loss of rural areas in Thurrock. Thames Chase Forest Centre was among the locations mentioned.	-	-	3	46	As part of the options appraisal undertaken in advance of the 2016 Non-Statutory Consultation and continued as part of the Post-Consultation Scheme Assessment Report (Highways England, 2017a) with an Executive Summary in Volume 1, the landscape impacts of the different options for a northern route (known as Routes 2, 3 and 4) were considered. Having considered responses to the consultation and carried out further assessments, the Applicant concluded that Route 3 was, on balance, the best performing of the three shortlisted options and was selected by the Secretary of State as part of the 2017 Preferred Route Announcement.	Yes
NR37	Comments opposed to the northern route because of the potential negative impact on the countryside, green spaces and the Green Belt. Locations mentioned include Orsett, the Mardyke Valley, The Wilderness (Ockendon), Tilbury Marshes,	-	-	33	457	Volume 6 of the Post-Consultation Scheme Assessment Report (Highways England, 2017a) describes the environmental appraisal of the post-consultation appraisal routes.  To reduce the impacts on local communities, the Project's northern route has been aligned to reduce impacts on population centres. This	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	Ockendon, Thames Chase Forest Centre and Bulphan Fen.					<p>means that it would have an impact on the surrounding countryside, including Green Belt. The National Policy Statement for National Networks (Department for Transport, 2014) and the Draft Overarching National Policy Statement for Energy (EN-1) (Department for Business, Energy and Industrial Strategy, 2021) recognise that new roads or utility diversions through Green Belt may constitute inappropriate development. Where that is the case, there is a presumption against such development except in very special circumstances. The Applicant has developed the Project to ensure it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and the associated planning practice guidance to support the framework (Department for Levelling Up, Housing and Communities; and Ministry of Housing, Communities and Local Government, 2021). This assessment, which explains the very special circumstances, is set out in Appendix E of the Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Table.</p> <p>After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service</p>	

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						<p>facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment, local communities, and the Green Belt near East Tilbury.</p> <p>If the Project is granted development consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the SRN. Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time – for example, commenting on what facilities should be provided.</p> <p>More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p> <p>Throughout the development of the Project, the Applicant has aimed to minimise the overall footprint and height of the road, while still satisfying the Scheme Objectives.</p>	

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						<p>The A122 Lower Thames Crossing/M25 junction has been developed to reduce the impacts on the Thames Chase Forest Centre. The design makes the junction as compact and low as possible while still complying with the required highway standards. For example, by aligning the A122 northbound under the M25, the Applicant was able to limit the height of the junction and its impact on the surrounding landscape. Retaining walls would limit the amount of land needed, while embankment slopes have also been steepened to reduce the footprint further.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3,</p>	

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						<p>ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (Application Document 3.1).</p> <p>This includes an assessment of the impact of the Project and its junctions on woodland (including ancient woodland) and other open space, which can be found in ES Chapter 7: Landscape and Visual (Application Document 6.1). ES Chapter 8: Terrestrial Biodiversity and ES Chapter 13: Population and Human Health (Application Document 6.1) include the assessment of impacts on habitats and community land respectively. These chapters also present any proposed measures in each area.</p> <p>An assessment of the impact on the Green Belt, which outlines the very special circumstances that exist for the Project, is set out in Appendix E of the Planning Statement (Application Document 7.2). The assessment specifically considers the extent of any harm to the openness of the Green Belt.</p> <p>The Applicant consulted on the predicted impacts on local people, including open space, during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in particular the information presented in the Ward Impact Summaries (see Appendix S of this report). Additional</p>	



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						<p>information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the CoCP (Application Document 6.3, ES Appendix 2.2).</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on the air quality impacts of the construction and operational</p>	

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						<p>phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as Sites of Special Scientific Interest, Local Nature Reserves, and Special Areas of Conservation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a</p>	

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						<p>result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>If appropriate, the areas of compensatory land may be made publicly accessible in a way that complements their primary function as compensatory habitats. Other benefits of the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants; enhance biodiversity by increasing the number of linked habitats; and planting new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	

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NR38	General comments in support of the northern route because of the beneficial impact that these consultees expect it to have on the environment.	-	-	0	121	These comments have been noted.	No
NR39	Comments expressing concern about the proposed northern route due to the impact it could have on people's health, wellbeing or quality of life. Many consultees emphasise the effects of increased pollution on local people. Locations mentioned included East Tilbury, Havering and Thurrock.	-	-	2	19	The health of local people and communities, with regards to air quality, has been considered throughout the design and development of the Project. In assessing the relative air quality impacts of the three options presented at the Non-Statutory Consultation in January 2016 for a northern route, it was concluded that all three would have a limited impact on air quality in relation to human health immediately adjacent to the route. Further information on air quality, comparing Routes 3 and 4, was provided in Volume 6 of the Post-Consultation Scheme Assessment Report (Highways England, 2017a). It was concluded that neither route would lead to non-compliance with relevant air quality targets. Volume 1 of the Post-Consultation Scheme Assessment Report provides a summary of the appraisal assessments.	No
NR40	Comments opposed to the proposed northern route due to the impact it could have on people's health, wellbeing or quality of life. Many consultees emphasise the effects of increased pollution on local people. Locations mentioned included Chadwell St Mary, Grays, Orsett and Thurrock.	-	-	26	248	The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys.	No

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						<p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans, e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>ES Chapter 5: Air Quality (Application Document 6.1) includes an assessment of the predicted changes to local air quality as a result of the Project. The chapter assesses impacts during construction and operation, and</p>	

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						<p>sets out mitigation where this is considered appropriate.</p> <p>The construction phase is likely to affect air quality as a result of dust emissions from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigations in place, the air quality impacts of the Project in relation to human health during construction are not expected to be significant.</p> <p>The CoCP and the REAC are legally secured in the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation</p>	

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						<p>of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them. The operation of the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of</p>	

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						<p>miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains where the air quality modelling was carried out and why.</p> <p>The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project. Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and standards set out in the Design Manual for Roads and Bridges LA 105 (Highways England, 2019b). Given that there would be no significant adverse impacts on air quality in relation to human health from the Project during operation, no mitigation for air quality effects is required.</p> <p>The Applicant consulted on the predicted impacts on local people, including impacts related to air quality, during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in particular the information presented in the</p>	



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						<p>Ward Impact Summaries (see Appendix S of this report). Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>The proposed compensation sites are in four areas: Hole Farm, Brentwood; Southfields, Thurrock; Gravesham and Shorne Woods; and the M2 corridor, including Blue Bell Hill. Further information about the Applicant's proposals to mitigate and compensate for the</p>	

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						<p>predicted impacts of nitrogen on designated habitats can be found in the Project Air Quality Action Plan (Application Document 6.3, Environmental Statement (ES) Appendix 5.6).</p> <p>The Applicant purchased most of the Hole Farm site in 2021 and is proposing to create the largest community woodland in the East of England, converting the farm into wildlife-rich habitats. This would be achieved through a combination of natural regeneration and planting.</p> <p>Since the Community Impacts Consultation in July 2021, the Applicant has extended the Order Limits for the Project to include most of Hole Farm, excluding the buildings.</p> <p>The intention is to compensate for the potential impacts of nitrogen deposition on designated ecological sites as a result of vehicles using the Project and replacement land for part of the existing Folkes Lane Woodland. The remainder of the site would be used to provide the facilities associated with a community woodland, including a tree nursery and a visitors centre.</p>	
NR41	Comments expressing concern about the proposed northern route, saying that the land surrounding the Project might be susceptible to flooding.	-	-	2	25	Consideration was given to the northern route's potential for flooding impacts as part of the Non-Statutory Consultation in January 2016, and feedback on that issue informed decisions on which of the three shortlisted route options to pursue (known as Routes 2, 3	No

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NR42	Comments opposed to the proposed northern route due to concerns that land surrounding the Project might be susceptible to flooding.	-	-	4	20	<p>and 4). As reported in the Applicant's Response to Consultation 2017, which was included in the Statutory Consultation materials (see Appendix M of this report), Route 2 was discarded as a potential northern route in part because it was generally unpopular with consultees, and also due to concerns regarding the potential loss of the Tilbury Flood Storage Area.</p> <p>Volume 6 of the Post-Consultation Scheme Assessment Report (Highways England, 2017a) set out a summary of the potential flood impacts of Route 3. It also explained that Route 3 would not affect the Tilbury Flood Storage Area.</p> <p>The proposals have been designed to meet the policies in the National Policy Statement for National Networks (Department for Transport, 2014) and National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021). This sets out Government policy on development and flood risk. In accordance with national policy, the Project would not increase flood risk, with the exception of some pre-designated areas known as Compensatory Flood Storage Areas. In these areas, the land would be lowered and would accommodate any flood water displaced by the Project. In line with good practice, all flood assessments and mitigations include the projected effects of climate change.</p>	No

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						<p>Watercourses that are susceptible to flooding or are important for the dispersal of flood water are known as main rivers. Where it is necessary to cross a main river, the Project would be carried over the river by a bridge or viaduct, except in the Mardyke Valley where a large box culvert would convey the main river under the route. The route would be designed to ensure the performance of main rivers is not affected. This is secured in the Design Principles (Application Document 7.5), which sets out the use of clear spanning viaducts over the Mardyke and its tributaries, as well as in the Register of Environmental Actions and Commitment (REAC), which can be found in the CoCP (Application Document 6.3, ES Appendix 2.2), which includes commitments relating to road drainage and the water environment. Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021.</p> <p>Other watercourses, such as ordinary watercourses and drainage ditches, would be maintained by diverting them away from the works where necessary and routing them through culverts where they cross the route.</p> <p>For more information about the Project's impact on drainage and water, see ES Chapter 14: Road Drainage and the Water Environment (Application Document 6.1). In addition, an assessment of the risk of flooding within the</p>	

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						proposed development and elsewhere as a result of the Project being constructed and operated is contained within the ES Appendix 14.6: Flood Risk Assessment (Application Document 6.3).	
NR43	Suggestions that the proposed northern route should be designed to maximise free flow of traffic, discouraging features such as roundabouts and traffic lights.	-	-	0	36	<p>The Project would provide free-flowing direct connections with the M25, A13, A1089 and A2/M2. Traffic lights or roundabouts would be necessary at some junctions, particularly where the Project meets local roads, such as at the Orsett Cock junction. The existing M25 junction 29 features a roundabout and traffic lights. Proposed improvements include increasing the number of lanes on the roundabout and providing dedicated lanes on to the M25 slip roads. The Applicant would also add additional traffic lights at the roundabout to help manage traffic flow. The traffic modelling presented as part of the application for development consent forecasts that the route would remain free-flowing for the foreseeable future.</p> <p>More information about the design of the route can be found in the Project Design Report (Application Document 7.4). More information about the traffic modelling can be found in the Combined Modelling and Appraisal Report (Application Document 7.7).</p>	No
NR44	Comments expressing concern about the impact of the proposed northern route	-	-	0	41	The northern route of the Project has been developed and refined through careful consideration of potential impacts on wildlife	No

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	on wildlife and ecology. Locations mentioned include Low Street Pit, the lagoons at Coalhouse Fort and habitats around Tilbury Power Station.					and ecology. The material produced for the Non-Statutory Consultation in January 2016, including the consultation booklet, a factsheet and the Pre-Consultation Scheme Assessment Report (Highways England, 2016a), described the predicted environmental impacts of the shortlisted route options north of the River Thames (known as Routes 2, 3 and 4) and their potential to be mitigated. The consultation booklet set out the Applicant's conclusion that Route 4 had the greatest impact on ecological sites, and Volume 6 of the Pre-Consultation Scheme Assessment Report listed the habitats and woodlands that would or could be affected by each of Routes 2, 3 and 4. Route 2 was discarded as a potential northern route in part because it was generally unpopular with consultees, and also due to concerns regarding the potential loss of the Tilbury Flood Storage Area.	
NR45	Comments opposed to the impact of the proposed northern route on wildlife and ecology. Locations mentioned include Bulphan Fen, Long Lane, Orsett Fen, Mardyke Valley, Tilbury Marshes, The Wilderness (Ockendon) and Thames Chase Forest Centre.	-	-	9	138	In selecting Route 3 as the preferred northern route, the Applicant explained that further work would be necessary to better understand and mitigate the potential effects on local biodiversity.	No
NR46	Comments expressing concern about the northern route's potential impact on designated sites, such as Sites of Special Scientific Interest, Special Protection Areas, Ramsar sites and other designated areas. Locations mentioned include Thames Chase Forest Centre.	-	-	0	5	The Applicant has developed the Project following the mitigation hierarchy of 'avoid, reduce, restore and compensate', to reduce any potential adverse effects, and has	No

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NR47	Comments opposed to the proposed northern route's potential impact on Sites of Special Scientific Interest, Special Protection Areas, Ramsar sites and other areas in the vicinity of the Project. Locations mentioned include Thames Chase Forest Centre and Orsett Showground.	-	London Borough of Havering	1	17	<p>developed a biodiversity mitigation strategy that aims to ensure there would be no net loss of valued habitats. It would maintain habitat connectivity, reduce disturbance to species and create new habitat areas for a range of species.</p> <p>Environmental Statement (ES) Chapter 8: Terrestrial Biodiversity, and ES Chapter 9: Marine Biodiversity (Application Document 6.1) present the baseline conditions and explain how the relevant flora and fauna have been valued and assessed. These chapters also explain what measures are proposed to reduce adverse effects. ES Chapter 8 outlines assessments and mitigation for all designated sites, including a list of statutory and non-statutory designated sites on the northern route that have been assessed.</p> <p>To the north of the River Thames, the Project would mostly be designed within a false cutting and would incorporate habitat creation measures comprising a mix of grassland, with areas of scrub, hedgerow and tree planting. Landscape mitigation is presented in ES Figure 2.4: Environmental Masterplan (Application Document 6.2) and in the Design Principles (Application Document 7.5). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p>	Yes

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						<p>In areas where grassland would be created, the species mix would be focused on locally prevalent species that would benefit local invertebrate populations. This would support the Project becoming a wildlife corridor linking the areas around the Thames Estuary to the A13, Mardyke and M25 corridors.</p> <p>The proposed A122 Lower Thames Crossing/M25 junction would affect the Thames Chase Forest Centre and the Applicant has engaged with Forestry England to inform the plans to mitigate this impact. Proposals include the provision of replacement land to compensate for the loss within the Thames Chase Forest Centre. As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a proposed reduction of the amount of replacement open space land, removing a previously proposed area of land on the eastern side of the M25 with all proposed replacement land now on the western side of the M25, north and south of the existing Thames Chase Forest Centre. Appendix S of this report contains more information about these proposals.</p> <p>Since the Community Impacts Consultation, the Applicant has extended the Order Limits for the Project to include most of Hole Farm, excluding the buildings.</p> <p>The intention is to compensate for the potential impacts of nitrogen deposition on designated ecological sites as a result of vehicles using</p>	



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						<p>the Project and replacement land for part of the existing Folkes Lane Woodland. The remainder of the site would be used to provide the facilities associated with a community woodland including a tree nursery and a visitors centre.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as</p>	

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						<p>mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft DCO.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the</p>	

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						<p>relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC. By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>In addition, as part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report</p>	

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						<p>explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent, forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO, the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the CoCP (Application Document 6.3, ES Appendix 2.2). At Statutory Consultation in October 2018, the Applicant proposed realigning Rectory Road to the east of its current route in order to accommodate the then-proposed alignment of the A13/A1089/A122 Lower Thames Crossing junction slip roads, with the new Rectory Road passing through the Orsett Showground. These proposals would have permanently affected the land on which the Orsett Show usually operated. Since Statutory Consultation, the Applicant's proposals in this area have been revised several times. The proposals submitted as part of the application for development consent feature realigned slip roads and keep Rectory Road on its current alignment, reducing the impacts on the Showground. A smaller area of the</p>	

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						Showground near the A13 would be required permanently to accommodate the new slip roads. Additional land near the A13 would be required temporarily to divert a gas pipeline, with permanent rights acquired allowing for access and maintenance of the pipeline. The Applicant consulted on these revised highways and utilities proposals during subsequent consultations, including Supplementary Consultation in January 2020 and the Community Impacts Consultation in July 2021. More information about the land needed in this area can be found in the Land Plans (Application Document 2.2).	
NR48	Comments in support of the proposed northern route because of efforts to mitigate its impact on ecology and preserve habitats.	-	-	0	14	These comments have been noted.	No
NR49	General comments saying the proposed northern route would have some unspecified benefits.	-	-	0	10		No
NR50	Comments in support of the design of the proposed northern route, including suggestions that it has been designed for future use and that there is potential for	-	-	0	6		No

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	improvements to be made seamlessly in the future.						
NR51	Comments in support of the proposed northern route, saying that it would lead to more direct and efficient journeys.	-	-	0	112		No
NR52	Comments expressing concern about the disruption the proposed northern route would cause to local communities, in particular, roads during construction. Roads mentioned include the A1013, A13, A127, M25, and the North Circular. Railway lines were also mentioned.	-	-	2	74	Local people and communities have been considered throughout the design and development of the Project and consulted at appropriate stages of development. This would continue during construction, including considerations about how the Applicant would mitigate the impacts on local communities and roads.  In selecting Route 3 (the alignment north of the River Thames, for which the Applicant is seeking development consent) as its recommended northern route for the Project following the non-Statutory Consultation in January 2016, the Applicant explained that, of the shortlisted options that had been considered, Route 3 provided the best balance between minimising community and environmental impacts, combined with better transport and economic benefits. A commitment was also made at that time to carry out further work to understand how best to minimise impacts on communities and the environment. For more information on the decision to select Route 3 and the reasons	No
NR53	Comments opposed to the disruption that the proposed northern route would cause to local communities, in particular the impact on roads during construction. Locations mentioned include Chadwell St Mary, Tilbury, Linford, South Ockendon, Corringham,	-	Thurrock Council	13	199		No

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	Stanford-le-Hope, and Orsett.					<p>why, refer to the Applicant's Response to Consultation 2017, which was included in the Statutory Consultation materials (see Appendix M of this report).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>ES Chapter 13: Population and Human Health (Application Document 6.1), provides</p>	

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						<p>assessments of the impacts to local communities during construction and operation and outlines proposed mitigation measures for each area.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such as cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p> <p>Local people would benefit from work and training opportunities provided by the Project during construction, which are likely to have positive impacts on mental health. However,</p>	



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						<p>while construction impacts have been mitigated as far as reasonably practicable, there would be temporary negative impacts on communities from construction activities. These could result in mental health impacts on local people – for example, due to anxiety around perceived changes in air quality or as a result of changes to noise levels. Longer journey times due to traffic management and road closures, reduced access to green spaces and closures of walking, cycling and horse riding routes could also impact people's health and wellbeing. Some local businesses, including farms, would have land temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of 26 residential properties and one commercial property north of the River Thames.</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>The Applicant consulted on the predicted impacts on local people during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in the Ward Impact Summaries (see Appendix</p>	

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						<p>S of this report). Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC. By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO</p>	

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						<p>requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO. The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p>	

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						<p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p> <p>The Transport Assessment (Application Document 7.9) sets out the Project's forecast impact on the strategic and local highway networks. It also assesses the predicted impacts on the road and public transport networks during the Project's construction.</p>	
NR54	Comments expressing concern about the proposed northern route, saying that it would divide communities. One comment called for the level crossing at the Tilbury Loop railway line to be replaced with a bridge.	-	Thurrock Council	0	1	In selecting Route 3 (the alignment north of the River Thames for which the Applicant is seeking development consent) as its recommended northern route for the Project following the Non-Statutory Consultation in January 2016, the Applicant explained that, of the shortlisted options that had been considered, Route 3 provided the best balance between minimising community and environmental impacts, combined with better transport and economic benefits. A commitment was also made at that time to carry out further work to understand how best to minimise impacts on communities and the environment. For more information on the decision to select Route 3 and the reasons why, refer to the Applicant's Response to	No
NR55	Suggestions that connectivity across the railway line should be improved for East Tilbury residents to reduce community severance and compensate for the	-	-	0	6		No

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	disruption caused by the Project.					<p>Consultation 2017, which was included in the Statutory Consultation materials (see Appendix M of this report).</p> <p>During construction, there would need to be temporary severance of highways and Public Rights of Way, but the Applicant would minimise these wherever practicable. The appointed Contractors would carry out a communications programme to ensure that planned disruptions are publicised at the appropriate time.</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the oTMPfC (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft Development Consent Order (DCO) (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are</p>	

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						<p>set out in Section 14.4 of this report, which also explains how include Applicant had regard to those comments.</p> <p>The Applicant has sought to reduce severance of roads and Public Rights of Way (PRoW) once the Project is operational. All roads crossing the Lower Thames Crossing would be maintained, with the exception of Hornsby Lane, which would require a section near the new route to be permanently closed. This closure would avoid having to move some overhead lines closer to properties in Chadwell St Mary. Alternative routes to Hornsby Lane would be available via the A1013 and Heath Road. For information regarding other permanent stoppings-up of roads and PRoWs that do not cross the Lower Thames Crossing, see Schedule 4 of the draft DCO and the Rights of Way and Access Plans (Application Document 2.7).</p> <p>Once the Project is operational, connectivity along all existing walking, cycling and horse riding routes in the vicinity of the Project would be maintained, either following their existing route or diverted to maintain the quality of the route. The Project includes proposals to maintain, upgrade and improve the network of walking, cycling and horse riding routes in the area. These routes include two new walking, cycling and horse riding bridges over the A127 to maintain connectivity for the A127 footway and a new walking, cycling and horse riding</p>	

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						<p>bridge over the M25 to improve connectivity for the southern section of Thames Chase Forest Centre.</p> <p>During the Local Refinement Consultation in May 2022, following feedback from the London Borough of Havering and local cycling groups, the Applicant proposed a new bridge for walkers, cyclists and horse riders across the A127 west of M25 junction 29, linking Moor Lane in the south to Folkes Lane in the north. This change addresses consultation feedback about connectivity between the north and south footways and cycleways alongside the A127, to both east and west sides of M25.</p> <p>In addition, following consultation feedback from the British Horse Society and Essex County Council, and safety concerns about horses sharing routes with motor traffic, the Applicant proposed an upgrade to the previously proposed A127 walking-cycling bridge east of junction 29, so it could also accommodate horse riders and would include a link to bridleway BR183. This means horse riders would no longer be dependent on the existing vehicle bridge across the A127, which is shared with motor traffic, including Heavy Goods Vehicles. The Applicant would be required to deliver this new bridge for walking, cycling and horse riding, unless alternative facilities for walking, cycling and horse riding are constructed and open for use. These commitments are set out in the Design</p>	

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						<p>Principles (Application Document 7.5). Under Requirement 3 of the draft Development Consent Order (Application Document 3.1), the Applicant would be required to carry out the authorised development in accordance with the Design Principles.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant also proposed new routes to link the heritage assets of Coalhouse Fort and Bowaters Farm Battery to East Tilbury. Following feedback received during the Community Impacts Consultation in July 2021 about linking Tilbury Fields to Coalhouse Fort and providing access for all users, the Applicant is proposing to include new PRowS and permissive path links to the heritage sites of Coalhouse Fort and Bowaters Farm Battery, and to East Tilbury. These new connections would create a variety of alternative routes that walkers, cyclists and horse riders in the local area could use. This change also addresses feedback from Thurrock Council about active travel routes around the Coalhouse Fort area.</p> <p>The proposals include seven green bridges: three south of the River Thames and four to the north. Five span over the Project and two over the A2/M2. All of the green bridges would include crossing routes for walkers and cyclists, with equestrian access provided as appropriate for the location. The proposals also include a new walking, cycling and horse riding bridge over the M25, providing a new</p>	



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						<p>east-west connection for the southern part of Thames Chase Forest Centre.</p> <p>More information about green bridges and their functions can be found in Environmental Statement Chapter 8: Terrestrial Biodiversity (Application Document 6.1). The proposed green bridges are secured in the Design Principles (Application Document 7.5).</p> <p>After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities.</p> <p>If the Project is granted development consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the SRN. Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals</p>	

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						<p>at that time – for example, commenting on what facilities should be provided.</p> <p>More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p> <p>The Applicant is not considering implementing a permanent bridge for local traffic over the Tilbury Loop railway line. Providing a bridge at this location would present major engineering and cost challenges, and this is outside the scope of the Scheme Objectives. For information about the Scheme Objectives see the Need for the Project (Application Document 7.1).</p> <p>For more information on how the Applicant has designed structures throughout the Project, see the Project Design Report, the Design Principles and the Structures Plans (Application Document 2.13). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
NR56	Comments in support of the embankments along the proposed northern route. Most comments focus on how embankments would mitigate the environmental impact of the Project.	-	-	0	36	These comments have been noted.	No

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NR57	Comments in support of the consultation process that has helped form the northern route, with consultees saying that they appreciate feedback being sought or that they defer to expert opinion.	-	-	0	201		No
NR58	Suggestions that the proposed northern route should include clear signage to avoid confusion and reduce congestion.	-	Suffolk County Council	0	14	<p>The Applicant would install appropriate traffic signage to ensure that the route performs safely and gives motorists advance notification of road layout and destinations.</p> <p>The Project proposals submitted for the application for development consent, including signage, have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project's signage would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design.</p> <p>Signage would include the latest technology, with variable speed limits to manage traffic flow and warn of incidents and lane closures. The Project would be designed to a high safety standard and with adequate capacity based on extensive traffic modelling, reducing the risk of collisions. For more information about the</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						design of the junctions, including signage, see the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.	
NR59	General comments expressing concern about the proposed northern route's potential impact on the environment.	Port of Tilbury London Ltd	-	4	51	During the development of the Project to date, the Applicant has sought to minimise the amount of land needed for the Project, with the aims of reducing the impact on local people and the environment, controlling costs, and still meeting the Scheme Objectives, including the need to provide relief at the Dartford Crossing. Information about the Scheme Objectives can be found in the Need for the Project (Application Document 7.1).  In selecting Route 3 (the alignment north of the River Thames, for which the Applicant is seeking development consent) as its recommended northern route for the Project following the non-Statutory Consultation in January 2016, the Applicant explained that, of the shortlisted options that had been considered, it provided the best balance between minimising community and environmental impacts, combined with better transport and economic benefits. A commitment was also made at that time to carry out further work to understand how best to minimise impacts on communities and the environment. For more information on the decision to select Route 3, refer to the Applicant's Response to Consultation 2017	No
NR60	General comments opposed to the proposed northern route because of the potential impacts on the environment.	Port of Tilbury London Ltd	-	16	147		No
NR61	Comments opposed to the widening of the proposed northern route or of roads that would connect to it. Some consultees object to the environmental impacts of the amount of land needed to build and operate the Project.	-	-	0	4		No
NR62	Comments expressing concern about the land use for the proposed northern route on the grounds that the Project takes up too much land.	-	-	0	2		No

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NR63	Comments opposed to the land use for the proposed northern route on the grounds that the Project takes up too much land.	-	Thurrock Council	2	38	<p>document, which was included in the Statutory Consultation materials (see Appendix M of this report).</p> <p>After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities.</p> <p>The Applicant has also reduced the number of southbound lanes from three to two between the proposed A122 Lower Thames Crossing/M25 and A13/A1089/A122 Lower Thames Crossing junctions, decreasing the road's footprint along this section, and has revised the design for the viaducts and embankments crossing the Mardyke Valley to reduce the visual impact and flood mitigation requirements.</p> <p>The Applicant has kept the Project's Order Limits under review, through ongoing assessments and discussions with stakeholders such as utility companies. In some instances, it has been possible to reduce the land required. In other instances, there has been an increase in land take. The Applicant has been open and transparent about these</p>	No

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						<p>changes throughout the consultation process, providing appropriate information on the changes to enable consultees to comment on them.</p> <p>The Applicant has set out the land needed for the Project in the Land Plans (Application Document 2.2) and explained why rights or interests over each plot of land are required in the Statement of Reasons (Application Document 4.1).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The</p>	

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						<p>Environmental Masterplan is secured through Requirement 5 of the draft DCO (Application Document 3.1).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC. By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are</p>	

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						<p>relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The Project, including the northern route, has been developed through close engagement with statutory stakeholders such as Natural England and the Environment Agency, as well as non-statutory bodies, including local community groups. The Statement of Engagement (Application Document 5.2) provides a detailed description of the Applicant's engagement with stakeholder groups throughout the pre-application period.</p> <p>In addition, as part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to</p>	



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						comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent, forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the CoCP (Application Document 6.3, ES Appendix 2.2).	
NR64	Comments in support of the design of structures used for the proposed northern route, saying that they are appropriately simple and less complex than alternatives.	-	-	0	14	These comments have been noted.	No
NR65	Comments in support of the proposed northern route because of its positive impact on the health and wellbeing of people or residents. These consultees say that a reduction in traffic congestion would lead to lower pollution and	-	-	0	4		No

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	fewer health issues for residents.						
NR66	Comments expressing concern about the proposed northern route, with consultees saying that the design could impede traffic flow, creating bottlenecks on the route.	-	-	0	16	The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022.	No
NR67	Comments opposed to the proposed northern route, with consultees saying that the design could impede traffic flow, creating bottlenecks on the route.	-	-	1	10	<p>The Applicant has designed the section of the Project north of the River Thames with free-flowing grade-separated junctions connecting to the A13/A1089 and M25. The detailed design for the proposed junctions, including slip and connector roads, would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design, with design features to encourage safe lane changes. The default speed limit would be the national limit for an all-purpose trunk road (e.g. 70mph for cars). Where appropriate, such as on some links at the proposed A13/A1089/A122 Lower Thames Crossing junction, the Applicant would install advisory speed limit signs to encourage responsible driver behaviour.</p> <p>The number of lanes along the northern route and through each junction has been selected as part of the ongoing design development process, including the outputs of various</p>	No

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						<p>phases of traffic modelling. The design of bridges, underpasses and other structures has been optimised to ensure safety and value for money.</p> <p>The northern route of the Project provides free-flowing direct connections with the M25, A13 and A1089. Traffic lights or roundabouts would be necessary at some junctions, particularly where the Project meets local roads, such as at the Orsett Cock junction. These features have been provided in the design where technical assessments have indicated that they would be necessary to ensure smooth traffic flows and safe driving conditions. The existing M25 junction 29 features a roundabout and traffic lights. Proposed improvements include increasing the number of lanes on the roundabout and providing dedicated lanes on to the M25 slip roads. The Applicant would also add additional traffic lights at the roundabout to help manage traffic flow.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant presented a change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction, adding an extra lane to the link road connecting the Lower Thames Crossing northbound and southbound to the A13 eastbound. The extra lane on the link road east of Baker Street would provide additional capacity for traffic leaving the Lower Thames Crossing and accounts for the latest predicted traffic flows.</p>	

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						<p>In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design would provide a direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the Project northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the Orsett Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road.</p> <p>More information about the design of the route can be found in the Project Design Report (Application Document 7.4). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021. More information about the traffic modelling can be found in the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7).</p>	
NR68	Suggestions that traffic flows on the proposed northern route should be regulated. For example,	-	-	0	3	There are no plans to regulate traffic entering or leaving the route, using Automatic Number Plate Recognition (ANPR). Traffic modelling forecasts that the route would remain free	No

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	Automatic Number Plate Recognition should be used to decide which vehicles would be allowed to use the route at a particular time.					<p>flowing for the foreseeable future, so traffic management systems of this kind would not be necessary. For more information about the traffic modelling, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>If an incident occurred at some point on the route, including within the tunnel, and it was deemed necessary to regulate traffic entering the route or heading towards the tunnel for safety purposes, then this could be achieved using the traffic management technology that is an integral part of the Project design. For example, traffic speeds towards the tunnel could be slowed or motorists approaching one of the Project junctions could be directed away from the route. These systems would be used to manage general traffic in the event of an incident and ANPR would not be required to identify individual vehicles.</p> <p>ANPR would operate at the tunnel as part of the charging system. For more information about the charging system, see the Road User Charging Statement (Application Document 7.6). For more information about the traffic management and safety systems, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	

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NR69	Suggestions for alternative locations for the traveller site in Thurrock.	-	Thurrock Council	0	0	<p>The Applicant has worked with stakeholders, including the residents of the traveller site, to identify a suitable replacement site for the Gammonfields Way traveller site and consulted on a proposed location during the Design Refinement Consultation in July 2020. Further information on these proposals was provided during the Community Impacts Consultation in July 2021. This followed consultation on a number of other proposed locations during the Statutory Consultation in October 2018 and Supplementary Consultation in January 2020.</p> <p>The Applicant included the proposal presented during the Design Refinement Consultation in its application for development consent, having reviewed the comments in relation to it as part of the Design Refinement Consultation.</p> <p>Information about these consultations can be found in Chapters 6, 7 and 8 of this report.</p> <p>The Applicant has set out the land needed for the Project in the Land Plans (Application Document 2.2) and explained why rights or interests over each plot of land are required in the Statement of Reasons (Application Document 4.1).</p>	Yes
NR70	Suggestions that the roads surrounding the proposed northern route would need	-	London Borough of Havering, Thurrock Council,	2	233	<p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach</p>	No

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	upgrading due to increased traffic in the area.		Southend-on-Sea City Council, Basildon Borough Council, Brentwood Borough Council, Harlow Council, London Borough of Redbridge, Port of London Authority, Transport for London			roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).  While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).  The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.	
NR71	Comments opposed to the northern route on the grounds that congestion would be transferred to nearby roads, such as the A1089, A1013, A13 and B188.	-	Thurrock Council	10	136	The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing	No
NR72	Suggestions that specific roads in the vicinity of the proposed northern route should be upgraded to	-	Basildon Borough Council, Brentwood Borough	3	28		No

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	handle predicted increases in traffic.		Council, Harlow Council, London Borough of Havering, London Borough of Redbridge			information about the proposed traffic monitoring. The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.	
NR73	Comments expressing concern about the proposed northern route, saying that congestion would be moved to other nearby roads.	Transport for London	London Borough of Havering, Thurrock Council, Southend-on-Sea City Council	6	40	The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department of Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.  More information on the predicted traffic impacts on local roads and the SRN is available in the Transport Assessment (Application Document 7.9).  While the Project does result in additional vehicle mileage being travelled, this is largely as a result of longer trips – particularly those across the River Thames. The number of new trips predicted as a result of the Project is relatively low.	No
NR74	Comments opposed to the proposed northern route on	-	-	1	15	As part of the Development Consent Order application, the Applicant has explained how	No



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	the grounds that it would contribute to climate change.					<p>the relevant legislative and policy requirements in relation to climate change impacts are met. An Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 15: Climate (Application Document 6.1), assesses the Project's impact on climate change, including greenhouse gas emissions during construction and operation, and sets out the proposed mitigation measures, including those measures that are secured through the Carbon and Energy Management Plan (Application Document 7.19). The assessment concludes that the increase in greenhouse gas emissions resulting from the Project would not have a material impact on the ability of Government to meet its carbon reduction targets, in accordance with the policy test set out in the National Policy Statement for National Networks (Department for Transport, 2014).</p> <p>During construction, greenhouse gas emissions would be minimised through the design of the Project, such as incorporating low-emission materials, using those materials efficiently, reducing the distance they would be transported, using zero-carbon energy sources, and reducing and beneficially reusing waste. By incorporating these measures into the Project's proposals, the Applicant has already reduced emissions during construction by over a third compared with a scenario</p>	

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						<p>where those measures were not employed. This represents a leading position in the industry today and would result in construction emissions equivalent to 1.76 million tonnes of carbon dioxide.</p> <p>However, the Applicant is committed to going further and to using the time available before construction begins to explore ways of achieving greater reductions in emissions. The Carbon and Energy Management Plan therefore provides a framework within which the Applicant and contractors would, working closely with industry partners, seek to identify and develop innovative ways of reducing the Project's construction emissions below today's industry-leading position. The Carbon and Energy Management Plan also sets out the low-carbon solutions that would be deployed by the Applicant to manage and maintain the Project once it is operational.</p> <p>The Applicant has considered the additional carbon emissions from road users that could result from operation of the Project over a 60-year period and presented this information in ES Chapter 15. The Government has published its plans to deliver the required Net Zero trajectory for transport in the Decarbonising Transport Plan (Department for Transport, 2021a). The Applicant has assessed that if the trajectories set out in the plan are achieved, it would lead to a reduction in the additional road-user emissions</p>	

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						attributable to the Project of at least 76%, across the 60-year appraisal period, compared with the more conservative figure that results from the use of national projections included in the current version of Defra's Emissions Factors Toolkit.	
NR75	Suggestions that the proposed northern route should be integrated with local public transport networks, such as buses and coaches.	-	-	1	11	<p>The Project would be available to public transport operators running bus or coach services. It may improve journey times for existing bus or coach routes using the Dartford Crossing and for local services that are currently affected by congestion caused by the Dartford Crossing.</p> <p>The Applicant consulted on how the Project would integrate with the existing public transport network and its impact on affected wards during the Community Impacts Consultation in July 2021. Further information can be found in the public transport section of the Ward Impact Summaries (see Appendix S of this report).</p>	No
NR76	Comments expressing concern that the proposed northern route would lead to urbanisation, industrialisation, or development of the land around the Project.	-	-	1	13	Any future development outside the land required to construct, operate and maintain the Project would be decided by the relevant local planning authority or other relevant approval body. For more information about local authority aspirations for future development, refer to their relevant local plans.	No
NR77	Comments opposed to the proposed northern route,	-	-	7	108		No

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	saying that it would lead to urbanisation and industrialisation in the local area.						
NR78	Comments in support of the proposed northern route in favour of integration with the existing road network, particularly around the A13 and M25 junctions.	-	-	0	52	These comments have been noted.	No
NR79	Comments in support of the viaducts along the proposed northern route. Most comments focus on how viaducts would mitigate the road's environmental impact.	-	-	0	24		No
NR80	General comments in support of the design of the proposed northern route.	-	-	0	89		No
NR81	Comments expressing concern about the proposed northern route not being straight, leading to indirect journeys.	-	-	0	37	The curved alignment of the route north of the River Thames is required to avoid major population centres. The alignment would also allow the route to connect to the strategic road network at the optimal locations. Of the shortlisted options for a northern route that were included in the Non-Statutory Consultation in January 2016, Route 3 (which was subsequently chosen and is the proposed northern route alignment for which the	No
NR82	Comments opposed to the route not being straight, leading to indirect journeys.	-	-	1	11		No

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						<p>Applicant is seeking development consent) was the shortest and most direct. The road would be designed in accordance with the Design Manual for Roads and Bridges standards published at the time of detailed design, with the default being the national speed limit for an all-purpose trunk road (e.g. 70mph for cars), and free-flowing junctions. In addition, the traffic modelling forecasts that the route would remain free flowing for the foreseeable future. Given these factors, which provide for fast and efficient journeys, the curved alignment of the route would have a very low impact on journey times. For more information about the design of the route, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
NR83	<p>Comments highlighting the potential benefits of the proposed northern route to the landscape. Comments include those saying that the impact has been appropriately minimised and that the designs would enhance the local landscape.</p>	-	-	0	6	<p>These comments have been noted.</p>	No

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NR84	Comments in support of the proposed northern route, saying that it would have a beneficial impact on the landscape. Comments include those saying the impact has been appropriately minimised and that the designs would enhance the local landscape.	-	-	0	88		No
NR85	Comments expressing concern about the proposed northern route, saying that its structures would have a negative visual impact on the landscape.	-	-	1	42	The Applicant has designed the route north of the River Thames to reduce the impact on the landscape wherever practicable. The consultation booklet produced for the Non-Statutory Consultation in January 2016 provided a summary of the comparative assessment of each of the three shortlisted northern routes, in terms of their potential landscape impacts. More information was provided in Volume 6 of the Post-Consultation Scheme Assessment Report (Highways England, 2017a) including a description of the landscape impacts of the shortlisted options. Volume 7 of the Post-Consultation Scheme Assessment Report concluded that, while Routes 3 and 4 had similar impacts on the landscape, Route 3 (the proposed route north of the River Thames, for which the Applicant is seeking development consent) would have the lower overall environmental impact.	No
NR86	Comments opposed to the proposed northern route, saying that its structures would have a negative visual impact on the landscape.	-	-	14	141		No
NR87	Comments opposed to the design of proposed northern route embankments. These include comments that they would have a negative impact on the landscape.	-	-	3	21		No

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NR88	Suggestions for reducing the visual impact of the northern route, including screening the road to limit the visual impact on the countryside and requests for structures to blend in with surroundings.	-	-	11	102	Responses to the consultation also indicated that Route 3 was a more popular choice.	No
NR89	Suggestions that the tunnel should be extended further north to minimise the environmental impact of the route, such as on communities and the surrounding landscape.	-	-	14	103	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).	No
NR90	Suggestions for reducing the environmental impact of the northern route, including planting more trees along the route and the use of cut and cover tunnelling to reduce the impact on local communities.	-	-	1	54	Environmental Statement (ES) Chapter 7: Landscape and Visual (Application Document 6.1), assesses the impacts of the Project on	No
NR91	Comments opposed to design features of the northern route, in particular the height of the road. Some consultees draw comparisons with the southern route, which they	-	-	7	53		No

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	say would have fewer impacts.					<p>the surrounding landscape. It would not be possible to fully mitigate the impacts of the northern route on the landscape due to the scale of the Project, so the landscape mitigation would focus on creating an appropriate setting for each part of the route.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent, forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2).</p> <p>Once the Project is operational, the section of the road from the banks of the estuary to the North Portal would be underground and would</p>	
NR92	Comments opposed to the height of the proposed northern route, with some consultees saying that elevated sections would have too great an impact on local communities.	-	-	4	22		No
NR93	Comments expressing concern about the design of bridges, viaducts and embankments along the proposed northern route. Some consultees say that these features would reduce the quality of the local landscape.	-	London Borough of Havering	3	25		No
NR94	A comment expressing concern about the potential environmental impacts of the viaducts along the proposed northern route.	-	-	0	1		No
NR95	Comments opposed to the design of viaducts along the northern route, with consultees criticising the environmental impact of these features.	-	-	5	44		No



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						<p>therefore have a low impact on the surrounding landscape. The North Portal would sit within the surrounding landscape, with proposals for an elevated area of land south of the portal. Any new earthworks would be designed to be sympathetic to the surrounding landscape.</p> <p>The Applicant investigated extending the tunnel northwards to pass under the Tilbury Loop railway line and Station Road, which would locate the North Portal 2km north of where it is currently proposed. Extending the tunnel that far would present significant engineering challenges due to the geology of the area and the need to adapt the existing tunnel design to account for the increased length. Both these factors would have added significantly to the Project costs. In addition, extending the tunnel beyond the location of the previously proposed Tilbury junction would limit any future connection to the route.</p> <p>North of the River Thames, the rest of the route passes through flood zones, which means the road would have to be elevated for much of the route between the Tilbury Loop railway line and the M25. As such, the use of cut and cover tunnelling for this section would not be viable. However, for a significant distance, the route would sit within a false cutting between 2m and 5m high, which would help it blend with the surrounding landscape. The route would pass under the existing</p>	

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						<p>A13/A1089 junction, helping to reduce the height of the proposed junction, while the route sits on embankments and viaducts across the Mardyke Valley. Finally, the route would pass under the M25, enabling the overall height of this junction to be limited, before joining the motorway south of junction 29.</p> <p>Where appropriate, across the northern section of the route, woodland planting and carefully designed earthworks would help make the road less obtrusive. Where false cuttings and embankments meet other landscape earthworks or landscape features, the earthworks would be effectively integrated or terminated in as naturalistic a way as possible. Earthworks would maintain a consistent level of screening if appropriate to the location, which would help reduce the visual impact on local communities. Information about planting can be found in the Environmental Masterplan. The Environmental Masterplan is secured through Schedule 2 Requirement 5 of the draft DCO.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>Structures incorporate landscaped features to improve their appearance and to maintain or link natural habitats for flora and fauna. Where practicable, green bridges have been proposed for their environmental and aesthetic</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>benefits. A green bridge is a type of bridge that incorporates features that enable wildlife to safely pass over something such as a road or railway that it spans.</p> <p>The application for development consent includes seven green bridges: three south of the River Thames and four to the north. At the Statutory Consultation in October 2018, the Applicant consulted on five green bridges. South of the River Thames, there was one green bridge over the proposed M2/A2/A122 Lower Thames Crossing junction, two carrying Thong Lane over the A122 and the A2/M2, and one carrying Brewers Road over the A2/M2. North of the river, there was one green bridge proposed, carrying Green Lane over the Project. The proposed M2/A2/A122 Lower Thames Crossing junction and nearby Public Rights of Way were revised after Statutory Consultation and the green bridge there was removed from the proposals.</p> <p>As a result of further ecological investigations and feedback received during the Statutory Consultation in October 2018, the Applicant consulted on three more green bridges during the Supplementary Consultation in January 2020. All the newly proposed green bridges were north of the River Thames, carrying Hoford Road, Muckingford Road and North Road over the Project. In addition, the proposed green bridge at Thong Lane North was widened.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>All of the green bridges would include crossing routes for walkers and cyclists, with equestrian access provided as appropriate for the location.</p> <p>More information about how green bridges contribute to ecological connectivity can be found in ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1). The proposed green bridges are secured in the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>For more information about the proposals to improve facilities for walking, cycling and horse riding, see the Project Design Report (Application Document 7.4). The Structures Plans (Application Document 2.13) shows all new and modified structures along the route, including a plan, elevation and cross section of every structure, and an indication of its height and type. For more information about the design, including the embankments and viaducts, see also the Project Design Report, the Design Principles and the Structures Plans.</p>	
NR96	Comments expressing concern about the design of the viaduct across the Mardyke Valley. Some consultees say that it would	-	Thurrock Council	2	4	The section of the route across the Mardyke Valley must be elevated because it passes through a flood plain. Since the Statutory Consultation in October 2018, the Applicant has revised the design for the viaducts and	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	not provide adequate protection from flooding or that it would intrude on the landscape.					<p>embankments that carry the route across the Mardyke Valley. The Applicant has changed the structures over the Mardyke River, Golden Bridge Sewer and the Orsett Fen Sewer to reduce their visual impact and the volume of flood compensation needed. The Applicant has also increased the overall length of the viaduct by 50m, which provides a more open aspect to the elevated section as it crosses the flood plain.</p> <p>The use of sections of both embankment and viaduct for this part of the route crossing provides a balance between improving the appearance of the route against the landscape, providing permeability for the structure within the flood zone, and managing costs.</p> <p>The Mardyke and Orsett Fen Viaducts would be designed to maximise environmental permeability and maintain the expansive views across the open, flat landscape as far as possible. Gantries and other infrastructure that might accentuate the height of the route would be minimised along this section of the route, with none located on the viaducts themselves. There would be no artificial lighting on this section of the route.</p> <p>The heights of the viaducts across the Mardyke Valley are determined by the flood design level and any maintenance or farm vehicle access needed beneath them. The flood design level is the predicted level of</p>	
NR97	Comments opposed to the design of the viaduct across the Mardyke Valley, saying that it would not provide adequate protection from flooding or that it would intrude on the landscape.	-	Thurrock Council	5	19		Yes
NR98	Suggestions for the proposed viaduct across the Mardyke Valley. Some consultees ask for mitigation measures to limit the environmental impacts.	-	Thurrock Council	3	12		No
NR99	Suggestion of design changes to the viaducts along the proposed northern route to mitigate their impact on the surrounding landscape. Suggestions included extending the viaduct across the Mardyke Valley (rather than the use of embankments), maintaining the Mardyke Way bridleway, making the viaduct lower and less	-	Thurrock Council	3	14		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	obtrusive, and making it higher so that vehicles can pass underneath.					<p>flooding for a 1-in-200-year tidal event, with an allowance for climate change. The calculations that were used to determine the height of the road comply with the requirements of the Environment Agency.</p> <p>For more about the design of this section of the route, see the Project Design Report (Application Document 7.4) the Design Principles (Application Document 7.5) and the Structures Plans (Application Document 2.13). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3,</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft DCO.</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC. By the end of construction, Schedule 2</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>In addition, as part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent, forms part of a suite of documents that sets out the</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the CoCP (Application Document 6.3, ES Appendix 2.2).	
NR100	Comments opposed to the light pollution that would be created by traffic using the proposed northern route.	-	-	5	3	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans (e.g. the Engineering Drawings and Sections) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Development Consent Order (DCO) (Application Document 3.1).</p> <p>ES Chapter 7: Landscape and Visual (Application Document 6.1) assesses the potential impact of light pollution.</p> <p>The Project would be designed to reduce the amount of light that could affect the local area during operation by ensuring that any artificial lighting is directed as closely as possible on its intended target area. Lighting would be installed only where necessary for safety reasons, such as at junctions and tunnels. Large sections of the route to the north of the River Thames would remain unlit, including the elevated viaduct crossing the Mardyke Valley. At the proposed A13/A1089/A122 Lower Thames Crossing junction, the height of lighting columns would be reduced as far as practicable, particularly on the elevated slip roads.</p> <p>The Applicant has designed the proposals to minimise the visual impact of the route, which in turn reduces the impacts from vehicle headlights. Noise barriers at key locations north of the river would also reduce some of the impact of vehicle headlights.</p> <p>There would be no significant impacts from light pollution on the environment or local people during the construction phase or once the Project is operational.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NR101	Comments in support of the proposed northern route because of the improved connectivity it would provide. Consultees say that it would provide enhanced connectivity with local roads, with this helping to reduce congestion.	-	Chelmsford City Council, Braintree District Council	0	422	These comments have been noted.	No
NR102	Comments highlighting the benefits of the proposed northern route because of the improved connectivity it would provide, reducing traffic congestion.	-	Southend-on-Sea City Council	0	8		No
NR103	Comments in support of the bridges along this section of the route, with consultees saying that these structures would be integral to the Project's success and could improve the appearance of the route.	-	-	0	36		No
NR104	Comments expressing concern about the proposed northern route, saying that it would affect sites of archaeological or historical significance such as	-	-	1	14	In preparing for the 2016 consultation on route options, the Applicant assessed the impact of each of the three shortlisted options for the section of the new road north of the River Thames. This was documented in the consultation booklet and in Volume 6 of the	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	monuments and the crop marks west of Orsett.					Post-Consultation Scheme Assessment Report (Highways England, 2017a). It was concluded that Route 3, which was later selected as the preferred route and is the proposed route alignment north of the river for which the Applicant is seeking development consent, would have the least impact on cultural heritage, including scheduled monuments and listed buildings.	
NR105	Comments opposed to the proposed northern route due to concerns it would affect sites of archaeological or historical significance such, as the monuments and crop marks west of Orsett.	-	London Borough of Havering	8	54	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>These assessments can be found in ES Chapter 6: Cultural Heritage (Application Document 6.1) which explains the archaeological remains, built heritage and historic landscape north of the River Thames, and includes a summary of the impacts of the Project on these features.</p> <p>During the construction phase, there would be significant impacts on cultural heritage during construction. Three listed buildings in Orsett, while most of the Orsett Cropmarks Scheduled Monument would also be removed. There would be complete or partial removal of over 300 non-designated and six low-value built heritage assets, as well as permanent or temporary effects on the setting of two additional Scheduled Monuments near Orsett, three Conservation Areas and seven non-designated archaeological features.</p> <p>To reduce construction impacts on heritage assets, compounds would be fenced and screened, while dust and noise would be minimised. Where archaeological remains or built heritage features need to be removed, a detailed cultural record would be created beforehand.</p> <p>During the Project's operation, as well as aligning and designing the Project to reduce</p>	

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						<p>impacts on cultural heritage assets, specific mitigation measures would include designing road lighting to have minimal impact, planting trees to preserve views of heritage assets, and reinstating land after construction to preserve field patterns.</p> <p>During operation, north of the River Thames there would be significant permanent impacts on some cultural heritage assets, including negative impacts on the settings of the Orsett Cropmarks Scheduled Monument; Conservation Areas in North Ockendon, East Tilbury and West Tilbury; the Grade II-listed Baker Street Windmill; and the reclaimed landscape north of the River Thames.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>The ES includes information about mitigation that has been proposed to reduce, as far as practicable, the adverse effects in each area. All impacts to buried archaeology would be subject to detailed assessment and a robust mitigation strategy for any historical asset would be informed through intrusive and non-intrusive investigations. This is detailed through Schedule 2 Requirement 9 of the draft DCO, which requires a Written Scheme of Investigation (WSI) to be produced that reflects the outline WSI (Application Document 6.3, ES Appendix 6.9). This would be submitted for</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>approval ahead of any works commencing in areas of archaeological interest.</p> <p>Should any archaeological remains not previously identified be encountered during construction, construction works would stop within 10m of the remains and the local planning authority would be alerted. Should it be deemed necessary by the local planning authority, further investigation would be carried out before any works in that location could continue.</p> <p>The ES also addresses the change in setting of historic buildings and areas, whether designated or non-designated. The assessments in the ES consider the impact of the proposed northern route on designated heritage sites. The Applicant has considered impacts to the setting of such assets as they sit within the landscape, including the crop marks at Orsett and Springfield Style enclosure for the proposed A13/A1089/A122 Lower Thames Crossing junction and North Ockendon conservation area and listed buildings within the conservation area for the M25. The impact on designated sites is set out in ES Chapter 6: Cultural Heritage (Application Document 6.1), including measures to mitigate the impacts of the Project on heritage assets including the crop marks at Orsett.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft DCO.</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC. By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.	
NR106	Comments highlighting the benefits of the proposed northern route because it would achieve value for money and that avoiding built-up areas would reduce construction costs.	-	-	0	3	These comments have been noted.	No
NR107	Comments supporting the proposed northern route, with consultees saying that it should be implemented as soon as possible.	-	-	0	130		No
NR108	Comments in support of the proposed northern route, suggesting that it is needed to meet increased demand as a result of Brexit.	-	-	0	4		No
NR109	Comments opposed to the design of the bridges along the proposed northern route. Comments include those saying that these	-	London Borough of Havering	3	38	The Applicant has only proposed structures and bridges where they are essential for the operation of the route. As far as practicable, the Project, including its bridges and	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	<p>features would negatively affect the local landscape. There were also comments about the lack of a new rail crossing near East Tilbury.</p>					<p>structures, has been designed to blend in with the landscape.</p> <p>Structures incorporate landscaped features to improve their appearance and to maintain or link natural habitats for flora and fauna. Where practicable, green bridges have been proposed for their environmental and aesthetic benefits. A green bridge is a type of bridge that incorporates features that enable wildlife to safely pass over something such as a road or railway that it spans.</p> <p>The application for development consent includes seven green bridges: three south of the River Thames and four to the north. At the Statutory Consultation in October 2018, the Applicant consulted on five green bridges. North of the river, one green bridge was proposed, carrying Green Lane over the Lower Thames Crossing.</p> <p>As a result of further ecological investigations and feedback received during the Statutory Consultation in October 2018, the Applicant consulted on three more green bridges during the Supplementary Consultation in January 2020. All the newly proposed green bridges were north of the River Thames, carrying Hoford Road, Muckingford Road and North Road over the Lower Thames Crossing. All of the green bridges would include crossing routes for walkers and cyclists, with equestrian</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>access provided as appropriate for the location.</p> <p>More information about how green bridges contribute to ecological connectivity can be found in Environmental Statement (ES) Chapter 8: Terrestrial Biodiversity (Application Document 6.1). The proposed green bridges are secured in the Design Principles (Application Document 7.5).</p> <p>For more information about the proposals to improve facilities for walking, cycling and horse riding, see the Project Design Report (Application Document 7.4). For more information on how the Applicant has designed structures throughout the Project, see also the Project Design Report and the Design Principles. The Structures Plans (Application Document 2.13) shows all new and modified structures along the route, including a plan, elevation and cross section of every structure, and an indication of its height and type. The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>For more information about the environmental impacts and mitigation proposed in this location, see the relevant topic chapters of the Environmental Impact Assessment (EIA) documented in the ES. The landscape impacts of the Project, including its bridges, have been</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>assessed in ES Chapter 7: Landscape and Visual (Application Document 6.1).</p> <p>As part of the Community Impacts Consultation, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7), submitted as part of the application for development consent, forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (DCO) (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft DCO.</p> <p>The Applicant is not considering implementing a permanent bridge for local traffic over the Tilbury Loop railway line. Providing a bridge at this location would present major engineering</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						and cost challenges, and this is outside the scope of the Scheme Objectives. For information about the Scheme Objectives see the Need for the Project (Application Document 7.1).	
NR110	Comments in support of the design of the proposed viaduct across the Mardyke Valley. These consultees support the efforts to mitigate the environmental impact of crossing the floodplain.	-	-	0	3	These comments have been noted.	No
NR111	Comments highlighting the benefit of the northern route, suggesting that it would be beneficial for local communities as any disruption caused by the route would be minimised.	-	-	0	8		No
NR112	Comments expressing concern about the northern route because of its impact on local amenities. These consultees highlight impacts on sites such as the Thames Chase Forest Centre.	-	-	0	8	Local people, communities and community assets have been considered throughout the design and development of the Project. The Applicant has consulted with local people and stakeholders at appropriate stages of the Project's development, with feedback influencing how the impacts on local people and community assets have been mitigated.	No
NR113	Comments opposed to the proposed northern route	-	-	9	66	The proposed alignment of the route avoids population centres, wherever practicable, to	No

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	because of its impact on local amenities. Consultees highlight the impact on sites such as the Thames Chase Forest Centre.					<p>reduce the impacts on homes and properties. To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans (e.g. the Engineering Drawings and Sections (Application Document 2.9)) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>The Applicant's EIA includes an assessment of the impact of the Project on local amenities within the Order Limits and nearby, including community assets, businesses and recreational areas. These assessments are</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>documented in the ES. For more information on the impact of the Project on local amenities within the Order Limits and nearby, including community assets, businesses and recreational areas, see ES Chapter 13: Population and Human Health (Application Document 6.1).</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such as cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>As a result of the Project there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse riding routes; as well as access to new areas of recreational land at Tilbury Fields. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which could have positive and negative mental health outcomes (such as anxiety as a result of increases in noise levels).</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The Applicant consulted on the predicted impacts on local people, including local amenities, during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in particular the information presented in the Ward Impact Summaries (see Appendix S of this report).</p> <p>The assessment of the environmental and health impacts has informed the CoCP, a which sets out the range of controls and mitigation measures that would be used to limit or avoid impacts on local communities and their amenities during the Project's construction.</p> <p>In 2017, the Applicant considered an option to provide a direct link road between the then-proposed Tilbury junction and the Port of Tilbury. A decision was taken not to include the Tilbury link road as part of the application for development consent for the Project following finalisation of the Project's transport model and rationalisation of the A13/A1089/A122 Lower Thames Crossing junction design because it was not considered necessary to achieve the transport Scheme Objectives of the Project (see the Need for the Project, Application Document 7.1)).</p> <p>The updated A13/A1089/A122 Lower Thames Crossing junction provided a net improvement for access from the Tilbury docks area via the A1089. As a result, there was no longer a requirement for the Tilbury link road to relieve</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the congested Dartford Crossing and approach roads and improve their performance by providing free-flowing north-south capacity (transport Scheme Objective).</p> <p>For more information about the Tilbury Link Road, see the Project Design Report (Application Document 7.4).</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant has amended the operational access arrangements in the Tilbury area to provide permanent operational and emergency service vehicles access to this section of the Project. This change also includes the provision of a bridge over the Project for operational and emergency access. These design changes would not preclude construction of a junction at Tilbury connecting the Project to the wider road network, should this be pursued later. More information about the construction access routes can be found in outline Traffic Management Plan for Construction (Application Document 7.14) and the Temporary Works Plans (Application Document 2.17), while information about operational access routes can be found in the General Arrangements (Application Document 2.5).</p> <p>After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities.</p> <p>If the Project is granted development consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the SRN. Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time – for example, commenting on what facilities should be provided.</p> <p>More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p> <p>The proposed A122 Lower Thames Crossing/M25 junction would have an impact on the Thames Chase Forest Centre, and the Applicant has engaged with Forestry England to develop the plans to reduce these impacts. Proposals include the provision of replacement land to the north and the south to compensate</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>for the loss within the Thames Chase Forest Centre, as well as upgrades and improvements to the walking, cycling and horse riding routes in the area. As part of the Community Impacts Consultation in July 2021, the Applicant consulted on proposals for a reduced amount of replacement open space land, removing a previously proposed area of land on the eastern side of the M25. Now, all the proposed replacement land would be on the western side of the M25. The replacement land covers approximately 15.6ha compared with about 14.5ha which is proposed to be acquired or be subject to rights. Further information about the Thames Chase Forest Centre compensation land can be found the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7). The Applicant consulted on a draft oLEMP during the Community Impacts Consultation. More information about the Community Impacts Consultation can be found in Chapter 8 of this report.</p> <p>As set out as part of the Design Refinement Consultation in July 2020, the Applicant has proposed a new footbridge spanning the A127 close to junction 29 of the M25, which would improve the connection between the western and eastern sections of the Thames Chase Forest Centre. More information about the Design Refinement Consultation is provided in Chapter 7 of this report.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						For more information about the proposals affecting Thames Chase Forest Centre, see the Project Design Report. For information about the Project's land use, see the Land Plans (Application Document 2.2) and the Special Category Land Plans (Application Document 2.4). Information about why the Project requires land, permanently or temporarily, is set out in the Statement of Reasons (Application Document 4.1).	
NR114	General comments highlighting the benefits of the proposed northern route to local communities.	-	-	0	11	These comments have been noted.	No
NR115	General comments in support of the proposed northern route, saying that it would improve local communities.	-	Essex County Council	2	121		No
NR116	General comments expressing concern about the northern route because of the expected impact on local communities.	-	Medway Council, Kent County Council	7	147	In selecting Route 3 as its recommended northern route for the Project following the Statutory Consultation in October 2018 (which is the route north of the River Thames for which the Applicant is seeking development consent), the Applicant explained that, of the shortlisted options that had been considered, it provided the best balance between minimising community and environmental impacts, combined with better transport and economic	No
NR117	General comments opposed to the northern route because of the expected impact on local communities.	-	-	57	745		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NR118	Comments opposed to the proposed northern route because of concerns it would divide communities and sever local access.	Shorne Parish Council	Thurrock Council	10	107	<p>benefits. A commitment was also made at that time to carry out further work to understand how best to minimise impacts on communities and the environment. For more information on the decision to select Route 3 and the reasons why, refer to the Applicant's 2017 Response to Consultation document, which was included in the Statutory Consultation materials (see Appendix M of this report).</p> <p>At appropriate phases of development, the Applicant has engaged extensively with stakeholders and carried out assessments and surveys to develop the understanding of the local environment and communities. The feedback received has informed the development of the northern route, as well as the development of the proposals to mitigate its impacts. The northern route, including the carriageways and its junctions, have been designed to minimise its height and footprint, while still providing the necessary connectivity, capacity and safety for road users.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>ES Chapter 13: Population and Human Health (Application Document 6.1), assesses the impact of the northern route on local people and communities, and includes information about any proposed mitigation in each area. For example, noise barriers are proposed along some sections of the northern route, such as the Mardyke Viaduct. These barriers would reduce the impact of noise during the operation of the Project on properties and populations near the route.</p> <p>ES Chapter 13 includes information about how mitigation has been embedded within the Project's design and other steps that would be taken to mitigate the impacts on local communities. For example, in some cases</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>where the Applicant is proposing to acquire areas of existing special category land – such as at the Ron Evans Memorial Field, Tilbury Green Common, Thames Chase Forest Centre and Folkes Lane Woodland – then the proposals include replacement land which is no less advantageous and of at least the same size as the land to be acquired.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant consulted on the predicted impacts on local people during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in the Ward Impact Summaries (see Appendix S of this report). Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>During construction, there would need to be temporary severance of public highways and</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Public Rights of Way (PRoWs), but the Applicant would minimise these wherever practicable. The Applicant's appointed Contractors would carry out a communications programme to ensure that planned disruptions are publicised at the appropriate time. The Applicant consulted on an outline Traffic Management Plan for Construction, which set out proposed diversion routes and traffic management measures, during the Community Impacts Consultation in July 2021. For information about the responses to those proposals and how the Applicant has had regard to those, see Section 14.4 of this report.</p> <p>The Project has sought to reduce severance of roads and PRoWs once the Project is operational. All roads crossing the Lower Thames Crossing would be maintained, with the exception of Hornsby Lane, which would require a section near the new route to be permanently closed. This closure would avoid having to move some overhead lines closer to properties in Chadwell St Mary. Alternative routes to Hornsby Lane would be available via the A1013 and Heath Road. For information regarding other permanent stoppings-up of roads and PRoWs that do not cross the Lower Thames Crossing, see Schedule 4 of the draft DCO and the Rights of Way and Access Plans (Application Document 2.7).</p> <p>Once the Project is operational, connectivity along all existing walking, cycling and horse</p>	

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						<p>riding routes in the vicinity of the Project would be maintained, either following their existing route or being diverted to maintain the quality of the route. The Project includes proposals to maintain, upgrade and improve the network of walking, cycling and horse riding routes in the area. These routes include two new pedestrian-cycling and horse riding bridges over the A127 to maintain connectivity for the route parallel to the A127, as well as a new walking, cycling and horse riding bridge over the M25 to improve connectivity for the southern section of Thames Chase Forest Centre.</p> <p>The Applicant also proposed an upgrade to the previously proposed A127 walking-cycling bridge east of junction 29, so it could also accommodate horse riders and would include a link to bridleway BR183. This means horse riders would no longer be dependent on the existing vehicle bridge across the A127, which is shared with motor traffic, including Heavy Goods Vehicles. The Applicant would be required to deliver this new bridge for walking, cycling and horse riding, unless alternative facilities for walking, cycling and horse riding are constructed and open for use. These commitments are set out in the Design Principles (Application Document 7.5). Under Requirement 3 of the draft Development Consent Order (Application Document 3.1), the Applicant would be required to carry out the</p>	

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						<p>authorised development in accordance with the Design Principles.</p> <p>The proposals include seven green bridges, with five over the Lower Thames Crossing and two over the A2/M2. All of the green bridges would include crossing routes for walkers and cyclists, with equestrian access provided as appropriate for the location. The proposals also include a new walking, cycling and horse riding bridge over the M25, providing a new east-west connection for the southern part of Thames Chase Forest Centre.</p>	
NR119	Comments expressing concern about the connectivity provided by the proposed northern route. Consultees criticise what they say is limited local access, leading to disruption of local roads.	Office of the Police and Crime Commissioner for Essex	Essex County Council, Southend-on-Sea City Council	3	48	<p>The Project would include junctions with key parts of the strategic road network (SRN) north of the River Thames, namely the A13, A1089 and M25. It would also provide connections to a limited number of local roads via the junctions at Orsett Cock and Gravesend East.</p> <p>The Scheme Objectives agreed between the Applicant and the Department for Transport require the Project to relieve the congested Dartford Crossing and approach roads. The Project is also required to improve the resilience of the River Thames crossings and the SRN. As described in the Need for the Project (Application Document 7.1), the Applicant has thoroughly assessed and, where appropriate, carried out consultations on where junctions should be situated and the connections they should provide. More information on the route options considered</p>	No
NR120	Comments opposed to the connectivity provided by the proposed northern route. Consultees criticise what they consider to be the limited local access.	-	-	7	78	<p>The Project would include junctions with key parts of the strategic road network (SRN) north of the River Thames, namely the A13, A1089 and M25. It would also provide connections to a limited number of local roads via the junctions at Orsett Cock and Gravesend East.</p> <p>The Scheme Objectives agreed between the Applicant and the Department for Transport require the Project to relieve the congested Dartford Crossing and approach roads. The Project is also required to improve the resilience of the River Thames crossings and the SRN. As described in the Need for the Project (Application Document 7.1), the Applicant has thoroughly assessed and, where appropriate, carried out consultations on where junctions should be situated and the connections they should provide. More information on the route options considered</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>can be found in Planning Statement (Application Document 7.2).</p> <p>The desire to provide more local connections to and from the Project has to be balanced against the need to ensure free-flowing connections with the SRN, as well as safety for all road users. It also has to be balanced against the potential for increased traffic on local roads that could arise if local connections are provided, as well as increased environmental effects associated with building larger and higher junctions capable of accommodating multiple traffic movements.</p> <p>In 2017, the Applicant considered an option to provide a direct link road between the then-proposed Tilbury junction and the Port of Tilbury. However, this link was discounted because traffic modelling highlighted a number of drawbacks to the potential design at Tilbury and the A13, including unnecessary delays to freight journeys and significant impacts on local roads. Following the decision not to provide a roadside service facility or new maintenance depot, the Tilbury junction was also removed from the design. The design of the Project at this location would not preclude construction of a junction at Tilbury should this be pursued at a later time.</p> <p>For more information about the Tilbury Link Road, the roadside service facility and the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Tilbury junction, see the Project Design Report (Application Document 7.4).</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant has amended the operational access arrangements in the Tilbury area to provide permanent operational and emergency service vehicles access to this section of the Project. This change also includes the provision of a bridge over the Project for operational and emergency access. These design changes would not preclude construction of a junction at Tilbury connecting the Lower Thames Crossing to the wider road network, should this be pursued later. More information about the construction access routes can be found in the outline Traffic Management Plan for Construction (Application Document 7.14) and the Temporary Works Plans (Application Document 2.17), while information about operational access routes can be found in the General Arrangements (Application Document 2.5).</p> <p>Where direct local connections are not provided, it is possible to connect to the Project by first joining roads on the SRN that are served by the proposed junctions. This is the case for the population centres in Thurrock and Gravesend.</p> <p>For more about the design principles in relation to the northern route and junctions, see the Design Principles (Applications Document 7.5).</p>	

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						The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021. For more information about the traffic modelling, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7).	
NR121	Comments in support of the northern route on the grounds that it would support regional growth strategies and provide opportunities for residential developments.	-	Braintree District Council	0	10	These comments have been noted.	No
NR122	Comments highlighting the benefits of the proposed northern route on the grounds that it would have minimal impact on housing.	-	-	1	5		No
NR123	Comments in support of the proposed northern route, saying that it would have a low impact on local people because the route has been designed to avoid population centres.	-	-	0	341		No
NR124	Comments highlighting the benefits of the proposed northern route because of efforts to minimise noise	-	-	0	2		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	and vibration. They approve of the route because noise would be reduced at Dartford because of the lower levels of congestion.						
NR125	Comments in support of the northern route because of efforts to minimise noise and vibration. Some consultees suggest that these impacts would also be reduced at the Dartford Crossing.	-	-	0	16		No
NR126	Comments expressing concern about the noise and vibration that the proposed northern route would generate.	-	-	4	54	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction	Yes
NR127	Comments opposed to the noise and vibration that the proposed northern route would generate.	-	-	42	247		Yes
NR128	Suggestions for reducing the noise pollution generated by the northern route, including the use of embankments and sound barriers.	-	-	15	59		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>ES Chapter 12: Noise and Vibration (Application Document 6.1) assesses the potential impacts of noise and vibration on the area. The ES includes an assessment of the impact of construction traffic and the works, as well as the operational impact of the Project, as well as the mitigation proposed to address these impacts. For further information on the noise policies that apply to the Project, see Appendix 12.1: Noise and Vibration Legislation and Policy (Application Document 6.3).</p> <p>Noise mitigation has been considered during the design of the route, with the proposed route designed at the lowest practicable height in the surrounding landscape, which includes the use of cuttings and false cuttings. Low-noise surfacing would be specified where appropriate. This is secured by the Design Principles (Application Document 7.5). For more information about the proposed noise mitigation measures, including a map showing locations where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>(Application Document 6.2. Where the noise assessments indicate that additional noise mitigation is needed, the Applicant has included provision for noise barriers at specific points alongside the carriageway and consulted on the locations of noise barriers as part of the Design Refinement Consultation in July 2020. More information about that consultation is provided in Chapter 7 of this report.</p> <p>The locations were selected after analysis of the predicted traffic noise that would be generated by the Project when in operation and consideration of sensitive receptors such as properties and population centres.</p> <p>During construction, good practice measures would be implemented, such as closed-board fencing installed around the construction compounds, the use of low-noise equipment, and the locating of noisy activities as far away from key local buildings as possible. Appropriate noise and vibration limits would be monitored and adjusted to ensure ongoing effectiveness.</p> <p>There is the potential for some significant noise and vibration impacts in some locations during the construction phase as a result of construction traffic and onsite activities. Construction noise would, however, be mitigated using good practice measures set out in the CoCP and the REAC.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>For more information about the proposed noise barriers, see ES Chapter 12, the Environmental Masterplan and the Design Principles. The Environmental Masterplan is secured through Schedule 2 Requirement 5 of the draft DCO. Compliance with the Design</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Principles is secured by Requirement 3 of the draft DCO.  Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.	
NR129	Comments opposed to the proposed northern route, saying that it would not provide economic benefits. Consultee comments include those saying that the Project would impact the Brentwood Enterprise Park development.	-	Brentwood Borough Council, Thurrock Council	3	34	Costs of construction and operation are considered at every part of the design process. All parts of the Project, including links and structures, have been designed to be cost efficient and the Project carries out periodic reviews to ensure that costs are controlled. The budget is also subject to close scrutiny by the Department for Transport, whose objectives include that the Lower Thames Crossing be affordable to government and users, and to achieve value for money. In assessing the three shortlisted options for a northern route, the Non-Statutory Consultation in January 2016 assessed their relative costs, benefits, benefit-cost ratios (BCRs) and value for money. The Pre-Consultation Scheme Assessment Report (Highways England, 2016a) produced to inform the Non-Statutory Consultation reported that Route 3 had the highest BCR, would provide the shortest route, the greatest improvement to journey times and would have the lowest environmental impact of	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the three options. Of the options presented at the Route Consultation, Route 3 also proved to be the most popular.</p> <p>The Project would boost local, regional and national economies, improving journey times, while also cutting congestion at the Dartford Crossing and its approach roads. The improved connectivity would boost the productivity of local businesses by making it easier for them to interact with customers and suppliers and to retain and attract workers. These business benefits would boost employment and economic growth, providing long-term benefits for businesses.</p> <p>The Applicant proposed an upgrade to the previously proposed A127 walking-cycling bridge east of junction 29, so it could also accommodate horse riders and would include a link to bridleway BR183. This means horse riders would no longer be dependent on the existing vehicle bridge across the A127, which is shared with motor traffic, including Heavy Goods Vehicles. The Applicant would be required to deliver this new bridge for walking, cycling and horse riding, unless alternative facilities for walking, cycling and horse riding are constructed and open for use. These commitments are set out in the Design Principles (Application Document 7.5). Under Requirement 3 of the draft Development Consent Order (Application Document 3.1), the Applicant would be required to carry out the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>authorised development in accordance with the Design Principles. The Applicant is actively engaging with the developer to finalise legal agreements regarding these interfaces to ensure the construction of Brentwood Enterprise Park can proceed with minimal disruption if and when planning permission for the development is granted.</p> <p>The diversion of a high-pressure gas pipeline south-east of M25 junction 29 is no longer needed, reducing the works near Brentwood Enterprise Park and therefore reducing the impact on future development in this location, in line with consultation feedback. Permanent access rights would be required from Warley Street for UK Power Networks, although it is expected access would be infrequent.</p> <p>More information about engagement with Brentwood Enterprise Park and other major developments in the vicinity of the Project can be found in the Interrelationships with Other Nationally Significant Infrastructure Projects and Major Development Schemes document (Application Document 7.17).</p> <p>More information about the costs and the benefits of the Project can be found in the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>more information about the appraisal methods and results.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>Further information about how the impacts on local businesses have been assessed, and the proposed mitigation, can be found in ES Chapter 13: Population and Human Health</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>(Application Document 6.1). This chapter also provides more information about the impacts on Brentwood Enterprise Park.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>As part of the EIA process, a CoCP has been prepared. The CoCP sets out general and topic-specific principles and requirements for the control, mitigation and monitoring of potential construction impacts.</p> <p>Requirement 4 in the Schedule 2 Requirements of the draft DCO stipulates that an Environmental Management Plan (EMP2), which is substantially in accordance with the CoCP, must be submitted to and approved by the Secretary of State for each part of the authorised development.</p> <p>Under Requirement 4, the EMP2 would also need to reflect the mitigation measures set out in the REAC. The REAC lists all actions and commitments that would be carried out to mitigate the identified impacts of construction,</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						including on noise and vibration, air quality, landscape and visual impacts, and Public Rights of Way. These control, mitigation and monitoring measures have been incorporated in the assessments of impacts for all environmental topics presented in the ES.	
NR130	Comments in support of the northern route on account of specific economic benefits it could provide, including examples such as reduced commuting expenses and increased productivity due to the alleviation of congestion.	-	Basildon Borough Council, Essex County Council	0	24	These comments have been noted.	No
NR131	Suggestion that the proposed northern route should include a hard shoulder, with some consultees asking how safety would be maintained without one.	-	-	0	5	The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design, including design features to encourage safe lane changes and adequate capacity for forecast traffic levels, including the predicted volume of Heavy Goods Vehicles. The radii of link roads and the length of slip	No
NR132	Suggestions on how the northern route should be policed or managed in a case of an incident.	Office of the Police and Crime Commissioner for Essex	-	0	3		No
NR133	Comments expressing concern about the proposed northern route. Consultees	Essex County Fire and Rescue	Thurrock Council	0	22		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	raised many concerns that they say could impact safety including the complexity of junctions, the number of Heavy Goods Vehicles (HGVs) on the route, fog from the River Thames and sharp bends on the route. They also mentioned the need for access for emergency services.	Service, Office of the Police and Crime Commissioner for Essex				roads would be determined according to the appropriate safety standards. At some junction link roads, advisory speed limit signs would be installed to encourage responsible driving.  The route would be designed as an all-purpose trunk road using traffic management and safety systems, meaning it would not have a hard shoulder. Instead, all of the carriageway would be dedicated to keeping traffic flowing.  New road technology has helped the UK road network handle a 23% rise in traffic since 2000, reducing congestion and the environmental impacts of widening existing roads or building new ones with more lanes.	
NR134	Comments opposed the proposed northern route, saying that it would be unsafe, with concerns about sharp bends at junctions, and junctions being too busy to handle the volume of traffic. Some consultees raised concerns over the potential for unexploded bombs in the river or countryside.	-	-	2	44	As well as radar vehicle detection, the Project would include emergency areas, along with signage that advises motorists of variable mandatory speed limits, lane closures and incidents.  In the event of a major incident where one carriageway became completely blocked, emergency vehicles could access incidents via the opposite carriageway. In the case of one tunnel being blocked, emergency services personnel could access incidents using the other tunnel and the pedestrian cross-passages that connect the two tunnels at regular intervals.	No
NR135	Suggestions for precautions that should be taken to ensure the safety of users of the proposed northern route.	-	-	0	3	The Applicant has worked closely with emergency services in designing the route. In response to feedback received during the	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Statutory Consultation in October 2018, the Applicant has provided additional direct access points so emergency vehicles would be able to access the Project and the A1089 more quickly from the local road network. The Applicant would continue to work closely with the police and other emergency services to ensure that the roads are safe and are equipped to deal with threats, such as terrorism.</p> <p>The Applicant has worked with the Met Office to understand the above-average incidence of fog in the vicinity of the route. The proposals for the Project already include technology that allows variable mandatory speed limits to be set, meaning speeds could be restricted during bad weather. The Applicant is also investigating weather-monitoring technology to provide additional warnings and minimise potential impacts on road users.</p> <p>For more information about the design of the route, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>To protect the safety of Project personnel and the public, detailed assessments have been carried out as part of the Environmental Impact Assessment, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 10:</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Geology and Soils (Application Document 6.1), documents the findings with regards to potential underground hazards such as unexploded ordnance, bomb craters and deneholes. The ES explains how potential impacts from these hazards would be mitigated. ES Appendix 6.7: Geophysical Survey Report (Application Document 6.3) presents the results of the geophysical surveys, while ES Appendix 10.10: UXO Desk Study & Risk Assessment (Application Document 6.3) provides additional assessments of the risk from unexploded ordnance.	
NR136	A comment opposed to the proposed northern route due to concerns that the roadside service facility at Tilbury would increase opportunities for crime.	-	-	1	0	<p>After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities.</p> <p>If the Project is granted development consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the SRN. Any future</p>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time – for example, commenting on what facilities should be provided and how best the facilities should be designed to minimise crime.</p> <p>More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p>	
NR137	Comments expressing concern about increased pollution or deteriorating air quality associated with the northern route. These consultees suggest that the route would draw traffic to the area and contribute to excessive pollution, or that slow-moving traffic would emit greater volumes of pollutants.	-	-	6	56	<p>The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant</p>	No
NR138	Comments opposed to increased pollution or deteriorating air quality associated with the northern route. These	-	-	60	775		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	consultees suggest that the route would draw traffic to the area and contribute to excessive pollution, or that slow-moving traffic would emit greater volumes of pollutants.					plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).  ES Chapter 5: Air Quality (Application Document 6.1), includes an assessment of the predicted changes to local air quality as a result of the Project, assesses impacts during construction and operation, and sets out mitigation where this is considered appropriate.  The construction phase is likely to affect air quality as a result of dust emissions from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.  The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC	
NR139	Comments expressing concern about the impact of the proposed northern route on schools and children, saying that the road passes too close to local schools and would expose pupils to excessive pollution.	-	-	0	2		No
NR140	Comments opposed to the impact of the proposed northern route on schools and children, saying that the road passes too close to local schools and would expose pupils to excessive pollution.	-	-	7	55		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigations in place, the air quality impacts of the Project in relation to human health during construction are not expected to be significant.</p> <p>The CoCP and the REAC are legally secured in the DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>(EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. The operation of the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains where the air quality modelling was carried out and why. The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project.</p> <p>Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and Design Manual for Roads and Bridges LA 105 standards (Highways England, 2019b).</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Given that there are no significant adverse impacts on air quality in relation to human health from the Project during operation, then no mitigation for air quality effects is required.</p> <p>While the Project does result in additional vehicle mileage being travelled, this is largely as a result of longer trips – particularly those across the River Thames. The number of new trips predicted as a result of the Project is relatively low.</p> <p>For more information about the predicted impacts across the road network, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8) and the Transport Assessment (Application Document 7.9).</p>	
NR141	Comments in support of the northern route because of its anticipated positive impact on pollution or air quality along this section. These consultees feel that improved traffic flow would lead to a reduction in pollution.	-	-	0	13	These comments have been noted.	No
NR142	Comments in support of the proposed northern route, which consultees say would have a beneficial impact on congestion, both locally and at the Dartford Crossing.	-	Chelmsford City Council	0	649		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NR143	A comment expressing concern about the proposed northern route on the grounds that it would impact on regional growth strategies and limit opportunities for residential developments.	-	Thurrock Council	0	0	<p>The Applicant has worked closely with local authorities throughout the development of the Project to understand their future aspirations for housing growth. Wherever practicable, this has been taken into account in the design of the Project and mitigation measures have been included to reduce the impact.</p> <p>With regards to economic benefits to the area, the Project aligns with the South East Local Enterprise Partnership (SELEP) strategy for tackling housing shortages, encouraging infrastructure and improving workforce skills to increase productivity and regional economic growth. The majority of the Project's economic, social and environmental benefits accrue from trips that begin and/or end in local authorities within the SELEP area. SELEP local authorities north of the River Thames are forecast to receive substantial transport user benefits, which are mainly journey-time savings and productivity benefits. For more information, see the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table Report within the EAP provides a summary of the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal results, as well as benefits for SELEP local authorities north and south of the river.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NR144	Comments expressing concern about the proposed northern route, saying it would impact on properties. Consultees object to the demolition of houses or the potential impact on house prices.	-	Southend-on-Sea City Council	5	50	<p>The Applicant has sought to minimise the land impacted or required for the Project, while ensuring that there is sufficient land to build and operate the road.</p> <p>Of the shortlisted options for a northern route that were included in the 2016 consultation on route options, Route 3 (which was subsequently chosen and is the proposed northern route alignment for which development consent is sought), was the shortest and most direct.</p>	Yes
NR145	Comments opposed to the proposed northern route, saying that it would impact on properties. Consultees object to the demolition of houses or the potential impact on house prices.	-	Thurrock Council	37	210	<p>The configuration of each of the proposed junctions north of the River Thames is constrained by existing roads, properties and amenities. The proposed A13/A1089/A122 Lower Thames Crossing junction is the most complex of the proposed junctions, and its design is highly constrained by existing roads and properties. One of the key movements that this junction must provide is from the Project southbound to the A13 eastbound, which would help relieve congestion at M25 junction 30. The alignment of this link road has been assessed and adjusted to minimise its impacts, but due to the proximity of existing roads and properties, the design presented at the Statutory Consultation in October 2018 required 20 residential properties north of the River Thames needed to be demolished to accommodate the required footprint of the junction. Since the Statutory Consultation, the number of residential properties that would</p>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>require demolition north of the River Thames has increased from 20 to 26.</p> <p>The proposed A122 Lower Thames Crossing/M25 junction would require the demolition of 10 residential properties while the proposed A13/A1089/A122 Lower Thames Crossing junction would require the demolition of 16 residential properties.</p> <p>Between Statutory Consultation in October 2021 and the Community Impacts Consultation in July 2021, the number of residential properties north of the River Thames (excluding properties affected by the re-stringing of existing overhead power lines) in the Order Limits reduced from 68 to 58 and the number of residential properties north of the Thames affected by overhead power lines reduced from 95 to 46. The number of residential properties north of the river that would require demolition rose from 20 to 26.</p> <p>Following the Local Refinement Consultation in May 2022 and as a result of further engagement with the relevant utility company, the proposed works to realign overhead power lines over Linford are no longer needed to deliver the Project. As a result, 46 residential properties that would have been affected by re-stringing these power lines would no longer be affected by these works and 2ha of land has been removed from the Order Limits.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Since the Preferred Route Announcement in 2017, owner-occupiers of residential properties within the Order Limits have been able to ask the Applicant to purchase their properties by serving a Blight Notice under the Town and Country Planning Act 1990 (as amended). The Applicant has received a number of Blight Notices and is processing these. More information about the blight process can be found in the booklet Your Property and Blight (National Highways, 2022d).</p> <p>Persons with an interest in land who would be affected by the land acquisition powers contained within the application for development consent, would be entitled to make a claim for compensation.</p> <p>Each claim for compensation would be considered on its own merits, in line with the Code.</p> <p>Further information about the compensation offered to those affected by the Project can be found in Compulsory Purchase and Compensation: Guide 2 – Compensation to Business Owners and Occupiers and Guide 4 – Compensation to Residential Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a; 2021c). These include information about compensation for when the value of a property has been affected by the Project.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>An Environmental Impact Assessment (EIA) has been carried out to assess the impacts of the Project on local communities, including the demolition of properties where this is required. These assessments are documented in ES Chapter 13: Population and Human Health (Application Document 6.1). Properties subject to demolition north of the River Thames are set out in the ES, along with an assessment of the impact.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has engaged with people with an interest in land within the Order Limits and previous versions of the development boundary. This included writing to them at each stage of the consultation process. Each person with an interest in land listed in the Book of Reference (Application Document 4.2) has been provided at least the statutory minimum (as defined by section 45 of the Planning Act 2008) of 28 days to consider and provide comments on the consultation</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>proposals. This has included individual landowners as well as the owners of businesses. This is described in Chapter 5 of this report.</p> <p>The Applicant has set out the land needed for the Project in the Land Plans (Application Document 2.2) and explained why rights or interests over each plot of land are required in the Statement of Reasons (Application Document 4.1).</p>	
NR146	Comments in support of the northern route on the grounds that it would have the least impact on housing.	-	-	0	32	These comments have been noted.	No
NR147	Comments in support of the northern route due to the anticipated reduction in journey times.	-	-	1	70		No
NR148	Comments in support of the northern route because of the anticipated enhanced resilience it would offer, saying that it would present more options should one of the existing crossings or routes be closed.	-	London Borough of Havering	0	42		No
NR149	General comments in support of the location of	-	-	1	76		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	the proposed northern route.						
NR150	General comments highlighting the benefits of the proposed northern route to the environment.	-	-	0	2		No
NR151	Comments in support of the proposed northern route due to its positive impact on the safety of the road network, saying that it would encourage safer driving in the area.	-	-	0	11		No



## Issues raised in response to open Question 4b

- 11.4.47 Table 11.11 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q4b in the consultation response form, which was as follows:
- 11.4.48 Q4b: Please let us know the reasons for your response to Q4a and any other views you have on the relationship between the Lower Thames Crossing and the existing road network south of the crossing, including new bridges, underpasses and diversions.
- 11.4.49 For reference, the closed Question 4a referred to in Q4b above was as follows:
- 11.4.50 *Q4a: Do you support or oppose the proposed junction between the Lower Thames Crossing and the M2/A2?*
- 11.4.51 The issues raised that relate to connections south of the River Thames are summarised in Table 11.11 below. Where issues were raised in response to Q4b that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 11.4.52 The Applicant has fully considered all of the responses received, Table 11.11 explains how the Applicant has had regard to those issues raised and the Applicant's response is presented in the penultimate column of the table. The final column of the table identifies where the Applicant has made a change to the Project in line with the issues raised during this consultation.
- 11.4.53 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to them with a combined response.

## Information presented in Table 11.11

- 11.4.54 The information presented in Table 11.11 is the following:
- 'Code' is a unique code assigned to each issue for reference purposes.
  - 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q4b or to another question in the response form but covering similar topics.
  - 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.
  - 's42(1)(d)' states how many respondents with a land interest raised that issue.
  - 's47 & s48' states how many members of the public raised that issue.

- g. 'The Applicant's response' presents the Applicant's response to the issue(s) raised and explains how the Applicant has had regard to the issue(s).
- h. 'Project change' states whether the issue(s) raised resulted in a change to the Project.
  - i. 'Yes' indicates that changes to the Project proposals have been made since Statutory Consultation in line with the issue(s) raised. Some changes have been made as a result of environmental or other assessments, as well as through consideration of consultation responses.
  - ii. 'No' indicates that the suggestions or requests did not result in a change to the Project proposals.

### **Summary of issues raised relating to connections south of the River Thames and the Applicant's responses**

11.4.55 Table 11.11 below summarises the issues raised relating to connections south of the River Thames and the Applicant's responses to those issues raised.

**Table 11.11 Summary of issues raised relating to connections south of the River Thames and the Applicant's responses**

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SC1	Requests for more information about the proposed M2/A2/A122 Lower Thames Crossing junction.	-	-	0	17	<p>During the Statutory Consultation in October 2018, the Applicant made a significant amount of information available about the proposals, including the proposals for the M2/A2/A122 Lower Thames Crossing junction, which included non-technical summaries, videos, maps, diagrams, as well as technical reports, engineering, land use and general arrangement maps.</p> <p>In addition, Project staff attended consultation events where the public could ask them questions about the proposals. A significant amount of information and material was made available so that consultees could make an informed opinion about the proposals.</p> <p>In January 2020, the Applicant carried out a Supplementary Consultation on changes introduced as a result of the feedback received during the Statutory Consultation in October 2018, including changes to the proposed M2/A2/A122 Lower Thames Crossing junction.</p> <p>The design of the proposed M2/A2/A122 Lower Thames Crossing junction was updated following feedback received during the Statutory Consultation, and now provides improved access for motorists travelling eastwards along the A2/M2 from Gravesend. The Applicant consulted on this improved</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>design during the Supplementary Consultation in January 2020. See Chapter 6 of this report for more information about Supplementary Consultation.</p> <p>After the Supplementary Consultation in January 2020, the Applicant updated the proposals for woodland planting, utility works and noise barriers in the area around the proposed M2/A2/A122 Lower Thames Crossing junction. The Applicant consulted on these during the Design Refinement Consultation in July 2020. For more information, see Chapter 7 of this report.</p> <p>In July 2021, the Applicant carried out a Community Impacts Consultation on construction and operational impacts, changes to the Project since the Design Refinement Consultation in July 2020 and how responses received at earlier consultations have informed the development of the Project. See Chapter 8 of this report for more information about the Community Impacts Consultation in July 2021.</p>	
SC2	General comments opposed to the proposed M2/A2/A122 Lower Thames Crossing junction.	-	Gravesham Borough Council	4	89	The Project and its junctions have been developed in line with the Scheme Objectives, which were agreed with the Department for Transport. These objectives were presented in the Case for the Project during the Statutory Consultation in October 2018 and are set out in the Need for the Project (Application Document 7.1). Options	No
SC3	Comments in which support for the proposed junction is conditional on something else being achieved, such	-	-	1	30		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	as sufficient mitigation measures.					<p>for the southern section of the Project were considered as part of the appraisal that preceded and informed the Non-Statutory Consultation in January 2016. The Applicant developed plans for the Eastern Southern Link (ESL) and the Western Southern Link (WSL), each connecting to the A2/M2. As explained in the consultation booklet produced for the Non-Statutory Consultation, the ESL was the Applicant's recommended option, on the basis that it would provide the more direct route, greater improvements to journey times and would connect directly to the M2. It was acknowledged that this option would have significant implications for the local community.</p> <p>Having considered responses to the consultation and further assessed the two options, the Applicant changed its recommendation to the WSL. The environmental and community impacts of the ESL were deemed to be unacceptable and modifications to the plans for the WSL could enable a 70mph route to be achieved. The WSL formed part of the route that was announced by the Secretary of State in the Preferred Route Announcement of 2017. Further commentary on the assessment and selection of alternatives can be found in ES Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1) and Chapter 4: Project Evolution and Alternatives,</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>of the Planning Statement (Application Document 7.2).</p> <p>In choosing the location of the junctions and their design, the Applicant has aimed to provide the necessary connectivity to relieve congestion at the Dartford Crossing, support sustainable local development and regional economic growth, improve road safety, and minimise the impacts of the Project on health and the environment. Underpinning all these requirements is a need to control costs and provide value for money.</p> <p>The design of the proposed M2/A2/A122 Lower Thames Crossing junction was updated following feedback received during the Statutory Consultation in October 2018, and now provides improved access for motorists travelling eastwards along the A2/M2 from Gravesend. The Applicant consulted on this improved design during the Supplementary Consultation in January 2020.</p> <p>Consultation on additional Project changes, including measures designed to mitigate the impact of the proposed M2/A2/A122 Lower Thames Crossing junction, was carried out during the Design Refinement Consultation in July 2020 and the Community Impacts Consultation in July 2021.</p> <p>For more information about the consultation and engagement during the development of the Project to date, see Chapters 1 to 9 of this</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						report. Descriptions and links to consultation materials are provided in Appendices M to T. The Applicant has assessed the proposals for the M2/A2/A122 Lower Thames Crossing junction against environmental factors such as landscape, biodiversity and noise. Information about the assessments of the environmental impacts and proposed mitigation are set out in the relevant topic chapters of the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). A summary of all the findings is presented in ES Chapter 17: Summary (Application Document 6.1). For information about the mitigation proposed around the proposed M2/A2/A122 Lower Thames Crossing junction, see ES Figure 2.4: Environmental Masterplan (Application Document 6.2), secured through Schedule 2 Requirement 5 of the draft Development Consent Order (Application Document 3.1).	
SC4	General comments expressing concern about the proposed M2/A2/A122 Lower Thames Crossing junction because of environmental concerns.	-	-	1	29	All of the Project's junctions have been designed to minimise their environmental impacts, while still fulfilling the Project requirements, as agreed between the Applicant and the Department for Transport. Each junction has been designed to minimise its height and footprint as far reasonably possible, while still providing the necessary capacity, safety and connectivity to the strategic road network.	No
SC5	General comments opposed to the proposed M2/A2/A122 Lower Thames	Shorne Parish Council	Gravesham Borough Council	3	606		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	Crossing junction because of environmental concerns.					<p>The Applicant has assessed the proposals for the M2/A2/A122 Lower Thames Crossing junction as part of the Environmental Impact Assessment (EIA) to understand its impacts on environmental factors such as landscape, biodiversity and noise, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation which is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as additional commitments within ES Appendix 2.2: Code of Construction Practice (CoCP) and the Register of Environmental Actions and Commitments (REAC) (Application Document 6.3).</p> <p>Draft versions of the CoCP and REAC were included in the material provided published for the Community Impacts Consultation. Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has acted on had regard to them.</p> <p>In January 2020, as part of the Supplementary Consultation, the Applicant consulted on an improved design for the proposed M2/A2/A122 Lower Thames Crossing junction. The new junction design</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>would require the removal of some ancient woodland from Claylane Wood to provide safe accessibility for strategic and local traffic. To offset this loss, new areas of woodland would be planted in the area. For more information, see Chapter 6 of this report.</p> <p>Following the Supplementary Consultation in January 2020, the Applicant updated the proposals for woodland planting, utilities and noise barriers in the area around the proposed M2/A2/A122 Lower Thames Crossing junction. The Applicant consulted on these updates during the Design Refinement Consultation in July 2020, which also included an Environmental Impacts Update document. For more information on the consultation, see Chapter 7 of this report.</p> <p>Following the Design Refinement Consultation in July 2020, the Applicant made changes to proposals for utilities and construction activities, which resulted in changes to the Order Limits near the proposed M2/A2/A122 Lower Thames Crossing junction. The Applicant consulted on these changes during the Community Impacts Consultation in July 2021, which also included updated information about impacts during construction and operations in the Ward Impact Summaries (see Appendix S of this report). For more information, see Chapter 8 of this report.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SC6	Comments expressing concern about the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it would disrupt local communities. Comments included those concerned about the impact on local traffic during construction, such as the roads from Medway's towns towards London.	-	-	0	71	Local people and communities have been considered throughout the design and development of the Project and consulted at appropriate stages of development. The Applicant would continue to engage with stakeholders during construction to ensure that the impacts of construction activity around the proposed M2/A2/A122 Lower Thames Crossing junction on roads, schools, businesses, Public Rights of Way and community assets can be minimised where practicable. More information about local traffic impacts was provided as part of the Community Impacts Consultation in July 2021 (see Appendix S of this report).	No
SC7	Comments opposed to the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it would disrupt local communities. Comments included those concerned about the impact on local traffic during construction. Some consultees cited other construction projects that had caused disruption in the local area.	-	-	5	86	Since the Statutory Consultation in October 2018, amendments to the Applicant's designs have nearly halved the proposed numbers of Heavy Goods Vehicle (HGV) journeys project-wide during construction. At the Statutory Consultation, the proposed figure was an average of 17,500 HGV journeys a month (where a journey refers to a single HGV movement in or out of the construction area). At the Supplementary Consultation in January 2020, this figure had been reduced to an average of 13,300 HGV journeys per month. The reduction would be achieved by reusing excavated materials for landscaping features around the tunnel portals and other design changes. The Applicant consulted on revised proposals for HGV movements during	Yes
SC8	Comments expressing concern about the proposed M2/A2/A122 Lower Thames Crossing junction based on the grounds that it would disrupt local communities.	Higham Parish Council	-	4	81		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	Locations mentioned included Cobham (including Cobham Hall School), Gravesend, Meopham, Sole Street and Thong.					the Community Impacts Consultation in July 2021 These would mean a further reduction to an average of 10,350 HGV journeys per month Project-wide during the construction phase.	
SC9	Comments opposed to the proposed M2/A2/A122 Lower Thames Crossing junction, on the grounds that it would disrupt local communities. Comments included those saying that they expected the Project to cause additional traffic in local roads.	Shorne Parish Council	-	14	170	Since the Community Impacts Consultation, the Applicant has further refined the designs to update landscaping at various locations around the proposed A13/A1089/A122 Lower Thames Crossing junction and at the proposed A122 Lower Thames Crossing/M25 junction. This would involve the reuse of clean excavated material for construction activities, considerably reducing the number of HGV journeys, which would result in a reduction in noise and environmental impacts related to construction. These changes were consulted on in the Local Refinement Consultation in May 2022.	No
SC10	Comments expressing concern about the proposed M2/A2/A122 Lower Thames Crossing junction due to the potential disruption to roads and traffic during construction.	-	-	1	26	During the Community Impacts Consultation in July 2021, the Applicant provided a breakdown of daily average HGV movements to individual compounds during construction.	No
SC11	Comments opposed to the proposed M2/A2/A122 Lower Thames Crossing junction due to the potential disruption to roads and traffic during construction.	-	Gravesham Borough Council	0	5	This information was included in the Ward Impact Summaries document (see Appendix S of this report), with more information about the movement of excavated materials and construction materials also provided in the draft outline Site Waste Management Plan and the draft outline Materials Handling Plan. These consultation documents can be found in Appendix S of this report. Comments on	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>those documents received during consultation are reported in Section 14.4 of this report, along with information as to how the Applicant had regard to those comments. Updated versions of the outline Site Waste Management Plan (Application Document 6.3, Environmental Statement (ES) Appendix 2.2, Annex A) and outline Materials Handling Plan (Application Document 6.3, ES Appendix 2.2, Annex B) are included as part of application for development consent.</p> <p>To assess the environmental impacts of the construction and operation of the Project, including the impacts of the proposed M2/A2/A122 Lower Thames Crossing junction, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation which is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as additional commitments within the Code of Construction Practice (CoCP) and the Register of Environmental Actions and Commitments (REAC) (Application Document 6.3, ES Appendix 2.2). ES Chapter 13: Population and Human Health (Application Document</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>6.1) sets out the assessment of the impacts of the Project on local communities and includes details of proposed mitigation.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained, including the impacts on local communities. The REAC, which forms part of the CoCP, brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project.</p> <p>Compliance with the CoCP and the REAC is a legally binding Requirement of the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Requirement 4(2) in the Schedule 2</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Requirements of the draft DCO requires the preparation of an EMP Second Iteration (EMP2), in consultation with the relevant planning authority and Natural England and for its approval by the Secretary of State for each part of the authorised development. The EMP2 would also need to reflect the construction-related measures set out in the REAC.</p> <p>Following the construction of the relevant parts of the authorised development, Requirement 4(5) in the Schedule 2 Requirements of the draft DCO provides for the replacement of the EMP2 with an EMP (Third Iteration). The EMP Third Iteration (EMP3) would address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the authorised development (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with an EMP3.</p> <p>Draft versions of the CoCP and REAC were included in the material provided published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the Applicant has acted on had regard to them.</p> <p>The Applicant would be required to submit a Traffic Management Plan (TMP) to the Secretary of State, for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO. The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p> <p>While the Project would result in additional vehicle mileage being travelled, this is largely as a result of longer trips – particularly those across the River Thames. The number of new trips predicted as a result of the Project is relatively low. For more information about the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>impacts across the road network, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8) and the Transport Assessment (Application Document 7.9).</p> <p>The Project would be designed with direct free-flowing access to the strategic road network, including the A2/M2 near Gravesend, while also providing selected links to local roads, such as at the Gravesend East junction.</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England:</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.	
SC12	Comments expressing concern about the proposed M2/A2/A122 Lower Thames Crossing junction on the grounds that it would impact local amenities such as leisure facilities and town centres.	-	-	0	2	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. For more information see ES Chapter 13: Population and Human Health (Application Document 6.1).	No
SC13	Comments expressing concern about the proposed M2/A2/A122 Lower Thames Crossing junction because of the impact on properties in the area, such as compulsory acquisitions, demolitions and reduced house prices.	Cobham Parish Council	Dover District Council	1	11		No
SC14	Comments opposed to the proposed junction because of the impact on properties in the area, such as compulsory acquisitions, demolitions and reduced house prices.	-	-	5	27		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The assessment of the environmental and health impacts has informed the CoCP, which sets out the range of controls and mitigation measures that would be used to limit or avoid impacts on local communities and their amenities during the Project's construction.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them. The Applicant has sought to minimise the land impacted or required for the Project, while ensuring that there is sufficient land to build and operate the road.</p> <p>At the Statutory Consultation in October 2018, the Applicant proposed the demolition of nine residential and five business</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>properties, mostly near the proposed M2/A2/A122 Lower Thames Crossing junction. During the Design Refinement Consultation in July 2020, the Applicant consulted on revised proposals for the junction, which would reduce the total number of properties to be demolished south of the river to seven residential and four business properties, again near the proposed M2/A2/A122 Lower Thames Crossing junction. At the Community Impacts Consultation, the Applicant reduced the number of residential properties to be demolished near the M2/A2/A122 Lower Thames Crossing junction and south of the river to four, and the number of commercial properties to be demolished there to three. For more information about these consultations, see Chapters 4, 7 and 8 of this report.</p> <p>The Applicant has set out the land required for the Project in the Land Plans (Application Document 2.2) and explained the reason each plot is required in the Statement of Reasons (Application Document 4.1).</p> <p>Since the Preferred Route Announcement by Secretary of State in April 2017, owner-occupiers of residential properties within the Order Limits have been able to ask the Applicant to purchase their properties by serving a Blight Notice under the Town and Country Planning Act 1990 (as amended).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The Applicant has received a number of Blight Notices and are processing these. More information about the blight process can be found in the booklet Your Property and Blight (National Highways, 2022d).</p> <p>Those affected by the Project may also be entitled to make a claim for compensation, where a relevant ground for compensation is made out in accordance with the Compensation Code. Each claim for compensation would be considered on its own merits, in line with the Code.</p> <p>Further information about the compensation offered to those affected by the Project can be found in Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers and guide 4 – Compensation to Residential Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a; 2021c). These include information about compensation for when the value of a property has been affected by the Project.</p>	
SC15	A comment expressing concern about the proposed location of the South Portal on the grounds that it is too close to local schools in Chalk and Shorne.	-	-	0	1	Following the Non-Statutory Consultation in January 2016 and Preferred Route Announcement in 2017, significant development of the new road's design was carried out before it was presented in the Statutory Consultation in October 2018. South of the River Thames, the A226 junction	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>was removed, which allowed the south Portal to be redesigned and moved 600m south.</p> <p>The South Portal was moved 350m south after the Statutory Consultation and its new location was consulted on during the Supplementary Consultation in January 2020, meaning that the South Portal has been moved 950m in total. The location of the South Portal has been determined by the need to mitigate negative environmental impacts, such as changes to groundwater levels, on the Thames Estuary and Marshes Special Protection Area and Ramsar site. Extending the tunnel further south is not possible due to the need to maintain a safe distance between the tunnel portal and the proposed M2/A2/A122 Lower Thames Crossing junction to allow for the appropriate signage and to give motorists enough time to make safe lane changes.</p> <p>As a result, the South Portal would also move the road away from schools in Chalk and Shorne.</p> <p>For more information about the updated design and the Supplementary Consultation in January 2020, see Chapter 6 of this report.</p>	
SC16	Comments expressing concern about the proposed M2/A2/A122 Lower Thames Crossing junction based on the grounds that it would	-	-	0	9	The relevant local planning authorities are responsible for local planning in the area around the proposed M2/A2/A122 Lower Thames Crossing junction and information	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	encourage further development or urbanisation of the area once completed.					about their planning policies is contained in their respective local plans.	
SC17	Comments opposed to the proposed M2/A2/A122 Lower Thames Crossing junction on the grounds that it would encourage further development or urbanisation of the area once completed.	-	-	1	25		No
SC18	A comment opposed to the proposed M2/A2/A122 Lower Thames Crossing junction on the grounds that it would lead to loss of ancient woodland.	-	-	0	1	The Applicant recognises the irreplaceable nature of ancient woodlands and the importance attached to them within the National Policy Statement for National Networks (Department for Transport, 2014). Adverse effects on ancient woodland habitat have been reduced as far as practical. To limit the impacts of the Project, the Applicant has developed a biodiversity mitigation strategy that would ensure no net loss of valued habitats. Mitigation would maintain habitat connectivity, reduce disturbance to species and create new habitat areas for a range of species.	No
SC19	Comments expressing concern about the proposed M2/A2/A122 Lower Thames Crossing junction because it could affect wildlife habitats, with Shorne Woods Country Park, Claylane Wood and Ashenbank Wood mentioned as areas of particular concern.	-	-	0	21	Where loss of ancient woodland could not be avoided, new areas of woodland planting would be implemented to compensate for the loss. The new woodland would be designed to strengthen connectivity between existing retained woodland within the area, particularly around Claylane Wood, Shorne and	No
SC20	Comments opposed to the proposed M2/A2/A122 Lower Thames Crossing junction because it could	-	-	1	33		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>affect wildlife habitats, including Jeskyns Community Woodland and Shorne Woods Country Park.</p>					<p>Ashenbank Wood Site of Special Scientific Interest (SSSI), Great Crabbles Wood SSSI and, south of the A2, Jeskyns Community Woodland. This would include woodland planting either side of the Project and to the west of Jeskyns Country Park.</p> <p>These areas would be linked via two proposed green bridges on Thong Lane, one over the A2/M2 and the other over the Project, along with another green bridge carrying Brewers Road over the A2/M2. Although the design for the proposed M2/A2/A122 Lower Thames Crossing junction impacts a section of Claylane Wood, the junction's overall footprint would be smaller than the proposal presented during Statutory Consultation in October 2018, having been revised at the Supplementary Consultation in January 2020 and the Design Refinement Consultation in July 2020.</p> <p>Following the Community Impacts Consultation, the Applicant presented new proposals for a wider green bridge at Thong Lane over the A2/M2, increasing the width over what was previously proposed by 10m. This change was made in response to feedback from key stakeholders and would improve habitats and connectivity for wildlife, increase landscape planting and provide additional screening of the proposed M2/A2/A122 Lower Thames Crossing junction. As part of the Community Impacts</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Consultation in July 2021, the Applicant provided updated information on the air quality impacts of the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx).</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of</p>	

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						<p>this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open, including the compensation package, can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p> <p>The Applicant has also redesigned the section of the A2/M2 that would be upgraded as part of the Project. The proposed footprint of the upgraded section of the A2/M2 corridor (between the junction with the A122 and M2 junction 1) has been reduced by removing the hard shoulder along the eastbound A2 parallel connector road, reducing the width of lane four in the A2/M2 mainline, and reducing the width of the central reservation. These changes would reduce the impact on the Kent Downs Area of Outstanding Natural Beauty (AONB) by reducing the A2/M2's footprint compared with the proposals presented at the Statutory Consultation in October 2018, while still maintaining safety and traffic flow.</p> <p>Narrowing the A2/M2 corridor compared with the proposals presented at the Statutory</p>	

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						<p>Consultation would mean less land within Shorne Woods Country Park would be required.</p> <p>At each stage of design development, the Applicant has sought to minimise the impact of utility works on the environment, while still allowing for construction and operation of the Project. The utility works plans have developed iteratively through close engagement with the relevant utility companies, further investigations and consideration of feedback provided in response to consultation with those organisations, as well as residents of the affected areas. In a number of instances, this process resulted in changes to the utility proposals from the Statutory Consultation, informed by a better understanding of existing conditions and constraints. The Applicant presented updated proposals for utility works as part of the Supplementary Consultation in January 2020, and these had an impact on land at Shorne Woods Country Park and at Jeskyns Community Woodland.</p> <p>Following feedback received during the Design Refinement Consultation in July 2020 and after engagement with the relevant utility companies, the Applicant made changes to the proposals for the local power network. Around 2.8km of existing overhead power lines and the associated wooden poles would be removed between the A2/Thong Lane and</p>	

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						<p>the A226, west of Shorne Woods Country Park. Removing power lines at this location would allow the area to be planted as woodland.</p> <p>Following the Supplementary Consultation in January 2020, the Applicant was able to refine the proposals for utility works near the A2/M2, reducing the amount of land needed. This has reduced the impacts on Shorne and Ashenbank Woods Site of Special Scientific Interest and other environmentally sensitive locations such as Jeskyns Community Woodland and Claylane Wood, where there is ancient woodland. The Applicant consulted on these revised proposals during Design Refinement Consultation in July 2020. More information about this consultation can be found in Chapter 7 of this report.</p> <p>After the Design Refinement Consultation in July 2020, the Applicant worked with the relevant utility companies to reduce the impact of the gas pipeline diversion north of the A2/M2 on Shorne Woods Country Park. The proposals consulted on during the Community Impacts Consultation in July 2021 mean that approximately 1km of the pipeline that would have been diverted along the A2/M2's northern verge would now be routed under Brewers Road and Park Pale. This would reduce the amount of existing woodland that would need to be removed to accommodate the works. More information</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>about utility diversions can be found in ES Chapter 2: Project Description (Application Document 6.1).</p> <p>In addition, the Applicant made further reductions in the area of land needed for utility diversions in the vicinity of the A2/M2, consulting on these during the Community Impacts Consultation in July 2021.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans such as the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1)</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>outlines the baseline conditions and explains how all the relevant flora and fauna have been valued and assessed. It also explains what measures are being implemented to reduce adverse effects where practicable.</p> <p>The Environmental Masterplan and Design Principles (Application Document 7.5) present the mitigation measures that are embedded in the design to reduce the impacts on habitats, flora, fauna and the landscape around the proposed M2/A2/A122 Lower Thames Crossing junction. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained, including the impacts on wildlife, habitats and designated sites. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration</p>	

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						<p>(EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC. By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and</p>	

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						Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP, (Application Document 6.7) submitted as part of the application for development consent, forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO, the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan, and the CoCP.	
SC21	Comments expressing concern about the proposed M2/A2/A122 Lower Thames Crossing junction because of environmental concerns such as the impact on the countryside and Green Belt. Concerns included impacts on Shorne Woods Country Park and the Kent countryside in general.	-	-	0	25	To reduce the impacts on local communities, the Project has been routed away from population centres as much as possible. This has meant that it would have an impact on the surrounding countryside, including Green Belt. Throughout the development of the Project, the Applicant has designed junctions to minimise their footprint and height, while still retaining the necessary connectivity.  The National Policy Statement for National Networks (Department for Transport, 2014) and the Draft Overarching National Policy Statement for Energy (EN-1) (Department for Business, Energy and Industrial Strategy,	Yes
SC22	Comments opposed to the proposed M2/A2/A122 Lower Thames Crossing	-	-	2	90		Yes



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	junction because of environmental concerns such as impact on the countryside and Green Belt. Comments mentioned the widening of the A2/M2, impacts on Shorne Woods Country Park and the Kent countryside.					2021) recognise that new roads or utility diversions through Green Belt may constitute inappropriate development. Where that is the case, there is a presumption against such development except in very special circumstances. The Applicant has developed the Project to ensure it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and the associated planning practice guidance to support the framework (Department for Levelling up, Housing and Communities; and Ministry of Housing, Communities and Local Government, 2021). This assessment, which explains the very special circumstances, is set out in Appendix E of the Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Table.  Supplementary Consultation proposals, in January 2020, included the narrowing of the upgraded A2/M2 corridor, meaning that less land within Shorne Woods Country Park would be required than was proposed at the Statutory Consultation in October 2018. The proposals also included a new green bridge at Thong Lane over the A2/M2, which would help provide access to Shorne Woods	
SC23	Comments expressing concern about the proposed M2/A2/A122 Lower Thames Crossing junction because of concerns that the proposed junction would affect designated environmental sites such as ancient woodland and the Kent Downs Area of Outstanding Natural Beauty.	-	-	0	8		Yes
SC24	Comments opposed to the proposed M2/A2/A122 Lower Thames Crossing junction because of concerns that the proposed junction would affect designated environmental sites such as ancient woodland and Kent Downs Area of Outstanding Natural Beauty.	Kent Downs Area of Outstanding Natural Beauty Unit, Shorne Parish Council	Gravesham Borough Council	2	25		Yes

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SC25	Comments expressing concern that the visual impact of the proposed M2/A2/A122 Lower Thames Crossing junction would negatively impact the landscape. Some consultees say that planting saplings would not provide adequate screening, while others say that the Project is removing vegetation from the central reservation of the A2/M2 near the junction.	-	-	1	10	Country Park and the Kent Downs Area of Outstanding Natural Beauty (AONB).  For the Design Refinement Consultation in July 2020, it was proposed that the original block planting layout of woodland compensation to the north of Shorne Woods Country Park would be redesigned to better reflect the landscape character of the area. Revisions to the planned works affecting utilities meant that it was also possible to reduce the area of land required through Shorne Woods Country Park. Shorne Woods switching station was proposed to be relocated to the western side of Thong Lane, north of the Thong Lane bridge over the A2/M2. Following feedback from the Design Refinement Consultation, and after engagement with relevant utility companies, the Applicant has proposed to move the equipment to the proposed A226 primary substation. By amending the cable type supplying the A226 substation and reconfiguring the local network, it is possible to remove around 2.8km of existing overhead electricity network (and associated wooden poles that currently run from the A2/Thong Lane intersection northwards to the A226). This would allow these areas to be managed as woodland, which avoids potential conflict of use with the cable network.	No
SC26	Comments opposed to the visual impact of the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it would negatively affect the landscape. Some consultees opposed the junction on the grounds that it is too large and high, negatively affecting the Kent Downs Area of Outstanding Natural Beauty. They also oppose the loss of HS1 mitigation landscaping.	Kent Downs Area of Outstanding Natural Beauty Unit	Gravesham Borough Council	5	33		No
SC27	Suggestions about how the visual impact of the	-	Kent County Council	2	35	Following the Design Refinement Consultation in July 2020, the Applicant	No

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	<p>proposed junction can be minimised, including examples such the use of vegetation screening, and 'cut and cover' tunnels.</p>					<p>worked with the relevant utility companies to reduce the impact of the gas pipeline diversion north of the A2/M2 on Shorne Woods Country Park. The proposals consulted on during the Community Impacts Consultation in July 2021 would mean approximately 1km of the pipeline that would have been diverted along the A2/M2's northern verge would now be routed under Brewers Road and Park Pale. This would reduce the amount of existing woodland that would need to be removed to accommodate the works. More information about utility diversions can be found in Environmental Statement (ES) Chapter 2: Project Description (Application Document 6.1).</p> <p>Following the Statutory Consultation in October 2018, the Applicant sought to reduce the impacts of the proposed M2/A2/A122 Lower Thames Crossing junction. The new junction design provides a more compact layout, reduces overall land take and enables the tunnel to be extended 350m south, thereby reducing the impacts on local populations and the protected sites near the Thames Estuary.</p> <p>The Applicant has also redesigned the section of the A2/M2 that the Applicant is proposing to upgrade as part of the Project. The proposed footprint of the upgraded section of the A2/M2 corridor (between the junction with the A122 and M2 junction 1) has</p>	

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						<p>been reduced by removing the hard shoulder along the eastbound A2 parallel connector road, reducing the width of lane four in the A2/M2 mainline, and reducing the width of the central reservation. These changes have reduced the impact of the road on the Kent Downs AONB by narrowing the A2/M2's footprint, compared with the proposals put forward during the Statutory Consultation in October 2018, while still maintaining safety and traffic flow.</p> <p>The Environmental Impacts Update, produced for the Supplementary Consultation in January 2020, acknowledged that the loss of vegetation within the central reservation would increase the visibility of the HS1/A2 corridor from Cobham Hall park and garden, and that the changes would result in a marginal worsening of the effect reported in the Preliminary Environmental Information Report.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx).</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented</p>	

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						<p>its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open, including the compensation package, can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p> <p>One benefit of the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants. More information relating to the impact on landscape can be found in ES Chapter 7:</p>	

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						<p>Landscape and Visual (Application Document 6.1).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the ES (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The ES includes a review and assessment of the impact of the Project and its junctions on woodland (including ancient woodland) and other open space. For more information, see ES Chapter 7: Landscape and Visual, ES</p>	

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						<p>Chapter 8: Terrestrial Biodiversity, and ES Chapter 13: Population and Human Health (Application Document 6.1). These present the assessments, as well as any measures, such as the use of tree planting, considered to be appropriate to reduce impacts in each area. Information relating to the Kent Downs AONB can be found in ES Appendix 7.11 (Application Document 6.3).</p> <p>In response to feedback at the Statutory Consultation in October 2018, the proposal for tree planting near the Thong Lane green bridge over the Lower Thames Crossing, close to Riverview Park, was revised to better account for the existing chalk landscape, with fewer trees but still providing a visual screen between the Project and properties to the west of the road. The proposals were refined after the Supplementary Consultation in January 2020 and now include some additional planting on the east side the Project between the route and Thong.</p> <p>Tree planting for the purposes of environmental mitigation would typically make use of immature trees, because transplanting larger and more established trees tends to be less successful. The assessment recognises that such planting takes time to establish, which is why the assessment considers the design after 15 years.</p> <p>The Applicant consulted on the predicted impacts on local people and open spaces</p>	

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						<p>during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in particular the information presented in the Ward Impact Summaries (see Appendix S of this report). Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>The entire southern section of the route between the Thames Estuary and the proposed M2/A2/A122 Lower Thames Crossing junction is either in a tunnel or a cutting.</p> <p>The South Portal was moved 350m south after the Statutory Consultation in October 2018 and its new location was consulted on during the Supplementary Consultation in January 2020, meaning that the South Portal has been moved 950m in total. The location of the South Portal has been determined by the need to mitigate negative environmental impacts, such as changes to groundwater levels, on the Thames Estuary and Marshes Special Protection Area and Ramsar site. Extending the tunnel further south is not possible due to the need to maintain a safe distance between the tunnel portal and the proposed M2/A2/A122 Lower Thames Crossing junction to allow for the appropriate</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>signage and to give motorists enough time to make safe lane changes.</p> <p>For more information, see the Project Design Report (Application Document 7.4) and the Design Principles. The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>The Applicant is proposing to use some land for the Project that was designated as environmental mitigation for HS1. The impact of the Project on woodland and landscape in the vicinity of the A2/M2 and the Kent Downs AONB has been assessed holistically and, where practicable, the Applicant has sought to offset those impacts through the use of new planting. More information about landscape and woodland mitigation can be found in ES Chapter 7: Landscape and Visual, and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1). The landscape planting for the area around the A2/M2 is presented in the Environmental Masterplan and is described in the Design Principles. The Environmental Masterplan is secured through Requirement 5 of the draft DCO.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how</p>	

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						<p>the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments.</p> <p>The oLEMP (Application Document 6.7) submitted as part of the application for development consent, forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft, the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan and the CoCP.</p> <p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs AONB. Additionally, the A2/M2 upgrade proposed at Statutory Consultation would now use lower-noise surfacing compared to the previous proposals. The Applicant has assessed the impact of removing this noise barrier and found that there would be no significant impacts on sensitive receptors, such as residential properties, as a result of the change. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to</p>	

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						<p>help visually screen the road. For more information about the proposed noise mitigation measures, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2).</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
SC28	Comments opposed to the environmental impact of taking land for the proposed M2/A2/A122 Lower Thames Crossing junction. Some consultees say the junction proposed in the 2016 option consultation as part of the Eastern Southern Link would have taken less land. Other consultees express concern about land near the Project being developed.	Shorne Parish Council	-	0	16	<p>The Applicant consulted on the Eastern and Western Southern Links in 2016 and the reasons that the Western Southern Link was the preferred option are set out in the Planning Statement (Application Document 7.2) and in Environmental Statement (ES) Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1).</p> <p>The Project has been developed to minimise land use and to reduce impacts on environmentally sensitive areas. Some of the land needed for the Project, including areas around the proposed M2/A2/A122 Lower Thames Crossing junction, would be used for environmental mitigation, such as woodland planting to provide screening and compensation for woodland removed to build the Project.</p> <p>In response to feedback from the Statutory Consultation in October 2018 and following</p>	No
SC29	Comments expressing concern about the environmental impact of taking land for the proposed M2/A2/A122 Lower Thames Crossing junction.	-	-	0	5	<p>In response to feedback from the Statutory Consultation in October 2018 and following</p>	No

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						<p>further investigations, the Applicant consulted on a revised design of the proposed M2/A2/A122 Lower Thames Crossing junction during the Supplementary Consultation in January 2020.</p> <p>The new junction design would require the removal of some of the ancient woodland from Claylane Wood. Although loss of ancient woodland is irreplaceable, to offset this loss, the Applicant has proposed replacement woodland planting around the A2/M2 and the proposed M2/A2/A122 Lower Thames Crossing junction and has also redesigned the section of the A2/M2 that is being upgraded as part of the Project. The proposed footprint of the upgraded section of the A2/M2 corridor (between the junction with the A122 and M2 junction 1) has been reduced by removing the hard shoulder along the eastbound A2 parallel connector road, reducing the width of lane four in the A2/M2 mainline, and reducing the width of the central reservation. These changes have reduced the impact of the road on the Kent Downs AONB by narrowing the footprint of the upgraded section of the A2/M2 compared with the proposals put forward during the Statutory Consultation in October 2018, while still maintaining safety and traffic flow. For more information about the new design and the Supplementary Consultation in January 2020, see Chapter 6 of this report.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>For more information about the environmental impacts and mitigation proposed in this location, see the relevant topic chapters of the EIA documented in the ES. The impacts of the Project on the Kent Downs AONB have also been assessed in ES Chapter 7: Landscape and Visual, and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), which set out measures taken to reduce adverse effects on the landscape and flora and fauna. Information about impacts on the Kent Downs AONB can also be found in ES Appendix 7.11 (Application Document 6.3).</p> <p>The Development Consent Order application seeks permanent and temporary rights over land within the Order Limits. Local planning decisions relating to other land that is outside the Order Limits are the responsibility of the relevant local authority. The Applicant has set out the land needed for the Project in the Land Plans (Application Document 2.2) and explained why rights or interests over each plot of land are required in the Statement of Reasons (Application Document 4.1).</p>	
SC30	Comments expressing concern about increased noise and vibration from the proposed M2/A2/A122 Lower Thames Crossing junction. Some consultees asked for more information about noise mitigation and	-	-	2	19	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	called for mature trees to be used for screening.					incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 12: Noise and Vibration (Application Document 6.1), assesses the potential impacts of noise and vibration on the area, including at the proposed M2/A2/A122 Lower Thames Crossing junction. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).  The design of the Project has considered the use of landscaping and earthworks as the primary method of noise mitigation, combined with low-noise road surfacing systems and noise barriers. For more information about the proposed noise mitigation measures, including a map showing locations where it would be installed, see ES Chapter 12: Noise	
SC31	Comments opposed to the proposed M2/A2/A122 Lower Thames Crossing junction on the grounds that it would increase noise and vibration. Consultees mentioned Gravesend, Riverview Park, Shorne Woods Country Park, Meopham, Thong, Wilmington, Thamesview School, Jeskyns Community Woodland, Shorne and Strood.	-	Gravesham Borough Council	2	47		No
SC32	Suggestions about how the noise and vibration impact of the proposed M2/A2/A122 Lower Thames Crossing junction could be minimised, including the use of noise-reduction surfaces and other measures.	-	-	2	22		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2.</p> <p>After the Supplementary Consultation in January 2020, the Applicant updated proposals for woodland planting, utility works and noise barriers in the area around the proposed M2/A2/A122 Lower Thames Crossing junction. The Applicant consulted on these during the Design Refinement Consultation in July 2020. For more information, see Chapter 7 of this report.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable</p>	

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						<p>for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant withdrew the proposals for an acoustic barrier near the Park Pale bridge following feedback from Kent Downs Area of Outstanding Natural Beauty Unit about the visual impact of the barrier. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road. In addition, the low-noise surfacing that the Applicant proposed at the Community Impacts Consultation, would be effective at reducing road traffic noise from the A2 at this location, where traffic flows are also predicted to reduce. This mitigation</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>would be secured as part of the DCO application.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
SC33	Comments expressing concern that the proposed M2/A2/A122 Lower Thames Crossing junction would increase traffic, leading to reduced air quality. There was particular concern about increased pollution	-	-	1	16	The health of local people and communities, including with regards to air quality, has been considered throughout the design and development of the Project. To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	when the Dartford Crossing is blocked. The impact of Heavy Goods Vehicle (HGV) traffic was also mentioned.					Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 5: Air Quality (Application Document 6.1) includes an assessment of the predicted changes to local air quality as a result of the Project. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).	
SC34	Comments opposed to the proposed M2/A2/A122 Lower Thames Crossing junction because it would increase traffic, leading to reduced air quality. Locations mentioned included nearby areas such as the A2/M2, Gravesend, Shorne Woods Country Park and Brewers Road, and those further away such as the London Resort and Strood, where traffic from the Project might cause congestion. There were concerns about incidents at the Dartford Crossing affecting air quality. The impact of Heavy Goods Vehicle (HGV) traffic was also mentioned.	-	Swale Borough Council, Gravesend Borough Council	8	142	The construction phase would have an impact on air quality as a result of emissions of dust from construction activities and because of the changes in traffic associated with	No
SC35	Suggestions about how the air quality impact of the proposed M2/A2/A122 Lower Thames Crossing	-	-	0	12		No

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	junction could be minimised. Examples included the use of deeper cuttings, cut and cover tunnels, lowering the height of the road and planting more vegetation.					<p>construction vehicles and traffic management measures.</p> <p>Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigations in place, the air quality impacts of the Project in relation to human health during construction are not expected to be significant.</p>	
SC36	Comments opposed to the proposed M2/A2/A122 Lower Thames Crossing junction on the grounds that health risks, especially those associated with poor air quality, would increase.	-	-	3	24	<p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO. The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on</p>	No

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						<p>those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments. The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC. By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration</p>	

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						<p>(EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them. The Project has been designed to reduce its impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys.</p> <p>The operation of the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Information about the air quality impacts of the Project in</p>	

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						<p>the assessed local areas is presented in ES Chapter 12: Noise and Vibration (Application Document 6.1). The assessment methodology explains where the air quality modelling was carried out and why.</p> <p>The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project. The entire southern section of the route between the Thames Estuary and the M2/A2/A122 Lower Thames Crossing junction is either in a tunnel or a cutting.</p> <p>Overall, the Project is not expected to result in significant adverse impacts on human health as a result of changes in air quality when considering national and European air quality target levels, and Design Manual for Roads and Bridges LA 105 standards (Highways England, 2019b). Given that there are no significant adverse impacts on air quality affecting human health from the Project during operation, then no mitigation for the health impacts of air quality is required.</p> <p>ES Chapter 13: Population and Human Health (Application Document 6.1) assesses how the Project would affect local people and communities. The ES assesses impacts during construction and operation, and sets out appropriate mitigation, for example new routes to replace affected pedestrian paths, to</p>	

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						<p>be implemented where this is considered appropriate.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant consulted on the predicted impacts on local people, including health, during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in particular the information presented in the Ward Impact Summaries (see Appendix S of this report). Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p>	
SC37	Comments opposed to the proposed M2/A2/A122 Lower Thames Crossing junction on the grounds that it would lead to an increase in carbon emissions, which	-	-	0	10	As part of the Development Consent Order application, the Applicant has explained how the relevant legislative and policy requirements in relation to climate change impacts are met, including the proposed M2/A2/A122 Lower Thames Crossing	No

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	<p>consultees say would be incompatible with the Government's commitment to addressing climate change.</p>					<p>junction. An Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 15: Climate (Application Document 6.1), assesses the Project's impact on climate change, including greenhouse gas emissions during construction and operation, and sets out the proposed mitigation measures, including those measures that are secured through the Carbon and Energy Management Plan (Application Document 7.19). The assessment concludes that the increase in greenhouse gas emissions resulting from the Project would not have a material impact on the ability of Government to meet its carbon reduction targets, in accordance with the policy test set out in the National Policy Statement for National Networks (Department for Transport, 2014).</p> <p>During construction, greenhouse gas emissions would be minimised through the design of the Project, such as incorporating low-emission materials, using those materials efficiently, reducing the distance they would be transported, using zero-carbon energy sources, and reducing and beneficially reusing waste. By incorporating these measures into the Project's proposals, the Applicant has already reduced emissions during construction by over a third compared</p>	



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						<p>with a scenario where those measures were not employed. This represents a leading position in the industry today and would result in construction emissions equivalent to 1.76 million tonnes of carbon dioxide.</p> <p>However, the Applicant is committed to going further and to using the time available before construction begins to explore ways of achieving greater reductions in emissions. The Carbon and Energy Management Plan therefore provides a framework within which the Applicant and contractors would, working closely with industry partners, seek to identify and develop innovative ways of reducing the Project's construction emissions below today's industry-leading position. The Carbon and Energy Management Plan also sets out the low-carbon solutions that would be deployed by the Applicant to manage and maintain the Project once it is operational.</p> <p>The Applicant has considered the additional carbon emissions from road users that could result from operation of the Project over a 60-year period and presented this information in ES Chapter 15. The Government has published its plans to deliver the required Net Zero trajectory for transport in the Decarbonising Transport Plan (Department for Transport, 2021a). The Applicant has assessed that if the trajectories set out in the plan are achieved, it would lead to a reduction in the additional road-user emissions</p>	

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						attributable to the Project of at least 76%, across the 60-year appraisal period, compared with the more conservative figure that results from the use of national projections included in the current version of Defra's Emissions Factor Toolkit.	
SC38	Comments suggesting that a version of the Project that provides a motorway connection to the M20 should be included.	-	-	1	168	<p>The Applicant (and the Department for Transport (DfT) before it) has carried out thorough investigations into Project options, including different route alignments and junction locations. These options have been the subject of a substantial, iterative consultation process.</p> <p>An improved link to the M20 has been the subject of previous consideration. In this regard, the 'C variant' was a proposal to build a bored tunnel east of Gravesend, with an additional widening of the A229 between the M2 and M20. This was identified by the DfT as a route option in 2009, with further investigations in 2013 indicating that the potential benefits of this option would be negated by its cost and environmental impacts. The C variant was again appraised by the Applicant as part of the wider assessment of potential route options in advance of the Non-Statutory Consultation in January 2016. It was concluded that this option would not help to transfer traffic from the existing Dartford Crossing onto the new route, had substantial impacts on the Kent Downs Area of Outstanding Natural Beauty</p>	No

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						<p>and would not meet the Scheme Objectives. For those reasons, it was not included in the shortlist of options that were further refined and presented in the Non-Statutory Consultation. The Applicant also carried out a review of the historic options for the Project in advance of the Statutory Consultation in October 2018 to ensure that the preferred route selected by the Secretary of State after further consultation in 2016, during the Non-Statutory Consultation, was still the most viable option.</p> <p>During the Statutory Consultation, the options appraisal process was set out in the Guide to Statutory Consultation and presented in detail in the Approach to Design, Construction and Operation document. The options considered are described in Chapter 4 of the Planning Statement (Application Document 7.2) and the Scheme Objectives are outlined in the Need for the Project (Application Document 7.1).</p>	
SC39	Comments suggesting that a motorway connection to the M25 south of the River Thames should be included.	-	-	3	97	Traffic modelling forecasts that the A2 between the M25's Darenth Interchange and the proposed M2/A2/A122 Lower Thames Crossing junction would see a significant reduction in traffic once the Project is operational. This is because a significant volume of traffic that currently uses this section of the A2 westbound to access the Dartford Crossing would be diverted north via the Project. Similarly, this section of the A2	No

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						<p>eastbound would also see a reduction in traffic because motorists that previously would have travelled south across the Dartford Crossing and then towards the Channel would use the Project instead, bypassing this section of the A2.</p> <p>Given the substantial reductions in traffic along this section of the A2 in both directions, it would not be cost effective to build a new link road from the Project's M2/A2/A122 Lower Thames Crossing junction to the M25 south of the Darenth Interchange.</p> <p>For more information about the traffic modelling forecasts, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p>	
SC40	<p>Suggestions about specific connections, other than with the M20 and M25. Examples include connections with the M26, the Isle of Sheppey and Medway's towns.</p>	Shorne Parish Council	-	8	179	<p>The Department for Transport (DfT) and the Applicant have considered different route corridors, river crossing locations and connections with the strategic road network, as part of the options appraisal process that included the Non-Statutory Consultation in January 2016. This appraisal was informed by the Scheme Objectives jointly agreed between the Applicant and the DfT, including the objectives of relieving congestion at the Dartford Crossing and improving the resilience of the Thames crossings. Options that would have been unable to fulfil these objectives, including options further to the</p>	No

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						<p>east of the Project, were not taken forward for detailed consideration.</p> <p>On completion, the Project would provide connections to the main links on the strategic road network (SRN) (the A2/M2, A13/A1089 and M25), as well as selected local connections at Gravesend East and Orsett Cock, to ensure that the Scheme Objectives would be achieved. These connections would ensure the Project remains free flowing for the foreseeable future and provides congestion relief at the Dartford Crossing.</p> <p>Providing additional links from the Project directly to local roads would increase traffic on these roads and increase opportunities for rat running. Including additional links to the SRN would not be cost effective or necessary to achieve the Scheme Objectives. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p>	
SC41	Comments expressing concern about the changes made to the design of the proposed junction, particularly the removal of the A226 junction at Chalk, which would have provided local access to the Project.	-	-	0	5	<p>The Applicant included a junction with the A226 in the Non-Statutory Consultation in January 2016, following early engagement with key stakeholders, whose feedback said the connectivity created would potentially increase economic development opportunities.</p> <p>Following further appraisal, it was concluded that the A226 junction should not be included in the proposals because linking the Project</p>	No
SC42	Comments opposed to the changes made to the design	-	-	0	13		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	of the proposed junction, particularly the removal of A226 junction at Chalk, which would have provided local access to the Project.					to the A226 would have resulted in significant increases in traffic on local roads, particularly the A226 immediately to the east and west of the route. For more information on why the Applicant removed the A226 junction, see the Project Design Report (Application Document 7.4).	
SC43	Suggestions that more connections from the southern section of the Project are needed, in particular a junction with the A226 near Chalk.	-	-	0	118		No
SC44	Suggestions about how the bridges that form part of the Project could be improved. Suggestions included making green bridges wider, making them more aesthetically pleasing and in keeping with the surrounding environment. Some consultees suggested that incorporating footbridges within them. The green bridges at Thong Lane and Brewers Road were of particular concern.	Shorne Parish Council	Gravesham Borough Council	2	16	As far as practicable, the Project, including the bridges and structures, would be designed to blend in with the landscape. Structures would be designed to incorporate landscaped features to improve their appearance and to maintain or link natural habitats for flora and fauna. Where practicable, green bridges have been proposed for their environmental and aesthetic benefits. Green bridges are a type of bridge that includes design features such as vegetation that link species habitats and can also providing useable structures for motor traffic, walkers, cyclists or horse riders, or a combination of these. Where practicable, the Applicant is proposing green bridges that offer environmental as well as aesthetic benefits. A Natural England review from 2015 found that green bridges built across roads and railways to allow wildlife movement can	Yes
SC45	Suggestions about how the two Thong Lane green bridges could be improved, including examples such as making them wider,	Shorne Parish Council	-	9	23		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	improving access for walkers, cyclists and horse riders, and having more of them.					<p>stop species from becoming isolated and reduce the number of traffic accidents. For more information on how the Applicant has designed structures throughout the Project, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5), which provide more information about structures on the southern route, including green bridges. See also the Structures Plans (Application Document 2.13). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>The application for development consent includes seven green bridges: three south of the River Thames and four to the north. At the Statutory Consultation in October 2018, the Applicant consulted on five green bridges. South of the river, there were the Thong Lane green bridge over the Project, Thong Lane green bridge over the A2/M2, the Brewers Road green bridge over the A2/M2, and another connecting Public Rights of Way (PRoW) over the proposed M2/A2/A122 Lower Thames Crossing junction link roads. North of the River Thames, there was one green bridge proposed, carrying Green Lane over the Project. The proposed M2/A2/A122 Lower Thames Crossing junction and nearby PRoWs were revised after the Statutory</p>	

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						<p>Consultation, and the green bridge there was removed from the proposals.</p> <p>As a result of further ecological investigations and feedback received during consultation, the Applicant consulted on three more green bridges during Supplementary Consultation in January 2020. All of the proposed green bridges would include crossing routes for walkers and cyclists, with equestrian access provided as appropriate for the location.</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant presented new proposals for a wider green bridge at Thong Lane over the A2/M2, increasing the width over what was previously proposed by 10m. This change was made in response to feedback from key stakeholders and would improve habitats and connectivity for wildlife, increase landscape planting, and provide additional screening of the proposed M2/A2/A122 Lower Thames Crossing junction.</p> <p>During the Local Refinement Consultation in May 2022, and following feedback from local people and interest groups, the Applicant made changes to some sections of the walking, cycling and horse riding network south of the River Thames to increase connectivity and safety. For example, the Applicant proposed making the Hever Court track, which is currently only suitable for walking and cycling, and the northern section</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>of footpath NG8 into bridleways. The footpath through Michael Gardens would also become a walking-cycling track, not a bridleway due to the route being less suitable for horses.</p> <p>More information about how green bridges contribute to ecological connectivity can be found in Environmental Statement Chapter 8: Terrestrial Biodiversity (Application Document 6.1). The proposed green bridges are secured in the Design Principles.</p> <p>For more information about Supplementary Consultation, see Chapter 6 of this report. For more information about the walking, cycling and horse riding proposals, see the Project Design Report (Application Document 7.4).</p>	
SC46	Suggestions about how the resilience of the proposed M2/A2/A122 Lower Thames Crossing junction could be improved, including examples such as the provision of more connecting roads, and ensuring that vehicles can be rapidly recovered in case of an incident.	-	Dartford Borough Council, Tonbridge and Malling Borough Council	1	121	<p>The connections provided at the proposed M2/A2/A122 Lower Thames Crossing junction have been determined based on traffic modelling, detailed technical assessments of junction requirements, and feedback from consultation. The desire for more or different local connections to the junction has been balanced against the need to provide a safe and free-flowing connection between the new road and the A2/M2.</p> <p>Published for the Statutory Consultation in October 2018, the Lower Thames Crossing Approach to Design, Construction and Operations document described the development of the junction and the rationale for its proposed connections. Having</p>	No
SC47	Comments suggesting that all the Project's roads and junctions should be of motorway standard.	-	-	0	13		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>considered responses to the Statutory Consultation, changes were made at Supplementary Consultation in January 2020 to the proposed junction layout, including the configuration of local connections. The Guide to Supplementary Consultation in January 2020 explained why these changes were considered necessary and why the junction would provide adequate capacity and resilience. For more information about the Statutory Consultation materials, see Appendix M of this report.</p> <p>The Applicant has a corporate aim that no one should be harmed when travelling or working on the strategic road network as part of its Home, Safe and Well programme (Highways England, 2019a).</p> <p>The Project would be designated an all-purpose trunk road (APTR), which is a type of A-road, similar to existing major multi-lane roads such as the A13. The Project would be named the A122.</p> <p>The Project is being designed to the requirements set out in Design Manual for Roads and Bridges (DMRB) GD 300 Requirements for New and Upgraded All-Purpose Trunk Roads (Expressways) (Revision 2) (Highways England, 2020g), which introduces best-in-class design and technology interventions for a dual carriageway A-road.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The DMRB specification used for the design of the Project does not require a hard shoulder because it features advanced safety systems, including variable mandatory speed limits, red-X lane signalling to support incident management, stopped vehicle detection systems, CCTV, and emergency areas for road users to access in an emergency. Incident management plans and protocols would play a key part in minimising the impact of incidents.</p> <p>These systems are included in the Project's design to support its safety objectives and make the road safer for all road users. The Applicant would use the most current stopped vehicle detection systems available at the time of opening, minimising both the risk of collisions and any reductions in traffic flow associated with temporarily closed lanes. The use of such technology would mean the new road would include more safety measures than existing A-roads.</p> <p>In common with most A-roads, the Project would not have a hard shoulder, which helps reduce the overall footprint of the road, reducing the environmental impacts in line with the Scheme Objectives, which are set out in the Need for the Project (Application Document 7.1).</p> <p>Furthermore, collision data shows that while hard shoulders are perceived as places of safety on a conventional motorway, there are</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>still significant risks of being in a collision for those who stop in them. On the contrary, emergency areas are safer places for vehicles to stop, largely because they are set back further from moving traffic.</p> <p>The design submitted as part of the application for development consent uses varying distances between emergency areas, with the maximum being 1.6km, except in the tunnel, where enhanced operational and technology measures would be used. These include lane signalling, a traffic signal and barrier on each tunnel approach to allow closure in the event of an incident, incident detection technology, CCTV, and dedicated traffic officers along the Project.</p> <p>The Project would operate with variable mandatory speed limits, with the default limit being the national speed limit for an all-purpose trunk road (e.g., 70mph for cars). Speed limits would be adjusted using electronic signage and would change depending on the road conditions and in response to any incidents. Where appropriate, such as on some junction links, advisory speed limit signs would be installed to encourage responsible driver behaviour.</p> <p>The proposed tunnels would be significantly larger than the existing tunnels at the Dartford Crossing, with three full-width lanes in each direction. This would make it easier for drivers to maintain speed and pass vehicles in other</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>lanes, improving traffic flow. The full-width lanes would reduce the risk of collisions by providing more space for motorists. This, and the improved traffic flow, would reduce the risk of side-impact and rear-end collisions. Emergency services would access incidents along the route through the use of technology, including signage that can be changed to alert road users of lane closures, speed restrictions and incidents ahead. In the event of a major incident where one carriageway became completely blocked, emergency services could access incidents via the opposite carriageway. The same method could be used to access major incidents in one of the tunnels, with access for emergency services personnel via the pedestrian cross passages that connect the two tunnels at regular intervals.</p> <p>For more information, refer to the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
SC48	Suggestions about how road safety can be improved at junctions south of the river. Suggestions include reducing the speed limit to 50mph and simplifying the	Kent Downs Area of Outstanding Natural Beauty Unit, Shorne	-	1	16	The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>layout of the proposed M2/A2/A122 Lower Thames Crossing junction, as well as improving safety at other locations such as the Thong Lane and Brewers Road T-junctions and the A227 through Meopham.</p>	<p>Parish Council</p>				<p>reviewed against all standards published since that date, up to March 2022. The detailed design for the Project, including the proposed M2/A2/A122 Lower Thames Crossing junction, would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design. This would make it suitable for a variable mandatory speed limit with the default being the national speed limit for an all-purpose trunk road (e.g. 70mph). Speed limits could be adjusted depending on the conditions at the time.</p> <p>The proposed M2/A2/A122 Lower Thames Crossing junction was revised after the Statutory Consultation in October 2018, providing improved local connections, while still retaining variable speed limits with the default being the national speed limit (e.g. 70mph for cars). The Applicant consulted on the new design during the Supplementary Consultation in January 2020. For more information about the Supplementary Consultation, see Chapter 6 of this report.</p> <p>Within the junction and on the approaches, appropriate signage would be provided to ensure that road users can navigate the junctions safely and efficiently. Where appropriate, the Applicant would install advisory speed limit signs on junction links roads to encourage responsible driver behaviour.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>At the junction of Brewers Road and the A2 eastbound slip road, the Applicant would install traffic lights to better manage traffic volumes and improve safety.</p> <p>The traffic modelling presented as part of the application for development consent forecasts that Thong Lane would experience an increase in traffic northbound during the evening peak. There would, however, be a reduction in traffic southbound in the evening peak. The predicted changes in the number of vehicles using Thong Lane are small, but the impact on current traffic levels would be significant because Thong Lane is a low-traffic route.</p> <p>The A227 is forecast to see a 10% to 20% increase northbound to the north of Meopham and southbound to the south of Meopham during the morning and evening peaks as a result of the Project.</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.</p> <p>For information on the design, see the Project Design Report (Application Document 7.4), the Design Principles (Application Document 7.5) and the General Arrangement (Application Document 2.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
SC49	Comments suggesting that the signage around the proposed junction should be clear and easy to understand, especially since it would be used frequently by foreign drivers.	-	Kent County Council	0	54	In response to feedback from the Statutory Consultation in October 2018, and further investigations in January 2020, the Applicant consulted on a revised design for the proposed M2/A2/A122 Lower Thames Crossing junction, including the connector roads. The updated design better meets the	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
SC50	Comments opposed to the provision of access points to the proposed M2/A2/A122 Lower Thames Crossing junction because it could be confusing for drivers to navigate.	-	Gravesham Borough Council	3	53	<p>requirements of the Project, including being easy to navigate and providing a more direct route from Gravesend East junction to the M2 eastbound, avoiding the connector links and roundabouts. The link roads within the junction are designed to provide a fast and safe free-flowing connection from one road to another.</p> <p>The new junction design provides a more compact layout, reduces overall land take and enables the tunnel to be extended 350m south, reducing the impacts on Chalk and the protected sites near the Thames Estuary.</p> <p>For more information on the design of the proposed M2/A2/A122 Lower Thames Crossing junction, see the Project Design Report (Application Document 7.4) and Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>The Applicant would install appropriate traffic signage to ensure the route, including the proposed M2/A2/A122 Lower Thames Crossing junction, performs safely and gives motorists sufficient notification of road layout and destinations. Signage would include the latest technology, with variable speed limits to manage traffic flow and improve safety. The Applicant would provide real-time journey information on the approaches to the Project, including information about current incidents</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>and journey times. The Applicant would also provide real-time signage at key locations on the wider network to provide information to drivers on journey times for the Dartford Crossing and the Project.</p> <p>The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for all signage would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design. For more information, see the Design Principles.</p>	
SC51	Comments opposed to the design of the proposed M2/A2/A122 Lower Thames Crossing junction, in particular the height and visibility of the highest slip road (from the Project to the A2/M2 westbound), along with the use of a box structure instead of a bridge or viaduct.	-	Gravesham Borough Council	0	0	In response to feedback from the Statutory Consultation in October 2018, and further investigations in January 2020, the Applicant consulted on a revised design for the proposed M2/A2/A122 Lower Thames Crossing junction, including the connector roads. The updated design better meets the requirements of the Project, including being easy to navigate and providing a more direct route from Gravesend East junction to the M2 eastbound (in line with feedback received during the Statutory Consultation), avoiding the connector links and roundabouts. The link	No
SC52	Suggestions about how slip lanes should be designed,	-	-	0	72		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	including examples such as maintaining a consistent number of lanes throughout or adding extra slip roads. Some comments mentioned the need for a direct connection from Gravesend East to the A2/M2 eastbound.					roads within the junction are designed to provide a fast and safe free-flowing connection from one road to another.  The new junction design would provide a more compact layout, reduces overall land take and enables the tunnel to be extended 350m south, reducing the impacts on Chalk and the protected sites near the Thames Estuary.	
SC53	Comments expressing concern about the design of the proposed M2/A2/A122 Lower Thames Crossing junction, with some consultees saying that it is unnecessarily convoluted and difficult to navigate. One consultee expressed concern about access to a nearby maintenance facility as a result of the junction design.	HS1 Ltd	Kent County Council	3	81	The route from the A289 to the M2 westbound would involve joining a parallel connector road (A2) running alongside the M2. This is to avoid motorists potentially crossing over when changing lanes in pursuit of different destinations. The use of a connector road would make some journeys slightly longer but would improve safety.  The Applicant continues to liaise with key stakeholders to ensure that they have sufficient access to their facilities during construction and operation of the Project. For more information on the design of the proposed M2/A2/A122 Lower Thames Crossing junction, see the Project Design Report (Application Document 7.4), the Design Principles (Application Document 7.5), the General Arrangement (Application Document 2.5) and the Structures Plans (Application Document 2.13). The Applicant consulted on the draft Design Principles	No
SC54	Comments opposed to the design of the proposed M2/A2/A122 Lower Thames Crossing junction and its connecting roads. Comments include those saying that it is too convoluted and would lead to longer journeys, such as	Cobham Parish Council, Higham Parish Council, Kent Downs Area of Outstanding	Gravesham Borough Council	17	157		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	the journey from the A289 westbound to Gravesend East junction or the A2 westbound.	Natural Beauty Unit, Shorne Parish Council				during the Community Impacts Consultation in July 2021.	
SC55	Comments suggesting how to ensure that the junction is free-flowing, including examples such as minimum use of roundabouts or traffic lights, or removing certain connections.	Shorne Parish Council	Gravesham Borough Council	2	236	The Applicant has designed the Project with free-flowing grade-separated junctions connecting to the A2/M2, A13/A1089 and M25.  The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for all the junctions, including slip and connector roads, would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design, with the default being the national speed limit for this type of road (e.g. 70mph for cars), and design features to encourage safe lane changes. Where appropriate, such as at link roads on junctions, the Applicant would install advisory speed limit signs to encourage responsible driver behaviour.	No
SC56	Comments expressing concern about the design of the proposed M2/A2/A122 Lower Thames Crossing junction on the grounds that it would not facilitate smooth traffic flows and would create bottlenecks. Some comments expressed concern about the route from the A2/M2 eastbound to the Brewers Road becoming congested, or the A228 linking the M2 and the M20.	-	Dover District Council	1	159	The detailed design for all the junctions, including slip and connector roads, would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design, with the default being the national speed limit for this type of road (e.g. 70mph for cars), and design features to encourage safe lane changes. Where appropriate, such as at link roads on junctions, the Applicant would install advisory speed limit signs to encourage responsible driver behaviour.	No
SC57	Comments opposed to the design of the proposed junction based on the grounds that it would not	Cobham Parish Council, Shorne	-	6	57	The number of lanes along the southern route and through each junction has been selected	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	facilitate smooth traffic and would create bottlenecks.	Parish Council				<p>as part of the ongoing design development process, including the outputs of various phases of traffic modelling. Traffic modelling presented as part of the application for development consent shows that the route and the proposed M2/A2/A122 Lower Thames Crossing junction would remain free flowing for the foreseeable future.</p> <p>The design of bridges, underpasses and other structures has been optimised to ensure safety and value for money, as well as minimising impacts on local communities. The entire southern section of the route between the Thames Estuary and the M2/A2/A122 Lower Thames Crossing junction is either in a tunnel or a cutting. The tunnel portal could not be moved further south because a minimum distance must be maintained between the South Portal and the proposed M2/A2/A122 Lower Thames Crossing junction to allow safe lane changing and an appropriate distance for signage. For more information, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>The Project's proposed junction with the A2/M2 would provide direct free-flowing connections to the strategic road network.</p>	
SC58	Comments expressing concern about the design or use of accompanying structures, such as underpasses, bridges and viaducts.	-	-	0	11		No
SC59	Comments opposed to the design or use of accompanying structures, such as underpasses, bridges and viaducts.	Kent Downs Area of Outstanding Natural Beauty Unit	-	1	21		No
SC60	Suggestions about how the design of the viaducts could be improved.	-	-	0	2		No
SC61	Comments suggesting that existing or proposed roads would require widening to accommodate the additional traffic, in particular at the proposed M2/A2/A122 Lower Thames Crossing junction.	-	Kent County Council	0	87		No
SC62	Suggestions that flyovers and underpasses should be used to keep traffic flowing through the proposed M2/A2/A122 Lower Thames	-	-	0	28		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	Crossing junction. Other consultees suggested more use of tunnels to avoid impacts on nearby communities.					Traffic lights and roundabouts are necessary at some junctions where traffic from the Project meets local roads, such as at the Brewers Road junction with the eastbound slip road, where new traffic signals would help manage traffic flows, and at the Gravesend East junction.	
SC63	Suggestions for how traffic on the A2/M2 should be managed to encourage smooth flows to the Lower Thames Crossing and the Dartford Crossing.	-	-	1	3	More information on Supplementary Consultation in January 2020 can be found in Chapter 6 of this report. More information about the design of the route can be found in Project Design Report. More information about the traffic modelling can be found in the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7).	No
SC64	Comments expressing concern about the proposed junction due to the potential for reduced freight traffic after Brexit.	-	-	1	9	The Government has been responsible for managing the process of leaving the EU and setting the policy objectives that its departments and agencies are expected to fulfil. As one of those agencies, the Applicant is continuing to develop its plans for the Project in line with the Scheme Objectives that were agreed with the Department for Transport. There is no evidence that Brexit removes the need for the Project or negates its benefits. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).	No
SC65	Comments opposed to the proposed junction due to the potential for reduced freight traffic after Brexit.	-	-	0	4		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
SC66	Comments expressing concern about the cost and value for money of the proposed M2/A2/A122 Lower Thames Crossing junction. Comments included drawings showing an alternative design for the link and the junction said to offer better value for money.	-	Dartford Borough Council	0	12	All junctions within the Project only include links and structures where necessary and these have been designed in a cost-efficient way. Costs of construction and operation are considered at every part of the design process, and the Project carries out periodic reviews to ensure costs are controlled. The budget is also subject to close scrutiny by the Department for Transport.  The Project has been designed to address all the Scheme Objectives, including value for money, focusing on how public resources can be used to create and maximise public value. More information about the benefits and costs of the Project can be found in the Need for the Project (Application Document 7.1) and the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.	No
SC67	Comments opposed to the cost and value for money of the proposed M2/A2/A122 Lower Thames Crossing junction, with some consultees saying that other junctions, such as Blue Bell Hill, would also need investment to increase capacity.	Cobham Parish Council	-	1	39	The alignment of the southern section of the new road, including its connection to the strategic road network, was determined as part of an extensive options appraisal process that considered alternative options.	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						A connection with the A2/M2 in its proposed location and as part of a Western Southern Link road was determined through the Applicant's Non-Statutory Consultation in January 2016 and further refined in preparation for the Statutory Consultation in October 2018. This process is described in the Approach to Design, Construction and Operations report published for consultation and described in Chapter 4 of this report. Further refinements to the junction were proposed for the Supplementary Consultation in January 2020, which is described in Chapter 6 of this report.	
SC68	Comments opposed to the proposed M2/A2/A122 Lower Thames Crossing junction on economic grounds.	-	-	0	2	The proposed M2/A2/A122 Lower Thames Crossing junction south of the River Thames is the product of an extensive consultation process. A junction in that location was found to best meet the Scheme Objectives. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).  In assessing the shortlisted options for the southern section of the Project, including their respective connections to the A2/M2, the Non-Statutory Consultation in January 2016 assessed their relative costs, adjusted benefit cost ratios (BCRs) and value for money. This assessment considered both the Western	No
SC69	Comments opposed to the proposed M2/A2/A122 Lower Thames Crossing junction based on the grounds that the Kent economy would not benefit from the new infrastructure as expected and that the Project would disrupt local businesses.	-	-	1	4		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SC70	Comments expressing concern that the proposed M2/A2/A122 Lower Thames Crossing junction would not deliver benefits to the national economy unless there are significant improvements to Channel corridor routes such as the A2/M2 and A20/M20.	-	Dover District Council	0	1	Southern Link (WSL) and Eastern Southern Link (ESL) alternatives when combined with each of the three proposed route alignments for the section north of the River Thames. The ESL was assessed as having a higher BCR, although both options offered high value for money. Following consultation and having considered responses to the consultation and carried out further assessments, the Applicant recommended the WSL, and this recommendation was accepted as part of the Secretary of State's Preferred Route Announcement in April 2017. The Project would boost local, regional and national economies, improving journey times along parts of the A2, A127, M25 and M20, while also cutting congestion at the Dartford Crossing and its approach roads. The improved connectivity across the River Thames provided by the Project would boost the productivity of local businesses by making it easier for them to interact with customers and suppliers and to retain and attract workers. These business benefits would boost employment and economic growth, providing long-term benefits for businesses. The Project aligns with the South East Local Enterprise Partnership (SELEP) strategy for tackling housing shortages, encouraging infrastructure and improving workforce skills to increase productivity and regional economic growth. The majority of the	No
SC71	Comments opposed to the proposed M2/A2/A122 Lower Thames Crossing junction on economic grounds, suggesting that the money should be spent elsewhere.	-	-	0	2		No
SC72	Comments expressing concern about the proposed M2/A2/A122 Lower Thames Crossing junction on the grounds that it does not provide a direct route from, for example, the Channel ports or M2 junction 1.	-	-	0	4		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Project's economic, social and environmental benefits accrue to trips that begin and/or end in local authorities within the SELEP area. SELEP local authorities south of the River Thames are forecast to receive substantial transport user benefits, which are mainly journey-time savings and productivity benefits.</p> <p>More information about the costs and benefits of the Project can be found in the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.</p>	
SC73	Comments expressing concern that the proposed M2/A2/A122 Lower Thames Crossing junction would encourage drivers to use unsuitable local roads.	-	Maidstone Borough Council, Kent County Council, Dover District Council	-	108	<p>The Project would connect directly to the key points on the strategic road network (A2/M2, A13/A1089 and M25) and selected local connections, such as the Gravesend East and Orsett Cock junctions. This would reduce the likelihood of motorists using local roads to access the new crossing.</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by</p>	No
SC74	Comments opposed to the proposed M2/A2/A122 Lower Thames Crossing junction on the grounds that it would encourage drivers	Higham Parish Council, Shorne	Gravesham Borough Council	11	164		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	to use unsuitable local roads, such as those through Sole Street, Cobham, Meopham, Shorne, Higham, Maidstone, Gravesend, Strood, Rochester and the roads around Dover.	Parish Council				providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).  While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).	
SC75	Comments opposed to the proposed M2/A2/A122 Lower Thames Crossing junction, saying it would encourage motorists to use unsuitable local roads, which could result in an increase in rat running.	Shorne Parish Council	Swale Borough Council	3	32	The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.	No
SC76	Comments expressing concern about the proposed M2/A2/A122 Lower Thames Crossing junction, saying it would increase rat running through areas such as Istead Rise, Cuxton, Halling and Snodland, Meopham and Wrotham.	Cobham Parish Council	Canterbury City Council, Folkestone & Hythe District Council	2	29	The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application,	No
SC77	Comments opposed to the proposed M2/A2/A122 Lower Thames Crossing junction, saying it would increase rat running through Gravesend East, Riverview	Higham Parish Council, Shorne	-	14	98		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	Park and Thong, Shorne, Cliffe, Cobham, Luddesdown, Wrotham, Meopham and Southfleet and Sole Street.	Parish Council				<p>providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p>	
SC78	Comments expressing concern about the proposed M2/A2/A122 Lower Thames Crossing junction, saying it would encourage drivers to use unsuitable local roads, such Brewers Road, Peartree Lane and Thong Lane, while others said roads such as the A227, A228, A229 and M2 would be affected.	Cobham Parish Council	Tonbridge and Malling Borough Council, Dover District Council, Gravesham Borough Council	1	48	<p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.</p> <p>While the Project does result in additional vehicle mileage being travelled, this is largely as a result of longer trips – particularly those across the River Thames. The number of new trips predicted as a result of the Project is relatively low.</p> <p>For more information about the impacts across the road network, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SC79	Comments suggesting that the A2/M2 should be of motorway standard all the way to Dover to facilitate better traffic flow.	-	Canterbury City Council, Kent County Council, Dover District Council, Folkestone & Hythe District Council	0	83	<p>The purpose of the Project is to fulfil the Scheme Objectives agreed between the Applicant and the Department for Transport (DfT), which include the provision of traffic relief at the Dartford Crossing as well as providing new free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p>	No
SC80	Suggestions that existing roads would need upgrading to cope with increased traffic as a result of the Project.	Higham Parish Council, Shorne Parish Council	Maidstone Borough Council, Dartford Borough Council, Canterbury City Council, Kent County Council, Ashford Borough Council, Dover District Council, Gravesham Borough Council, Folkestone & Hythe	1	308	<p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
			District Council			<p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England:</p>	
SC81	Suggestions that existing roads would need to be upgraded to cope with increased traffic as a result of the Project. Comments focused on specific roads, including the M20, A2/M2 and Blue Bell Hill.	Cobham Parish Council, Shorne Parish Council	Maidstone Borough Council, Dartford Borough Council, Canterbury City Council, Swale Borough Council, Kent County Council, Dover District Council	3	127		No
SC82	Comments expressing concern about the proposed A2/M2 corridor on the grounds that the Project would encourage further traffic on to roads and junctions that are already too busy.	Higham Parish Council	Kent County Council, Dover District Council, Gravesham Borough Council	1	122		No
SC83	Comments opposed to the proposed A2/M2 corridor on the grounds that the Project would encourage further traffic on to roads and	Shorne Parish Council	Swale Borough Council	2	57	No	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	junctions that are already too busy.					Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.  More information on the forecasted traffic impacts on local roads and the A2/M2 is available in the Transport Assessment (Application Document 7.9).	
SC84	Suggestions that the A2/M2 corridor would need upgrading to cope with the increased traffic expected once the Project is open. Some consultees suggested that upgrading to a smart motorway to three lanes throughout, and removing roundabouts.	-	Medway Council, Canterbury City Council, Swale Borough Council, Kent County Council, Ashford Borough Council, Dover District Council, Folkestone & Hythe District Council	3	142		No
SC85	Comments expressing concern about junctions on the A2/M2 and M2, which consultees say would see traffic increases because of the Project, with these said to be operating at or beyond capacity already. Junctions mentioned included several on the M2 and the A2/M2	Higham Parish Council	Maidstone Borough Council, Canterbury City Council, Dover District Council	1	53		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	Whitfield and Duke of York's roundabouts.						
SC86	Comments opposed to problems expected on existing junctions on the A2 and M2, which consultees say would see traffic increases when the Project is open, with these junctions said to be operating at or beyond capacity already.	Kent Downs Area of Outstanding Natural Beauty Unit	Swale Borough Council	2	40		No
SC87	Suggestions that existing M2 and A2 junctions would need upgrading to cope with the increased traffic expected when the Project is open.	-	Dartford Borough Council, Canterbury City Council, Kent County Council, Dover District Council, Folkestone & Hythe District Council	1	108		No
SC88	Comments expressing concern that the Project would encourage additional traffic on to the M2 junction 3/Blue Bell Hill, which consultees say is unsuitable	-	Maidstone Borough Council, Tonbridge and Malling Borough	0	145		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	or unsafe for increased traffic.		Council, Kent County Council				
SC89	Comments opposed to the potential for the Project to encourage additional traffic on to the M2 junction 3/Blue Bell Hill, which consultees say is unsuitable or unsafe for increased traffic.	Shorne Parish Council	Gravesham Borough Council	2	87		No
SC90	Suggestions that the M2 junction 3/Blue Bell Hill junction needs to be upgraded because of increased traffic from the Project.	Higham Parish Council, Shorne Parish Council	Maidstone Borough Council, Dartford Borough Council, Medway Council, Kent County Council, Ashford Borough Council, Gravesham Borough Council, Folkestone & Hythe District Council	3	401		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
SC91	Suggestions that roads linking the A2/M2 to the M20, such as the A227, A228, A249 or A260, should be upgraded to handle increases in traffic caused by the Project.	Higham Parish Council, Shorne Parish Council	Dartford Borough Council, Canterbury City Council, Kent County Council, Ashford Borough Council, Folkestone & Hythe District Council	3	64		No
SC92	Comments expressing concern that roads linking the A2/M2 to the M20 would see increased traffic once the Project is operational. Some consultees say that these would need upgrading.	-	Gravesham Borough Council	0	85		No
SC93	Comments opposed to roads linking the A2/M2 to the M20 (such as the A227, A228, A229, A249) having increased traffic when the Project is operational. Some consultees say that these would need upgrading.	Shorne Parish Council	Gravesham Borough Council	0	48		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
SC94	Suggestions that roads linking the A2/M2 to the M20, such as the A227, A228, A229 and A249, would need to be upgraded to handle increased traffic once the Project is open.	-	-	2	227		No
SC95	Comments expressing concern about whether there are adequate measures to encourage traffic on to the M20/A20 corridor, which is predicted to have additional traffic demand when the Project is open.	-	-	0	6		No
SC96	Comments opposed to a lack of measures from the Project to manage increased traffic on the M20/A20 corridor.	-	-	0	2		No
SC97	Comments suggesting the M20/A20 corridor would need to be upgraded due to additional traffic when the Project is open.	-	Medway Council, Dover District Council	0	13		No
SC98	Comments expressing concern about the capacity of M20 junctions (such as junctions 4, 5, 6 and 7),	-	-	0	10		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	which consultees say would have additional traffic demand when the Project is open.						
SC99	Comment opposed to the lack of capacity of junctions 6 and 7 of the M20, saying that they would have additional traffic demand when the Project is open.	-	-	0	1		No
SC100	Comments suggesting upgrades to M20 junctions (such as junctions 6, 7 and 11a), which consultees say lack the capacity for additional traffic expected when the Project is open.	-	Canterbury City Council, Kent County Council, Folkestone & Hythe District Council	0	7		No
SC101	Comments expressing concern about how the Project connects to the existing road network, saying that these roads would be unable to accommodate additional traffic.	-	-	0	2		No
SC102	Comments opposed to how the Project connects to the existing road network, saying that these roads	-	-	0	11		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	would be unable to accommodate additional traffic.						
SC103	Comments expressing concern about the location of the proposed M2/A2/A122 Lower Thames Crossing junction, with some consultees that saying the junction is too far to the west and too close to Gravesend.	-	-	0	38	Following the Non-Statutory Consultation in January 2016, a decision was made and announced by the Secretary of State that the Western Southern Link (WSL) would be the preferred route from the South Portal to the A2/M2 because it best meets the Scheme Objectives.  The decision to recommend the WSL followed consideration of responses to the consultation and further analysis of the two alternatives. The Eastern Southern Link Road (ESL) had previously been the recommended route, as described in the consultation booklet produced for the Route Consultation. Before recommending the WSL, it was concluded that the proposed design could be improved so that it offered a free-flowing connection with the default national speed limit speed limit for this type of road (e.g. 70mph for cars), as was the case with the ESL.	No
SC104	Comments opposed to the location of the proposed M2/A2/A122 Lower Thames Crossing junction, with some consultees saying that the impact on the A2/M2 is too severe, and some calling for the Project to link directly to M2 junction 1. Some consultees also said that the location is flawed because the Project only helps those going to the Channel ports and east Kent.	-	-	12	167	The WSL offers high value for money, fully supports wider regeneration and economic benefits, while having a lower impact than the ESL on the environment and local communities. Both the ESL and WSL offered direct journeys across the River Thames, meaning the relative mileage between the two	No
SC105	Comments expressing concern about the proposed M2/A2/A122 Lower Thames Crossing junction, saying	-	Medway Council	0	11		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	that it would add unnecessary mileage to journeys compared with the Eastern Southern Link.					options was not a factor in the decision-making process.	
SC106	Comments opposed to the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it would add unnecessary mileage to journeys compared with the Eastern Southern Link.	-	-	1	31	In advance of the Statutory Consultation in October 2018, the Applicant carried out a reappraisal of the options, which confirmed that the WSL remained the most appropriate choice to connect the South Portal with the strategic road network. This appraisal included consideration of the traffic modelling forecasts presented during the Statutory Consultation.	No
SC107	A comment expressing concern about the decision to choose the Western Southern Link over the Eastern Southern Link.	-	Gravesham Borough Council	0	0	For a description of the development and selection of a preferred route, see Chapter 3 of this report. For more information about the Applicant's options consideration, see Chapter 4 of the Planning Statement (Application Document 7.2), which includes an explanation as to how the Project developed and the options considered, along with further information, including an explanation to why the WSL was selected. It also sets out the Project's Scheme Objectives, agreed with the Department for Transport.	No
SC108	A comment opposed to the decision to choose the Western Southern Link over the Eastern Southern Link.	-	-	0	1		No
SC109	Comments expressing concern about the decision-making process responsible for the proposed M2/A2/A122 Lower Thames Crossing junction.	-	-	0	15	The Project has been through an extensive design development process, including public consultations on options for the crossing in 2013 and 2016, and ongoing design development to ensure the selection of the optimum route for the Project. The Applicant	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SC110	Comments opposed to the decision-making process responsible for the proposed M2/A2/A122 Lower Thames Crossing junction, in particular the decision to provide a junction with a 70mph maximum speed limit.	-	-	2	53	has also carried out various phases of traffic modelling to ensure that the crossing would achieve the Scheme Objectives, such as providing relief at the Dartford Crossing and its approaches This process took into consideration different options for a connection between the river crossing and the A2/M2, and in particular the two shortlisted options, the Eastern Southern Link (ESL) and Western Southern Link (WSL).	No
SC111	Comments opposed to the decision-making process responsible for the proposed M2/A2/A122 Lower Thames Crossing junction, with consultees saying that they lack confidence in the Project's expertise or processes.	-	Swale Borough Council	0	5	Both routes were considered to be viable and to offer high value for money, with broadly similar environmental impacts on the respective areas in which they would be situated.  The Applicant's recommended route in the consultation proposals was the ESL but, having reviewed the consultation responses and carried out additional assessments of the options, this recommendation was changed to an updated version of the WSL, which was able to offer a 70mph connection to the A2 without significantly increasing its environmental impacts. The WSL formed part of the Secretary of State's Preferred Route Announcement in 2017 and was subject to further assessments by the Applicant in preparation for the Statutory Consultation in October 2018.  The Project proposals submitted for the application for development consent have been designed in accordance with the Design	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the proposed M2/A2/A122 Lower Thames Crossing junction would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design, which allows for 70mph links to improve traffic flow, increasing the capacity of the junction. Where appropriate, such as on some links at junctions, the Applicant would install advisory speed limit signs to encourage responsible driver behaviour.</p> <p>The proposals for the M2/A2/A122 Lower Thames Crossing junction presented within the application for development consent have been determined after an extensive design development and consultation process and consideration of how best to fulfil the Scheme Objectives. The consultation, engagement and decision-making processes are set out in Chapter 3 of this report and the Need for the Project (Application Document 7.1), as are the Scheme Objectives.</p> <p>For more information about the traffic modelling, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7). For more</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						information about the revised proposals for the M2/A2/A122 Lower Thames Crossing junction and Supplementary Consultation in January 2020, see Chapter 6 of this report.	
SC112	Comments expressing concern about the level of connectivity provided by the Project south of the river, with specific locations mentioned, including the A226, the M20, M25 and M26.	-	Medway Council, Kent County Council	0	61	The Project's Scheme Objectives include to relieve the congested Dartford Crossing and approach roads. The connection to the A2/M2 has been assessed and refined to ensure that it meets the Scheme Objectives. It has been subject to an extensive options appraisal process in which two shortlisted options, the Eastern Southern Link (ESL) and the Western Southern Link (WSL), formed part of the 2016 Non-Statutory consultation. The connection to the A2/M2 that was proposed for Statutory Consultation, WSL, offered a 70mph free-flowing connection to the new crossing and its environmental impacts were considered to be less significant than those of the ESL alternative. Following Statutory Consultation, these plans were further refined and an updated design was proposed as part of the Supplementary Consultation described in Chapter 6 of this report.  More information about the design of the southern route of the Project can be found in the Project Design Report (Application Document 7.4), Design Principles (Application Document 7.5) and the General Arrangement (Application Document 2.5).	No
SC113	Comments opposed to the level of connectivity provided by the Project south of the river, with specific locations mentioned, including the A289, the M20 and M25.	Higham Parish Council, Shorne Parish Council	Gravesham Borough Council	6	126		No
SC114	Comments expressing concern about the connectivity of the proposed M2/A2/A122 Lower Thames Crossing junction, which consultees say could encourage traffic on to local roads.	-	-	0	28		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SC115	Comments expressing concern about the changes to existing connectivity at the Halfpence Lane roundabout. Comments included those saying that the new roundabouts and link roads are too complicated and others saying that Shorne would lose direct access to the M2 eastbound.	-	-	0	7	<p>Following the Statutory Consultation in October 2018, the design of the proposed M2/A2/A122 Lower Thames Crossing junction was revised to provide direct connectivity between the Gravesend East junction and the A2/M2 eastbound, while link roads were redesigned to improve journey times.</p> <p>There would be no direct access from Halfpence Lane to the A2/M2 westbound. Motorists seeking to access the A2/M2 westbound from either Brewers Road or Halfpence Lane would need to use the connecting roads and roundabouts south of the A2/M2 to access the Gravesend East junction, and then continue to the A2/M2 westbound.</p>	No
SC116	Comments opposed to the changes to the existing connectivity at the Halfpence Lane roundabout, with comments including those saying motorists would lose access to the A2/M2 eastbound and westbound and that there would be an increase in rat-running traffic in Cobham.	-	-	3	20	<p>The existing direct connection from the Halfpence Lane junction to the A2/M2 westbound would be removed to accommodate the off-slip linking the A2/M2 westbound with the Project. To accommodate both would potentially mean having an off-slip and on-slip in close proximity on the A2/M2, which would not meet the standards set out in the Design Manual for Roads and Bridges.</p>	No
SC117	Comments expressing concern about the changes to existing connectivity at Brewers Road/Shorne, with comments saying that motorists would lose access to the A2/M2 eastbound and	-	Kent County Council	1	10	<p>Design options are limited because space is highly constrained, including by the presence of HS1.</p> <p>Similarly, direct access from Brewers Road to the M2 eastbound would not be possible</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	westbound and there would be increased rat running.					because the eastbound slip road would access the A2 parallel connector road.	
SC118	Comments opposed to the changes to existing access points at Brewers Road/Shorne with comments including those saying that motorists would lose direct access to the A2/M2 eastbound and westbound and there would be an increased likelihood of rat running.	Shorne Parish Council	-	4	56	Access to the M2 eastbound would be either via the Gravesend East junction or by joining the eastbound parallel connector road and following the A289 as far as the A226 Gravesend Road junction and turning around to join the M2 eastbound.  The parallel connector road is a safety feature that would reduce the risk of motorists coming into conflict while joining or leaving the A2. While there would be some inconvenience for eastbound drivers from Halfpence Lane and Brewers Road seeking to join the M2, these safety features are part of the latest highway designs and would reduce the risk of high-speed collisions.	No
SC119	Suggestions about access points at Brewers Road/Shorne and how these could be improved, mainly to assist local traffic. Some consultees said that the Brewers Road junction would not be suitable for additional traffic.	-	Kent County Council	0	2	When the proposed M2/A2/A122 Lower Thames Crossing junction was revised after the Statutory Consultation in October 2018, the Applicant looked again at these arrangements and retained them because they provide the best compromise between safety, maintaining existing new connectivity, and providing new links.	No
SC120	Comments expressing concern about the Project's impact on Thong Lane, Thong and Riverview Park. Comments include those saying that there would be increased rat running and fewer direct journeys.	-	-	0	10	The new arrangements are not expected to increase traffic in Cobham. Traffic modelling forecasts that more motorists from south of the A2/M2 would head directly for the Gravesend East junction along Henhurst Road, rather than going through Cobham	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
SC121	Comments opposed to the changes to existing connectivity at Thong Lane, Thong and Riverview Park. Comments include those saying that motorists would lose direct access to the M2 and there would be increased rat running.	-	-	12	22	<p>along The Street and Halfpence Lane. Traffic modelling also forecasts that there would be an increase in traffic in the Shorne area, with more traffic expected along Peartree Lane at peak times.</p> <p>More information can be found in the Traffic Forecasts Non-Technical Summary (Application Document 7.8). For more information on the new design south of the river, see the Project Design Report (Application Document 7.4), the Design Principles (Application Document 7.5) and the General Arrangement (Application Document 2.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>Traffic modelling forecasts that Thong Lane would experience an increase in traffic northbound during the evening peak. There would, however, be a reduction in traffic southbound in the evening peak. The predicted changes in the number of vehicles using Thong Lane are small, but it is expected that the impact on current traffic levels would be significant because Thong Lane is a low-traffic route.</p> <p>Once the Project is operational, Thong Lane would be attractive to some motorists travelling between Gravesend and the A2 or A289, with eastbound traffic using the Brewers Road connection to the A2 and westbound traffic using the new local</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						connection to the A2 and the M2 south of the A2/M2. Motorists would have a choice of other routes to make these journeys, such as via the Gravesend East junction or along the A226.	
SC122	Comments expressing concern about the changes to connectivity at Gravesend East, saying that motorists would lose access to the A2/M2 or there would be an increase in rat running.	-	Medway Council, Kent County Council	1	32	Following feedback at the Statutory Consultation in October 2018, the design of the proposed M2/A2/A122 Lower Thames Crossing junction was revised to provide a more direct route from the Gravesend East junction to the M2 eastbound. This revised layout was included in the Supplementary Consultation in January 2020, which is described in Chapter 6 of this report. Traffic for the A2 eastbound and the A289 would continue to use Brewers Road, as originally proposed during Statutory Consultation. The Applicant now considers that the proposals for the M2/A2/A122 Lower Thames Crossing junction represent the optimum solution, balancing the need to provide a free-flowing 70mph connection between the new crossing and the strategic road network with the need to avoid or mitigate any associated environmental impacts, including those affecting designated sites.	Yes
SC123	Comments opposing changes to connectivity at Gravesend East, saying that motorists would lose access to the A2/M2 or there would be an increase in rat running.	Shorne Parish Council	-	17	135		Yes
SC124	Suggestions about connectivity at Gravesend East and how this could be improved to benefit local traffic.	Shorne Parish Council	Kent County Council, Gravesham Borough Council	2	13		Yes
SC125	Comments expressing concern that proposed connectivity at the M2/A2/A122 Lower Thames Crossing junction would not	HS1 Ltd	Kent County Council	2	36		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	be suitable for certain journeys.					areas, such as around Dartford, there is expected to be less traffic on local roads.	
SC126	Comments opposed to the proposed connectivity at the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it would not be suitable for certain journeys.	-	-	1	15	More information can be found in the Traffic Forecast Non-Technical Summary (Application Document 7.8). For more information about the design of the southern route, see the Project Design Report (Application Document 7.4), the Design Principles (Application Document 7.5) and the General Arrangement (Application Document 2.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.	Yes
SC127	Suggestions for new access points and how these could benefit particular journeys.	-	-	1	7		Yes
SC128	Comments expressing concern about the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it would not reduce congestion. Comments include concerns over the preparedness of the existing network to handle additional traffic or concerns the junction would be too complicated.	-	Folkestone & Hythe District Council	0	128	The proposed M2/A2/A122 Lower Thames Crossing junction includes free-flowing connections between the Project and the strategic road network (SRN), as well as links to key local roads. The Applicant's traffic modelling forecasts that the junction's connections to the SRN would remain free flowing for the foreseeable future.  Following feedback at the Statutory Consultation in October 2018, the design of the proposed M2/A2/A122 Lower Thames Crossing junction was revised to simplify the route from the Gravesend East junction to the A2/M2 eastbound. This revised junction layout, which retains the free-flowing design, was included in the Supplementary Consultation in January 2020, which is described in Chapter 6 of this report.	No
SC129	Comments opposed to the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it would not reduce congestion. Comments include concerns	-	-	10	157		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	over the preparedness of the existing network to handle additional traffic or that the design of the junction would be too complicated.					Traffic modelling presented as part of the application for development consent predicts that, compared with the situation without the Project, the overall level of traffic using the Dartford Crossing is forecast to fall by 19% in 2030 and remain below current levels for the foreseeable future.	
SC130	Comments expressing concern about the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it would make congestion worse. Reasons include concerns over whether the existing network could handle additional traffic and that the design would be too complicated and would not allow smooth traffic flow.	-	Tonbridge and Malling Borough Council	1	309	Average speeds on that part of the network would rise and journey times would become more reliable, reducing journey times at the Dartford Crossing in line with the Scheme Objectives agreed with the Department for Transport (DfT). Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).	No
SC131	Comments opposed to the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it would make congestion worse. Comments include concerns over the preparedness of the existing network to handle additional traffic or that the design of the junction is too complicated.	Shorne Parish Council	-	27	572	While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads,	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SC132	Comments expressing concern about the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it lacks capacity to cope with predicted traffic.	-	-	0	12	see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).  The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.	No
SC133	Comments opposed to the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it lacks capacity to cope with predicted traffic.	Shorne Parish Council	-	1	10	The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.  The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.  The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments,	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities. More information on the forecasted traffic impacts on local roads and the A2/M2 is available in the Transport Assessment (Application Document 7.9).</p> <p>While the Project does result in additional vehicle mileage being travelled, this is largely as a result of longer trips – particularly those across the River Thames. The number of new trips predicted as a result of the Project is relatively low.</p>	
SC134	Comments expressing concern about the proposed M2/A2/A122 Lower Thames Crossing junction because of concerns that it would lack resilience to cope with road or tunnel closures.	-	Tonbridge and Malling Borough Council	0	31	<p>The Project would provide additional capacity across the River Thames and provide road users with a choice between river crossings, therefore providing resilience in the event of network incidents.</p> <p>As part of the wider signage and technology strategy for the route, appropriate information on journey times and incidents would enable drivers to make informed choices about the best route for their journey.</p>	No
SC135	Comments opposed to the proposed M2/A2/A122 Lower Thames Crossing junction because of concerns that it would lack resilience to cope with road or tunnel closures, and that local roads would suffer in	Shorne Parish Council	-	5	62	<p>The new road's safety features would include vehicle detection, emergency areas, variable mandatory speed limits and lane closure signals in the event of an incident, such as a vehicle breakdown or collision. Control</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	the event of an incident on the Project.					<p>measures across the route, including in the tunnel, would identify vehicles stopping in a live lane and allow for rapid changes of traffic management to avert danger. Vehicle recovery would also be provided in the tunnel for any stopped vehicles to escort them to a place of safety.</p> <p>In the event of partial or total closure of the Project, incidents at the proposed M2/A2/A122 Lower Thames Crossing junction and along the southern route would be managed more quickly than they can be at the Dartford Crossing, with the proposed turnaround facilities and the ability to place the route in contraflow meaning that the amount of traffic building up on the route's approaches and at the proposed M2/A2/A122 Lower Thames Crossing junction would be reduced.</p>	
SC136	Comments expressing concern about the safety of the proposed junction, saying that the A2/M2 is already prone to collisions and this could become worse if traffic increases.	Cobham Parish Council, Shorne Parish Council	Canterbury City Council	0	47	<p>Safety on the Project has been a priority at every stage of the design process.</p> <p>The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the M2/A2/A122 Lower Thames Crossing junction would be carried</p>	No
SC137	Comments opposed to the proposed junction on safety grounds, with consultees saying that the A2/M2 is already prone to collisions	Shorne Parish Council	Swale Borough Council	7	56	<p>The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the M2/A2/A122 Lower Thames Crossing junction would be carried</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	and this could become worse if traffic increases.					<p>out by the Applicant's appointed Contractors in accordance with the DMRB standards published at the time of detailed design, which would set out standards for the lengths and radii of slip roads, lane widths, safe merges and demerges, lighting, signage and other safety features of the junction.</p> <p>The Applicant would install appropriate signage to ensure the route performs safely and gives motorists advance notification of road layout and destinations. Signage would include the latest technology, with variable speed limits to manage traffic flow and warn of incidents and lane closures.</p> <p>The Project would be designed to a high safety standard and with adequate capacity based on extensive traffic modelling, reducing the risk of collisions. For more information about the design of the junctions, including safety features, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
SC138	Suggestions that vehicles registered in foreign countries should be segregated from other traffic to improve flows.	-	-	1	6	The Applicant would not seek to segregate vehicles registered in foreign countries from other traffic. Any system needed to implement this would most likely add to congestion rather than improving it.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SC139	Suggestions that Heavy Goods Vehicle (HGV) traffic should be segregated from general traffic to improve flows.	-	-	1	23	The Project would include a restriction on HGVs using lane three, similar to a motorway. There would be no other restrictions on HGVs using the Project, including the tunnel, apart from abnormal loads, which would be subject to the usual restrictions and route-planning requirements. The Project has been designed with adequate capacity to remain free-flowing for the foreseeable future, including the predicted volumes of HGVs. For more information, see the Project Design Report (Application Document 7.4).	No
SC140	Suggestions that local traffic should be segregated to improve traffic flow, or that it should not allowed on to the Project at all.	-	-	2	21	In proposing a design for the M2/A2/A122 Lower Thames Crossing junction with the Project, the Applicant has sought to provide a free-flowing connection capable of accommodating the volumes of traffic predicted to use the Project as an alternative to the congested Dartford Crossing. Providing local connections to the crossing, although potentially advantageous to local communities and businesses, runs the risk of causing congestion both on the crossing and on the local roads that would connect to it, and a larger and more complex junction arrangement involving greater environmental impacts. Direct local connections, such as to Gravesend East, have been retained or provided in some instances. It is also the case that access to Thurrock and Essex for residents of Gravesend and eastern Kent	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>would become more direct than is currently the case.</p> <p>Safety on the Project has been a priority at every stage of the design process. The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the route would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design. For example, traffic flows along sections of the A2 and M2 would be segregated to increase safety where motorists lane changes present an increased risk of collisions. The final design of the M2/A2/A122 Lower Thames Crossing junction includes segregation of some traffic flows on and off the route in order to reduce conflict during lane changes. For more information about the junction design, see the Project Design Report (Application Document 7.4), Design Principles (Application Document 7.5) and the General Arrangement (Application Document 2.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SC141	General comments in support of the proposed M2/A2/A122 Lower Thames Crossing junction.	-	-	1	2,815	<p>In response to feedback from the Statutory Consultation in October 2018, and following further investigations, the Applicant consulted on an updated design for the proposed M2/A2/A122 Lower Thames Crossing junction in January 2020. This new junction better delivers the Scheme Objectives while addressing the needs of consultees, including maintaining traffic flow and providing improved connectivity for motorists travelling east from Gravesend. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>For more information about the updated design and the Supplementary Consultation in January 2020, see Chapter 6 of this report. The issues raised in responses to the Supplementary Consultation, and the response to those issues, are set out in Chapter 12 of this report.</p>	No
SC142	Comments in support of the proposed M2/A2/A122 Lower Thames Crossing junction. Comments include those suggesting that the benefits for improved traffic flow outweigh the negatives.	-	-	0	92		No
SC143	General comments in support of the design of the proposed M2/A2/A122 Lower Thames Crossing junction.	-	-	0	185		No
SC144	Comments in support of the M2/A2/A122 Lower Thames Crossing junction on the grounds that its design is simple and easy to navigate.	-	Dartford Borough Council	0	47		No
SC145	Comments highlighting the benefits of the proposed M2/A2/A122 Lower Thames Crossing junction, saying that its design would improve traffic flow and remove bottlenecks.	-	-	0	3		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SC146	Comments in support of the proposed M2/A2/A122 Lower Thames Crossing junction, saying that its design would improve traffic flow and remove bottlenecks.	-	-	0	320		No
SC147	Comments highlighting the benefits of the proposed widening of the A2/M2, saying that it would improve traffic flow.	-	-	0	4		No
SC148	Comments in support of the efforts to minimise environmental impacts of the proposed M2/A2/A122 Lower Thames Crossing junction.	-	-	0	40	These comments have been noted.	No
SC149	Comments highlighting the benefits of the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it would avoid certain communities and/or benefit communities in terms of reduced congestion, improved air quality and other factors.	-	-	0	2		No
SC150	Comments in support of the proposed M2/A2/A122	-	-	1	59		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	Lower Thames Crossing junction, saying that it would avoid certain communities or benefit communities in terms of improved congestion, air quality and other factors.						
SC151	Comments in support of the proposed junction, saying that sufficient mitigation measures have been put in place to minimise disruption.	-	-	0	207		No
SC152	Comments in support of the proposed junction, saying that it would enable the region to cope with population growth and housing developments.	-	-	0	7		No
SC153	Comments in support of the proposed junction. Comments included those saying that it would have minimal impact on properties and would increase house prices due to improved connectivity.	-	-	0	7		No
SC154	Comments in support of the proposed M2/A2/A122 Lower Thames Crossing junction, saying that any	-	-	1	18		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	impacts on the countryside or Green Belt would be justified and, where appropriate, suitably compensated for.						
SC155	Comments in support of the proposed M2/A2/A122 Lower Thames Crossing junction, saying that the Applicant has limited the impact on designated sites such as ancient woodland.	-	-	0	7		No
SC156	Comments highlighting the benefits of the design of the proposed M2/A2/A122 Lower Thames Crossing junction and efforts to minimise its visual impact on the landscape.	-	-	0	2		No
SC157	Comments in support of efforts to minimise the visual impact of the proposed M2/A2/A122 Lower Thames Crossing junction.	-	Kent County Council	0	48		No
SC158	A comment highlighting the benefits of the proposed noise and vibration mitigation measures, in particular efforts to minimise the height of the junction.	-	-	0	1		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
SC159	Comments in support of the proposed noise and vibration mitigation measures at the proposed M2/A2/A122 Lower Thames Crossing junction.	-	-	2	14		No
SC160	Comments in support of the proposed M2/A2/A122 Lower Thames Crossing junction on the grounds that reduction in congestion would lead to improved air quality.	-	-	1	25		No
SC161	Comments in support of the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it would avoid wildlife habitats.	-	-	0	7		No
SC162	Comments supporting removal of the A226 junction, saying that it would have led to increased traffic in the area.	-	-	0	3		No
SC163	Comments in support of removing the A226 junction, saying that it would have led to increased traffic in the area.	Cobham Parish Council	Dartford Borough Council, Medway Council, Kent County Council,	2	74		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
			Gravesham Borough Council				
SC164	Comments in support of the design and use of accompanying structures such as bridges and underpasses, as well as the use of diversions where appropriate. Some consultees describe measures as practical.	-	-	0	45		No
SC165	Comments highlighting the benefits of design changes made to the proposals since the 2016 consultation. Comments include those saying the Project has listened to concerns. The design of the proposed M2/A2/A122 Lower Thames Crossing junction and the location of the South Portal were mentioned.	-	-	1	2		No
SC166	Comments in support of design changes made to the proposals since the Route Consultation in January 2016. Comments include those saying that the Applicant has listened to	-	Maidstone Borough Council	0	11		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	people's concerns. The design of the proposed M2/A2/A122 Lower Thames Crossing junction and the location of the South Portal were mentioned.						
SC167	Comments in support of the proposed M2/A2/A122 Lower Thames Crossing junction and accompanying structures on the grounds that their design would not negatively affect the landscape.	-	-	0	2		No
SC168	Comments in support of the proposed widening of the M2/A2, saying that it would improve traffic flow.	-	Kent County Council, Dover District Council	0	26		No
SC169	Comments in support of the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it would benefit local businesses by giving them improved access.	HS1 Ltd	Kent County Council	0	32		No
SC170	Comments in support of the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it offers	-	-	0	26		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	better value for money compared with alternatives.						
SC171	Comments in support of the proposed M2/A2/A122 Lower Thames Crossing junction because of an anticipated reduction in traffic on unsuitable local roads.	-	-	0	35		No
SC172	Comments highlighting the benefits of the proposed M2/A2/A122 Lower Thames Crossing junction because of an anticipated reduction in traffic on unsuitable local roads and decreased likelihood of rat running through residential areas.	-	-	1	4		No
SC173	Comments in support of the proposed M2/A2/A122 Lower Thames Crossing junction because of an anticipated reduction in traffic on unsuitable local roads and decreased likelihood of rat runs through residential areas.	-	-	1	6		No
SC174	Comments in support of the chosen location for the proposed M2/A2/A122	-	-	0	19		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	Lower Thames Crossing junction in which consultees acknowledge that some local people may object.						
SC175	General comments highlighting the benefits of the proposed M2/A2/A122 Lower Thames Crossing junction. Some consultees refer to the chosen location and say that the benefits, in terms of improved traffic flow, would outweigh the potential impacts.	-	-	0	13		No
SC176	General comments in support of the location of the proposed M2/A2/A122 Lower Thames Crossing junction.	-	Kent County Council	0	554		No
SC177	Comments in support of the decision-making process that has led to the proposed M2/A2/A122 Lower Thames Crossing junction on the grounds that it shows that local views have been listened to.	-	Tonbridge and Malling Borough Council	0	116		No
SC178	Comments in support of the new or improved access to	-	-	0	2		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	and from Brewers Road and Shorne.						
SC179	Comments highlighting the benefits of the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it would provide new or improved access to the Channel ports.	-	-	1	10		No
SC180	Comments in support of the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it would provide new or improved access to the Channel ports.	-	Dover District Council	0	215		No
SC181	Comments highlighting the benefits of the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it would provide new or improved access to a range of locations.	-	-	1	4		No
SC182	General comments in support of the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it would provide new or improved access to a range of locations.	-	Ashford Borough Council	0	234		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SC183	A comment in support of the proposed M2/A2/A122 Lower Thames Crossing junction saying that it would provide improved access to Halfpence Lane and Cobham.	-	-	0	1		No
SC184	Comments supporting the connectivity provided by the Project south of the Thames.	-	-	1	11		No
SC185	A comment highlighting the benefits of providing improved access to/from Kent.	-	-	0	1		No
SC186	Comments in support of the proposed M2/A2/A122 Lower Thames Crossing junction on the grounds that it would provide new or improved access to and from local roads.	-	-	1	66		No
SC187	A comment highlighting the benefits of the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it would provide new or improved access to the M2, M20 and A20.	-	-	0	1		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SC188	Comments in support of the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it would provide new or improved access to the M2, M20 and A20.	-	Medway Council, Kent County Council	1	446		No
SC189	Comments highlighting the benefit of the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it would provide new or improved access to a range of locations.	-	-	3	9		No
SC190	Comments in support of the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it would provide new or improved access to a range of specific locations.	-	-	0	199		No
SC191	Comments highlighting the benefits of the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it would reduce congestion in Kent, including at Dartford.	-	-	0	8		No
SC192	Comments in support of the proposed M2/A2/A122	-	-	1	1,081		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	Lower Thames Crossing junction, saying that it would reduce congestion in Kent, including at Dartford.						
SC193	Comments in support of the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it would provide a more direct route between the Channel ports and the North, or between the Project and existing destinations in Kent.	-	-	0	62		No
SC194	Comments in support of the proposed M2/A2/A122 Lower Thames Crossing junction based on the grounds that journey times would improve because of more direct routed and reduced congestion.	-	Kent County Council	1	135		No
SC195	Comments in support of the proposed M2/A2/A122 Lower Thames Crossing junction, saying that it would increase the resilience of the road network and improve its ability to deal with road or tunnel incidents.	-	-	1	69		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SC196	Comment highlighting the benefits of the proposed M2/A2/A122 Lower Thames Crossing junction, saying that the design would make collisions less likely.	Shorne Parish Council	-	0	1		No
SC197	Comments in support of the proposed M2/A2/A122 Lower Thames Crossing junction, saying that the design would make collisions less likely.	-	-	1	19		No
SC198	Comments in support of the decision to link the Project to the existing road network at the proposed M2/A2/A122 Lower Thames Crossing junction.	-	Medway Council	1	297		No

## Issues raised in response to open Question 4f

- 11.4.56 Table 11.12 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q4f in the consultation response form, which was as follows:
- 11.4.57 Q4f: Please let us know the reasons for your response to Q4c–Q4e, indicating which junction or junctions you are referring to, and any other comments you have on the proposed connections of the route north of the crossing.
- 11.4.58 For reference, the closed Questions 4c–4e referred to in Q4f above were as follows:
- 11.4.59 *Q4c: Do you support or oppose the proposed Tilbury junction?*
- 11.4.60 *Q4d: Do you support or oppose the proposed junction between the Lower Thames Crossing and the A13/A1089?*
- 11.4.61 *Q4e. Do you support or oppose the proposed junction between the Lower Thames Crossing and the M25?*
- 11.4.62 For more information about Q4c–4e and how consultees responded to them and the other closed questions in the consultation response form, see Section 11.3 of this report.
- 11.4.63 The issues raised that relate to connections north of the River Thames are summarised in Table 11.12 below. Where issues were raised in response to Q4f that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 11.4.64 The Applicant has fully considered all of the responses received, Table 11.12 explains how the Applicant has had regard to those issues raised and the Applicant's response is presented in the penultimate column of the table. The final column of the table identifies where the Applicant has made a change to the Project in line with the issues raised during this consultation.
- 11.4.65 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to them with a combined response.

## Information presented in Table 11.12

- 11.4.66 The information presented in Table 11.12 is the following:
- 'Code' is a unique code assigned to each issue for reference purposes.
  - 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q4f or to another question in the response form but covering similar topics.
  - 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.

- e. 's42(1)(d)' states how many respondents with a land interest raised that issue.
- f. 's47 & s48' states how many members of the public raised that issue.
- a. 'The Applicant's response' presents the Applicant's response to the issue(s) raised and explains how the Applicant has had regard to the issue(s).
- b. 'Project change' states whether the issue(s) raised resulted in a change to the Project.
  - i 'Yes' indicates that changes to the Project proposals have been made since Statutory Consultation in line with the issue(s) raised. Some changes have been made as a result of environmental or other assessments, as well as through consideration of consultation responses.
  - ii 'No' indicates that the suggestions or requests did not result in a change to the Project proposals.

### **Summary of issues raised relating to connections north of the River Thames and the Applicant's responses**

11.4.67 Table 11.12 below summarises the issues raised relating to connections north of the River Thames and the Applicant's responses to those issues raised.

**Table 11.12 Summary of issues raised relating to connections north of the River Thames and the Applicant's responses**

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC1	General comments expressing concern about the proposed junctions north of the River Thames.	-	-	0	13	<p>In choosing the location of the junctions and their design, the Applicant has sought to balance the Scheme Objectives, which were agreed with the Department for Transport and are set out in the Need for the Project (Application Document 7.1). The Applicant has aimed to provide the necessary connectivity to relieve the Dartford Crossing, support economic growth, improve road safety and to minimise the impacts of the Project on health and the environment. Underpinning all these requirements is a need to control costs and provide value for money.</p> <p>The A13/A1089/A122 Lower Thames Crossing junction proposals presented at the Statutory Consultation in October 2018, including the chosen connectivity, were determined after careful consideration of traffic modelling, and the impacts on local communities and the environment. The junction connects two major highways to the Project, which is why a major junction is required. To reduce its footprint and height, not all direct links between the three highways are provided. The inclusion of additional direct links, such as those between the A13 westbound and the A1089, would require a third level to the junction,</p>	No
NC2	General comments opposed to the proposed junctions north of the River Thames.	Port of Tilbury London Ltd	-	3	101		No
NC3	General comments that are neutral about the proposed junctions north of the River Thames.	-	-	0	3		No
NC4	General comments in which support for the proposed junctions north of the River Thames is conditional on something else being achieved, such as sufficient mitigation measures.	-	-	0	23		No
NC5	General comments expressing concern about the proposed A13/A1089/A122 Lower Thames Crossing junction.	-	-	0	29		No
NC6	General comments opposed to the proposed A13/A1089/A122 Lower Thames Crossing junction.	-	-	4	53		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC7	General comments that are neutral about the proposed A13/A1089/A122 Lower Thames Crossing junction.	-	-	0	5	<p>significantly increasing the visual impact and cost. The links that have been provided at the junction are those that would align best with the Scheme Objectives, based on consideration of the traffic modelling, feedback from stakeholders and costs.</p> <p>After the Statutory Consultation, the Applicant redesigned some slip roads at the junction between the Lower Thames Crossing, A13, A1089 and A1013 to reduce the visual impact of the junction, move roads away from properties, and improve safety and connectivity at the junctions.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant presented a change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction, adding an extra lane to the link road connecting the Lower Thames Crossing northbound and southbound to the A13 eastbound. The extra lane on the link road east of Baker Street would provide additional capacity for traffic leaving the Lower Thames Crossing and accounts for the latest predicted traffic flows.</p> <p>In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing</p>	No
NC8	Comments in which support for the proposed A13/A1089/A122 Lower Thames Crossing junction is conditional on something else being achieved, such as sufficient mitigation measures.	-	-	0	4		No
NC9	General comments expressing concern about the proposed A122 Lower Thames Crossing/M25 junction.	-	-	1	32		No
NC10	General comments opposed to the proposed A122 Lower Thames Crossing/M25 junction.	-	-	3	137		No
NC11	Comments where support is expressed for the proposed A122 Lower Thames Crossing/M25 junction on the condition that something else is achieved, such as appropriate mitigation.	-	-	0	5		No
NC12	General comments opposed to the proposals for junction 29.	-	Brentwood Borough Council,	1	19	No	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
			Essex County Council			<p>junction during the Local Refinement Consultation in May 2022. The revised junction design would provide a direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the Project northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the Orsett Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road.</p> <p>The proposed A122 Lower Thames Crossing/M25 junction would impact the Thames Chase Forest Centre. The Applicant has engaged with Forestry England to develop the proposals to reduce the adverse impacts. The proposals include the provision of replacement land to compensate for the loss of part of the site, to the north and south of the Thames Chase Forest Centre, which the Applicant consulted on as part of the Design Refinement Consultation in July 2020. There would also be upgrades and additions to the walking, cycling and horse riding routes in the area. More information about the Design Refinement Consultation can be found in Chapter 7 of this report. As part of the Community Impacts Consultation in July 2021, the Applicant consulted on proposals for a reduced amount of replacement open space land, removing a previously proposed area of land on the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>eastern side of the M25. As a result, all the proposed replacement land would be on the western side of the M25. The land would be designed to match the existing forest and is being developed in collaboration with stakeholders. The replacement land covers approximately 15.6ha compared with about 14.5ha and is proposed to be acquired or be subject to rights. Further information about the Thames Chase Forest Centre compensation land can be found the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7). The Applicant consulted on a draft oLEMP during the Community Impacts Consultation in October 2018. More information about that consultation can be found in Chapter 8 of this report.</p> <p>The proposed A122 Lower Thames Crossing/M25 junction has been designed to function efficiently with the proposed upgrades to junction 29 of the M25. These upgrades include dedicated slip roads from the M25 and the Project, an increased number of lanes on the junction's roundabout, and additional traffic lights to improve traffic management. After the Statutory Consultation, the Applicant made changes to the junction to reduce the junction's overall footprint and to reduce the impact on existing infrastructure such as the Folkes Lane footbridge. After further</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities.</p> <p>More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p> <p>In 2017, the Applicant considered an option to provide a direct link road between the then-proposed Tilbury junction and the Port of Tilbury. However, this link was discounted because traffic modelling highlighted a number of drawbacks to the potential design at Tilbury and the A13, including unnecessary delays to freight journeys and significant impacts on local roads.</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant has amended the operational access arrangements in the Tilbury area to provide permanent operational and emergency service vehicles access to this section of the Project. This change also includes the provision of a bridge over the Project for operational and emergency access. These</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>design changes would not preclude construction of a junction at Tilbury connecting the Lower Thames Crossing to the wider road network, should this be pursued later. More information about the construction and operational access arrangements can be found in Environmental Statement (ES) Chapter 2: Project Description (Application Document 6.1). If a Tilbury Link Road and junction were proposed in the future, they would require their own appropriate planning consents.</p> <p>During the development of the Project to date, the Applicant has selected options and designs that have been rigorously tested against the Scheme Objectives and, at the appropriate stages, have been presented at public consultation. The Applicant has worked closely with stakeholders to understand their needs and, wherever practicable, to incorporate their feedback into the designs while still fulfilling the Scheme Objectives.</p> <p>Having carried out and documented this design process, the Applicant has now concluded that the Project includes the optimal junctions in the most suitable locations and is proposing appropriate mitigation to reduce negative impacts on local people and the environment.</p> <p>For more information about the design of the junctions north of the River Thames, see the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Project Design Report (Application Document 7.4). For more information about the environmental assessments and mitigations, see the ES (Application Documents 6.1, 6.2 and 6.3).	
NC13	Comments asking for more information on the junctions north of the River Thames.	Port of Tilbury London Ltd	London Borough of Havering	1	12	<p>For the Statutory Consultation in October 2018, the Applicant produced over 3,000 pages of information about the design of the Project, including its junctions. This information included detailed explanations and maps of the road and the tunnel at their current stages of design development. The consultation materials also included information about the potential impacts of the Project, such as how the environment might be affected (primarily in the Preliminary Environmental Information Report) and on traffic movements on and around the Project (in the Traffic Forecasting Report). In addition, the Applicant explained the process whereby options for the Project had been investigated and the preferred route established (in the Approach to Design, Construction and Operations document).</p> <p>The Applicant promoted the consultation extensively over the 10-week period, including holding over 60 consultation-related events where staff were available to answer questions about the Project. The correspondence team was also available throughout the consultation and answered over 500 email queries sent by members of</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the public. The stakeholder engagement team met numerous organisations, businesses, interest groups and statutory stakeholders to share information and answer questions about the proposals.</p> <p>For more information about the Statutory Consultation materials and promotional activities, see Chapter 4 of this report. The Statutory Consultation materials are set out in Appendix M of this report.</p> <p>Since the Statutory Consultation, the Applicant has developed the plans for junctions north of the River Thames and presented updated information as part of the Supplementary Consultation in January 2020, the Design Refinement Consultation in July 2020, and Community Impacts Consultation in July 2021. In developing those plans, the Applicant took into account the views of relevant stakeholders, including local authorities.</p> <p>During the Supplementary Consultation, the Applicant published over 500 pages of information about the proposed changes to the Project. The consultation materials included a Traffic Modelling Update, Utilities Update and an Environmental Impact Update. For more information about the Supplementary Consultation materials see Chapter 6 of this report. The Supplementary</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Consultation materials are set out in Appendix Q of this report.</p> <p>For the Design Refinement Consultation, the Applicant published over 300 pages of information about the proposed refinements to the Project. For more information about the Design Refinement Consultation materials, see Chapter 7 of this report. The Design Refinement Consultation materials are set out in Appendix R of this report.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant published over 3,000 pages of information about the construction and operational impacts, proposed mitigation, and how responses received at earlier consultations have informed the development of the Project. Documents published included the Ward Impact Summaries, the Operations Update and the Construction Update. The Community Impacts Consultation materials are presented in Appendix S of this report.</p>	
NC14	General comments expressing concern about the proposed junctions north of the River Thames based on concerns about the environment.	-	-	1	15	All of the Project's junctions have been designed to reduce their environmental impacts, while still fulfilling the Scheme Objectives. The Applicant has designed each of the junctions to minimise their height and footprint as far as reasonably possible, while still providing the necessary capacity,	No
NC15	General comments opposed to the proposed junctions north of the River Thames based on	-	-	1	28		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	concerns about the environment.					safety and connectivity to the strategic road network.	
NC16	Suggestions for mitigating the potential environmental impact of the proposed junctions north of the River Thames including the planting of trees and the use of noise barriers.	-	-	2	16	<p>Following Statutory Consultation in October 2018, the Applicant made a number of changes to the proposals to seek to reduce the impacts of the junctions north of the River Thames. The roadside service facility and maintenance depot were considered unnecessary on operational grounds and were removed from the proposals. Their removal meant that the Tilbury junction was no longer required. Removal of the roadside service facility and maintenance depot reduced the Project's impacts on the Green Belt, environment and local communities. More information about why the roadside service facility and maintenance depot were removed from the Project can be found in the Project Design Report (Application Document 7.4).</p> <p>At the proposed A13/A1089/A122 Lower Thames Crossing junction, the Applicant redesigned some of the slip roads after the Statutory Consultation in October 2018 to reduce the junction's visual impact, to move roads away from properties, and to improve safety and connectivity.</p> <p>At the proposed A122 Lower Thames Crossing/M25 junction, one lane has been removed from the proposals for the route southbound to the proposed A13/A1089/A122 Lower Thames Crossing</p>	No
NC17	General comments opposed to the proposed A13/A1089/A122 Lower Thames Crossing junction on the grounds that it would negatively affect the environment.	-	-	0	6		No
NC18	General comments opposed to the proposed A122 Lower Thames Crossing//M25 junction on the grounds that it would negatively affect the environment.	-	-	0	11		No
NC19	Comments expressing concern about the proposals for junction 29, saying that they would have a negative impact on the environment such as more pollution and noise.	-	-	0	4		No
NC20	Comments expressing opposition to the proposals for	-	-	0	12		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	<p>junction 29, saying that they would have a negative impact on the environment, such as more pollution and noise.</p>					<p>junction, reducing the A122 Lower Thames Crossing/M25 junction and the route's footprint and environmental impact.</p> <p>The M25 southbound slip roads into junction 29 were shortened to approximately 580m. The segregated turning lanes at the junction have been moved closer to the roundabout to reduce the footprint of the Project, thereby reducing the environmental impacts in this location. Refinements to the design after the Statutory Consultation in October 2018 would also reduce the construction impacts on the areas around the junctions. For example, the Applicant redesigned the southbound link from the M25 to the Project to avoid demolition and reconstruction of the existing Ockendon Road bridge over the M25 (which will now be underpinned and modified) while the new alignment of the junction 29 slip roads removes the need to carry out works on some overhead power lines or to rebuild the Folkes Lane footbridge.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>mitigation that is embedded within the design of the Project and secured by the relevant plans, e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO). ES Chapter 7: Landscape and Visual, ES Chapter 8: Terrestrial Biodiversity, and ES Chapter 13: Population and Human Health (Application Document 6.1) present the assessments of the impacts of the junctions along with information about any proposed mitigation.</p> <p>During the Design Refinement Consultation in July 2020 and the Community Impacts Consultation in July 2021, the Applicant presented additional landscaping proposals that would further mitigate the visual impacts of the Project's above-ground infrastructure. This included more information about the specific type of ecological mitigation proposed across the route, such as</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>grassland, woodland planting, and further information around watercourses. More information can be found in ES Chapter 7: Landscape and Visual, as well as the Environmental Masterplan. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>The Applicant consulted on the likely noise and health impacts in the areas around Junction 29 of the M25 during the Community Impacts Consultation in July 2021.</p> <p>Noise mitigation measures vary depending on the location and include an intention to design the road at the lowest practicable height above existing ground levels. They also include the use of noise barriers and road surfacing materials that are designed to reduce noise emissions.</p> <p>The Applicant has carried out noise assessments across the route, indicating where noise barriers would be appropriate as a way of reducing noise impacts at specific locations.</p> <p>The Applicant consulted on the locations of noise barriers as part of the Design Refinement Consultation and the Community Impacts Consultation in July 2021. The barriers have been included as a result of</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the assessments in ES Chapter 12: Noise and Vibration (Application Document 6.1) and are designed to reduce noise levels from increased traffic as a result of the Project once it is operational. The barriers are designed to reduce noise impacts on some individual properties and nearby populations. For more information about how the size and location of the proposed noise barriers were determined, see ES Chapter 12: Noise and Vibration (Application Document 6.1). Their locations are shown in ES Figure 12.6: Operational Road Traffic Noise Mitigation and Figure 2.4: Environmental Masterplan (Application Document 6.2).</p> <p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A)</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows on other roads, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Project and therefore no further mitigation is proposed.</p> <p>For more information about the proposed noise mitigation, including low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on the air quality impacts of the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p>	
NC21	Comments expressing concern about the proposed junctions north of the River Thames, saying that they would disrupt local communities. Some consultees refer to traffic congestion during construction.	-	-	1	34	Local people and communities have been considered throughout the design and development of the Project and consulted with at appropriate stages of development. This would remain the case up to construction of the Project, including in relation to the implementation of proposals for how the Applicant would mitigate the impacts of the Project on roads, schools,	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC22	Comments opposed to the proposed junctions north of the River Thames, saying that they would disrupt local communities. Some consultees refer to traffic congestion during construction.	-	-	2	40	businesses, Public Rights of Way and community assets.  Throughout the development of the Project, the Applicant has designed junctions to minimise their footprint and height, while still retaining the necessary connectivity. The Applicant has designed extensive mitigation into the proposed A13/A1089/A122 Lower Thames Crossing junction to reduce the visual impact on local populations, including the use of cuttings, landscaped earthworks and woodland planting, which over time would partially screen this junction.	No
NC23	Comments expressing concern about the proposed A13/A1089/A122 Lower Thames Crossing junction, saying that it would disrupt local communities. Concerns include construction impacts and the impact on access to the A1089 from Orsett Cock.	-	-	1	11	The Applicant also made changes to the layout of the proposed A13/A1089/A122 Lower Thames Crossing junction as a result of feedback received during the Statutory Consultation in October 2018. These included moving some slip roads away from residential properties, changes to improve connectivity for emergency vehicles, and improvements to routes for walking, cycling and horse riding. More information about the changes proposed at the A13/A1089/A122 Lower Thames Crossing junction since Statutory Consultation can be found in Chapters 6, 7, 8 and 9 of this report.	Yes
NC24	Comments expressing concern about the proposed A122 Lower Thames Crossing/M25 junction, saying that it would cause disruption to local communities, in particular traffic congestion during construction.	-	-	0	15	In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional	No
NC25	Comments opposed to the proposed A122 Lower Thames Crossing/M25 junction, saying that it would cause disruption to local communities, in	-	-	2	8		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	particular traffic congestion during construction.					<p>change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design provides a direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the Project northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the Orsett Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road.</p> <p>The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design.</p> <p>The proposed A122 Lower Thames Crossing/M25 junction has been developed to reduce impacts on the Thames Chase Forest Centre. The junction would be designed to be as compact and low in height as reasonably possible while still being in accordance with the latest Design Manual for</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Roads and Bridges standards. For example, by aligning the Project northbound under the M25, the Applicant has been able to limit the height of the junction and its impact on the surrounding landscape. Retaining walls would limit the amount of land needed, while embankment slopes have also been steepened to further reduce the footprint of the junction.</p> <p>At junction 29, the Applicant has kept the design as compact as possible while still providing the necessary additional road capacity and avoiding ancient woodland as much as possible. Additional work on the design carried out after the Statutory Consultation enabled reduction of the footprint of the junction by moving the slip roads closer to the main carriageways.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 13: Population and Human Health (Application Document 6.1) provides assessments of the impacts during construction and operation on local people and includes information about the proposed mitigation for each area.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>Requirement 4 in the Schedule 2 Requirements of the draft Development Consent Order (DCO) (Application Document 3.1) stipulates that an Environmental Management Plan (EMP2), which is substantially in accordance with the CoCP, must be submitted to and approved</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>by the Secretary of State for each part of the authorised development.</p> <p>The CoCP and the REAC are legally secured in the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. Draft versions of the Design Principles (Application Document 7.5), CoCP and REAC were published during the Community Impacts Consultation in July</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>2021. Comments on these documents that were provided in response to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO. The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p> <p>The Transport Assessment (Application Document 7.9) considers the Project's</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>forecast impact on the strategic and local highway networks. It also assesses the predicted impact of construction traffic on the network.</p> <p>For more information about the design of the Project north of the River Thames, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation.</p>	
NC26	<p>Comments opposed to the proposed A13/A1089/A122 Lower Thames Crossing junction, saying that would cause disruption to local communities. Concerns include impacts related to the construction of the junction and delays to emergency services.</p>	-	-	5	20	<p>In response to feedback received during the Statutory Consultation in October 2018, the Applicant has proposed a new emergency service access road off Heath Road linking to the A1089 southbound. This would allow emergency services to maintain response times to the Port of Tilbury from the fire station at the Orsett Cock junction. In addition, emergency access would be provided from Brentwood Road to the Lower Thames Crossing northbound and southbound to improve response times for emergency services from Orsett and Grays. Following further design development, emergency access from the Project to Brentwood Road has also been provided. The Applicant consulted on this change in the Design Refinement Consultation in July 2020 and would continue to engage with</p>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>emergency services in relation to the development of the Project.</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies (such as emergency services) identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments. The Transport Assessment (Application Document 7.9) sets out the Project's forecast impact on the strategic and local highway networks. It also assesses the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						predicted impacts on the road and public transport networks during the Project's construction.	
NC27	General comments expressing concern about the proposed junctions north of the River Thames on the grounds that they would negatively affect local communities.	-	Kent County Council, London Borough of Havering	1	37	The Applicant has consulted at appropriate phases of the Project's development. In addition, the Applicant has engaged extensively with stakeholders and carried out studies and surveys to develop the understanding of the local environment and communities. The information collected has informed the development of junction locations and their design, as well as the development of the proposals to mitigate their impacts. All the junctions on the Project have been designed to minimise their height and footprint, while still providing the necessary connectivity.  During the Community Impacts Consultation in July 2021, the Applicant provided more information and consulted on construction and operational impacts, including mitigation proposals. More information about this consultation can be found in Chapter 8 of this report.  To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation	No
NC28	General comments opposed to the proposed junctions north of the River Thames on the grounds that they would negatively affect local communities.	-	-	5	103		No
NC29	Comments expressing concern about the proposed A13/A1089/A122 Lower Thames Crossing junction on the grounds that they would negatively affect local communities. The traveller site at Gammonfields Way was mentioned as a concern.	-	Thurrock Council	0	4		No
NC30	Comments opposed to the proposed A13/A1089/A122 Lower Thames Crossing junction, saying that it would negatively affect local communities. Comments	-	Thurrock Council	10	59		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	included opposition to the impacts on the Orsett Showground and a nearby care home.					requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 13: Population and Human Health (Application Document 6.1) provides assessments of the impacts during construction and operation on local people, and includes information about the proposed mitigation for each area.  As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.	
NC31	Comments expressing concern about the proposed A122 Lower Thames Crossing/M25 junction, saying that it would negatively affect local communities.	-	-	0	5		No
NC32	General comments opposed to the proposed A122 Lower Thames Crossing/M25 junction, saying that it would negatively affect local communities.	-	-	3	35		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse riding routes; as well as access to new areas of recreational land at Tilbury Fields. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which could have positive and negative mental health outcomes (such as anxiety as a result of increases in noise levels).</p> <p>Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>The Applicant consulted on the predicted impacts on local people during the Project's construction and operation as part of the Community Impacts Consultation in the Ward Impact Summaries (see Appendix S of this report).</p> <p>The Applicant has designed extensive mitigation into the proposed A13/A1089/</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>A122 Lower Thames Crossing junction to reduce the visual impact on local populations, including the use of cuttings, landscaped earthworks and woodland planting, which over time would partially mask this junction.</p> <p>At Statutory Consultation in October 2018, the Applicant proposed realigning Rectory Road to the east of its current route in order to accommodate the then-proposed alignment of the A13/A1089/A122 Lower Thames Crossing junction slip roads, with the new Rectory Road passing through the Orsett Showground. These proposals would have permanently affected the land in which the Orsett Show usually operates. Since Statutory Consultation, the Applicant's proposals in this area have been revised several times. The proposals submitted as part of the application for development consent feature realigned slip roads and keep Rectory Road on its current alignment, reducing the impacts on the Showground. A smaller area of the Showground near the A13 would be required permanently to accommodate the new slip roads. Additional land near the A13 would be required temporarily to divert a gas pipeline, with permanent rights acquired allowing for access and maintenance of the pipeline. The Applicant consulted on these revised highways and utilities proposals during</p>	

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						<p>subsequent consultations, including Supplementary Consultation in January 2020 and the Community Impacts Consultation. More information about the land needed in this area can be found in the Land Plans (Application Document 2.2).</p> <p>During the Design Refinement Consultation in July 2020, the Applicant consulted on the provision of an area of land to compensate for the impacts on the Orsett Showground site. It has now been agreed with the owner that the area of compensatory land would not be required. The Order Limits have also been reduced in this area, as shown in the Land Plans (Application Document 2.2).</p> <p>The Applicant has ensured that an alternative location and facilities for the travellers at Gammonfields Way would be provided as part of the Project. The Applicant consulted on several locations during the development of the Project to date, including a proposed site adjacent to its current location, which the Applicant consulted on during the Design Refinement Consultation. The Applicant has included that proposal in the application for development consent, having reviewed the comments received during the Design Refinement Consultation. Issues raised in relation to that proposal by consultees, and the Applicant's response to them can be seen in Chapter 13 of this report.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>After the Design Refinement Consultation, the alignment of a proposed high pressure gas pipeline diversion either side of Rectory Road was revised to locate it closer to the earthworks that would form part of the new road. The relocated pipeline aims to minimise the temporary and permanent disruption to the Orsett Showground as well as any future proposed development in this area.</p> <p>Further information on these proposals was provided in the Ward Impact Summaries and the Construction Update published during the Community Impacts Consultation. The consultation materials can be found in Appendix S of this report.</p> <p>More information on this decision is set out in the Statement of Reasons (Application Document 4.1) and there is a summary of Project changes in Chapters 11 to 15 of this report. More information can be found in the Land Plans.</p> <p>The Whitecroft Care Home is Grade II listed and impacts on listed buildings are assessed in ES Chapter 6: Cultural Heritage (Application Document 6.1). The Applicant has sought to address concerns raised by the owners of the care home by altering the design of the road and landscaping to the west of the property. Discussions with the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>owner would continue to resolve or mitigate concerns.</p> <p>The Statement of Reasons provides information about engagement with the owners of the care home. The care home is referred to in the existing baseline section of ES Chapter 13: Population and Human Health (Application Document 6.1), under community land and assets. The impacts to community assets as a whole (including the care home) are assessed in ES Chapter 13.</p> <p>Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report.</p> <p>The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design.</p> <p>The proposed A122 Lower Thames Crossing/M25 junction has been developed to reduce the impacts on the Thames Chase</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Forest Centre. The junction would be designed to be as compact and low in height as possible, while still complying with the latest standards set out in the DMRB. For example, by aligning the Project's northbound carriageway under the M25, the Applicant has been able to limit the height of the junction and its impact on the surrounding landscape. Retaining walls would further limit the amount of land needed, while embankment slopes have also been steepened to reduce the footprint of the junction.</p> <p>At junction 29, the Applicant has kept the design as compact as possible while still providing the necessary additional road capacity and reducing the impacts on ancient woodland where practicable. Additional work on the design carried out after the Statutory Consultation enabled a further reduction of the footprint of the junction by moving the slip roads closer to the main carriageways.</p>	
NC33	Comments expressing concern about the proposed A122 Lower Thames Crossing/M25 junction, saying that it would negatively affect local amenities such as Thames Chase Forest Centre.	Natural England	Greater London Authority, Essex County Council	3	33	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC34	Comments opposed to the proposed A122 Lower Thames Crossing/M25 junction, saying that it would negatively affect local amenities, such as Thames Chase Forest Centre, and that the area would lose community land.	Forest Enterprise - part of Forestry Commission England, Forestry Commission England South East and London Area Office	-	7	111	<p>requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>For more information see ES Chapter 13: Population and Human Health (Application Document 6.1), which includes information on the effects of the Project on local amenities and community land, including Thames Chase Forest Centre.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>The Applicant consulted on the predicted impacts on local people and local amenities during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in particular the information presented in the Ward Impact Summaries (see Appendix S of this report).</p> <p>The proposed A122 Lower Thames Crossing/M25 junction would impact the Thames Chase Forest Centre and the Applicant has engaged with Forestry England to develop the plans to mitigate this impact. The Applicant proposes to acquire replacement land to the north and south of the Thames Chase Forest Centre. This would be landscaped in line with the current site and would connect to the existing paths. The replacement land would be open to the public and designed to complement the existing forest. The Applicant consulted on these proposals as part of the Design Refinement Consultation in July 2020, as well as upgrades and improvements to the walking, cycling and horse riding routes in</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the area. More information about the Design Refinement Consultation can be found in Chapter 7 of this report. As part of the Community Impacts Consultation, the Applicant consulted on proposals for a reduced amount of replacement open space land, removing a previously proposed area of land on the eastern side of the M25. As a result, all the proposed replacement land would be on the western side of the M25. The land would be designed to match the existing forest and is being developed in collaboration with stakeholders. The replacement land covers approximately 15.6ha compared with about 14.5ha, and is proposed to be acquired, or be subject to rights. Further information about the Thames Chase Forest Centre compensation land can be found the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7). The Applicant consulted on a draft oLEMP during the Community Impacts Consultation in July 2021. More information about that consultation can be found in Chapter 8 of this report. ES Chapter 13: Population and Human Health (Application Document 6.1) includes a summary of the assessed impacts on Thames Chase Forest Centre.</p> <p>The assessment of the environmental and health impacts has informed the CoCP. The CoCP, which is the first iteration of the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC. By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them. The Applicant consulted on the predicted impacts on local people and local amenities during the Project's construction and operation as part of the Community Impacts Consultation, in particular the information presented in the Ward Impact Summaries (see Appendix S of this report).</p> <p>For more information on the proposals affecting the Thames Chase Forest Centre that the Applicant has included in the application for development consent, see the Project Design Report (Application Document 7.4).</p>	
NC35	Comments expressing concern about the proposed junctions north of the River Thames on the grounds that they would negatively affect the countryside and Green Belt, including causing a	-	-	2	11	Reducing the effect of the Lower Thames Crossing on the environment is one of the Project's main aims. Environmental mitigation measures have been developed to minimise the impacts.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	reduction of rural areas in Thurrock.					To reduce the impacts on local communities, the Project has been routed away from population centres as much as possible. This means that it would have an impact on the surrounding countryside, including Green Belt land. The National Policy Statement for National Networks (Department for Transport, 2014) and the Draft Overarching National Policy Statement for Energy (EN-1) (Department for Business, Energy and Industrial Strategy, 2021) recognises that new roads or utility diversions through Green Belt may constitute inappropriate development. Where that is the case, there is a presumption against such development except in very special circumstances. The Applicant has developed the Project to ensure that it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and the associated planning practice guidance to support the framework (Department for Levelling Up, Housing and Communities; and Ministry of Housing, Communities and Local Government, 2021). This assessment, which explains the very special circumstances, is set out in Appendix E of the Planning Statement (Application Document 7.2),	
NC36	Comments opposed to the proposed junctions north of the River Thames on the grounds that they would negatively affect the countryside.	-	-	2	49		No
NC37	Comments opposed to the proposed A13/A1089/A122 Lower Thames Crossing junction based on concerns over the negative impact it could have on the countryside and the Green Belt, including objections to a reduction of rural areas in Thurrock.	-	-	1	10		No
NC38	Comments expressing concern about the proposed A122 Lower Thames Crossing/M25 junction, saying that it would have a negative impact on the countryside and Green Belt.	-	Essex County Council	1	4		No
NC39	Comments opposed to the proposed A122 Lower Thames Crossing/M25 junction, saying that it would have a negative impact on the countryside and Green Belt, including a	-	-	3	37		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	reduction of rural areas in Thurrock.					which includes the National Policy Statement Accordance Table.	
NC40	Comments expressing concern about the proposed junctions north of the River Thames, saying that they would be an unattractive addition to the landscape.	-	-	0	4	After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities.	No
NC41	Comments opposed to the proposed junctions north of the River Thames, saying that they would be an unattractive addition to the landscape.	-	-	4	11	More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).	No
NC42	Suggestions for reducing the potential visual impact of the proposed junctions north of the River Thames, including the landscaping of the junctions to limit their visual impact on the countryside. There were also requests to ensure that structures are designed to blend in with their surroundings.	-	-	0	9	In 2017, the Applicant considered an option to provide a direct link road between the then-proposed Tilbury junction and the Port of Tilbury. However, this link was discounted because traffic modelling highlighted a number of drawbacks to the potential design at Tilbury and the A13, including	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC43	A comment expressing concern about the proposed A13/A1089/A122 Lower Thames Crossing junction, saying it would be an unattractive addition to the landscape.	-	-	0	1	unnecessary delays to freight journeys and significant impacts on local roads.  Following the Community Impacts Consultation in July 2021, the Applicant has amended the operational access arrangements in the Tilbury area to provide permanent operational and emergency service vehicles access to this section of the Project. This change also includes the provision of a bridge over the Project for operational and emergency access. These design changes would not preclude construction of a junction at Tilbury connecting the Lower Thames Crossing to the wider road network, should this be pursued later. Details about the construction and operational access arrangements can be found in the Environmental Statement.	No
NC44	Comments opposed to the proposed A13/A1089/A122 Lower Thames Crossing junction, saying that it would negatively affect the landscape.	-	-	2	11	As a result of these changes to the Project, environmental impacts on the area, including the amount of Green Belt required, would be reduced. The design of the Project at this location would not preclude construction of a junction at Tilbury should this be pursued at a later time. If a Tilbury Link Road and junction were proposed in the future, they would require their own appropriate planning consents.  The Applicant consulted on these changes during the Supplementary Consultation in January 2020, with information about this	No
NC45	Comments expressing concern about the proposed A122 Lower Thames Crossing/M25 junction, saying that it would negatively affect the landscape.	-	-	1	4		No
NC46	Comments opposed to the proposed A122 Lower Thames Crossing/M25 junction, saying that it would negatively affect the landscape.	-	-	0	1		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>consultation provided in Chapter 6 of this report.</p> <p>Throughout the Project, the Applicant has designed junctions to minimise their footprint and height, while still retaining the necessary connectivity. By designing the proposed A13/A1089/A122 Lower Thames Crossing junction so the Project passes beneath the A13, the Applicant has been able to limit its height. In addition, by restricting the number of traffic movements that are possible, the need for a third level at the junction, which would make it more visually intrusive, has been avoided. The Applicant has designed extensive mitigation into the Project at this location to reduce the visual impact, including the use of cuttings, landscaped earthworks and woodland planting, which over time would partially mask this junction.</p> <p>The proposed A122 Lower Thames Crossing/M25 junction has been developed to avoid unnecessary impacts on the Thames Chase Forest Centre.</p> <p>The junction proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the junction would be</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design to be as compact and low as possible. For example, by aligning the Project's northbound carriageway under the M25, the Applicant was able to limit the height of the junction and its impact on the surrounding landscape. Retaining walls would limit the amount of land needed, while embankment slopes have also been steepened to reduce the footprint further.</p> <p>At junction 29, the Applicant has kept the design as compact as possible, while still providing the necessary additional road capacity and avoiding ancient woodland where practicable.</p> <p>The structures, including junctions, have been designed to be efficient and sustainable, with an appropriate balance between the use of bridges and embankments. The height of structures has been determined by engineering design factors, including gradients of connecting roads and the height clearance needed between roads that cross each other.</p> <p>Seven green bridges have been included at appropriate locations along the route, providing environmental benefits such as improved ecological connectivity. All of the green bridges would include crossing routes for walkers and cyclists, with equestrian</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>access provided as appropriate for the location.</p> <p>More information about the Project's structures can be found in the Design Principles (Application Document 7.5) and the Structures Plans (Application Document 2.13). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>During operation, there would be permanent landscape effects from the Project in the Green Belt north of the River Thames. These would gradually reduce as planting mitigation establishes and matures over the 15 years after opening year. There would also be permanent visual effects on recreational facilities, residents and motorists, with these also reducing as planting matures over 15 years, although some significant effects would remain even when planting matures. Nitrogen deposition compensatory planting would have positive landscape and visual effects in some areas north of the River Thames.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The ES includes an assessment of the impact of the Project and its junctions on land designated as Green Belt, woodland (including ancient woodland) and other open space.</p> <p>For more information, see ES Chapter 7: Landscape and Visual, ES Chapter 8: Terrestrial Biodiversity, and ES Chapter 13: Population and Human Health (Application</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Document 6.1). These present the assessments, as well as the proposed mitigation to limit the impacts on each area. ES Chapter 7 includes information about mitigation designed into the Project, such as cuttings and false cuttings, which would reduce its visual impact on the surrounding countryside. More information about the design can be found in the Design Principles.</p> <p>Further information relating to the visual impacts of the Project was provided and consulted on in the Community Impacts Consultation. This contained specific detail on the local impacts of constructing and operating the Project and proposed mitigation, including the visual impacts in individual wards. Draft versions of DCO submission documents, including the outline Landscape and Ecology Management Plan, were also published. This provided further information on how the landscape would be managed in line with the Project, should development consent be granted. Copies of the materials published for the Community Impacts Consultation can be found in Appendix S of this report.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx).</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>A proportion of this land would be woodland. More information about the assessments of the impacts of nitrogen once the Project is open, including the compensation package, can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p> <p>One benefit of the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants. More information relating to the impact on landscape can be found in ES Chapter 7: Landscape and Visual (Application Document 6.1).</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent, forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO, the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan and the CoCP.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC47	Comments expressing concern about the proposed junctions north of the River Thames, saying that they would negatively affect wildlife and ecology. Some consultees say that the junctions would damage habitats and ecosystems in the local area. Bird, fish and animal habitats were mentioned.	-	-	0	11	The Applicant has designed the Project to reduce impacts on wildlife, habitats and designated areas during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate' to reduce any potential adverse effects. The Project has been developed to minimise the amount of land needed for its construction and operation, thereby reducing impacts on environmentally sensitive areas, habitats and the landscape.	No
NC48	Comments opposed to the proposed junctions north of the River Thames, saying that they would negatively affect wildlife and ecology. Some of these consultees say that the junctions would damage habitats and ecosystems in Thurrock and Essex.	-	-	0	9	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the	No
NC49	Comments expressing concern about the proposed A13/A1089/A122 Lower Thames Crossing junction because of its perceived impact on wildlife and ecology.	-	-	0	2		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC50	Comments opposed to the proposed A13/A1089/A122 Lower Thames Crossing junction because of its perceived impact on wildlife and ecology. Consultees say that they would damage local habitats and ecosystems, including the areas around the A1013 and behind Grey Goose Farm.	-	-	2	3	<p>Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The Applicant has developed a biodiversity mitigation strategy that aims to ensure that there would be no net loss of valued habitats. It would maintain habitat connectivity, reduce disturbance to species and create new habitat areas for a range of species. ES Chapter 8: Terrestrial Biodiversity, and ES Chapter 9: Marine Biodiversity (Application Document 6.1) set out the baseline conditions and explain how all the relevant flora and fauna have been valued and assessed; and the measures that are proposed to be implemented to reduce adverse effects.</p>	No
NC51	Comments opposed to the impact of the proposed A122 Lower Thames Crossing/M25 junction on wildlife and ecology. Consultees say that they would damage local habitats and ecosystems, in particular Thames Chase Forest Centre.	-	-	0	14	<p>To the north of the River Thames, the Project would largely be designed in a false cutting, with the proposed habitat creation measures comprising a mix of grassland, with areas of scrub, hedgerow and tree planting (see the Environmental Masterplan). In areas where grassland would be created, the species mix would be focused on locally prevalent species that would benefit local invertebrate populations (see the Design</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Principles). This would support the Project becoming a wildlife corridor linking the areas around the Thames Estuary to the A13, Mardyke and M25 corridors.</p> <p>The proposed A13/A1089/A122 Lower Thames Crossing junction would impact the Local Wildlife Sites at Blackshots Nature Area (which is the area behind Grey Goose Farm) and Mucking Heath. Blackshots would see 13.4ha (72% of its area) removed, meaning the loss of semi-improved neutral grassland, important invertebrate populations and nesting habitat for birds. To compensate for the loss of this area, 40ha of grassland habitat would be created as presented in the Environmental Masterplan. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>Mucking Heath would lose 1.92ha of habitats (representing 3.8% of its area). The loss would be associated with heathland and acid grassland and would potentially disturb and displace invertebrate populations and other species. Habitat degradation due to possible pollution events could also occur. Creation of open mosaic and grassland habitat would compensate for the losses and this is</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>described in ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1). For more information about the proposals affecting Blackshots Nature Area and Mucking Heath, see the Project Design Report (Application Document 7.4) and the Design Principles.</p> <p>Hangman's Wood is outside the Order Limits but would experience indirect impacts from construction vehicles and non-road mobile machinery. These impacts would include dust, vehicle emissions and pollution from water run-off. A number of measures to mitigate and prevent construction impacts including: dust suppression; the use of hybrid machinery and plant; and drainage measures to manage contamination from run-off are included in the CoCP and the REAC.</p> <p>The proposed A122 Lower Thames Crossing/M25 junction would impact the Thames Chase Forest Centre and the Applicant has engaged with Forestry England to develop the plans to mitigate this impact. The proposals include the provision of replacement land to compensate for the loss within the Thames Chase Forest Centre. For more information about the plans</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>affecting Thames Chase Forest Centre, see the Project Design Report.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The REAC lists all actions and commitments that would be carried out to mitigate the identified impacts of construction on wildlife, habitats and designated sites. For commitments relating to terrestrial and marine biodiversity, habitat regulations, air quality, and road drainage and the water environment. These control, mitigation and monitoring measures have been incorporated in the assessments of impacts for all environmental topics presented in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC. By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	
NC52	Comments expressing concern about the proposed junctions north of the River Thames, saying that they would negatively affect sites of	-	-	0	4	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	archaeological, cultural or historical significance.					Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.  These assessments can be found in ES Chapter 6: Cultural Heritage (Application Document 6.1). The ES includes information about the assessments carried out and the proposed mitigation to reduce adverse effects in each area as far as practicable. All impacts to buried archaeology would be subject to detailed assessment and a robust mitigation strategy for any historical asset would be informed through intrusive and non-intrusive investigations. This is secured	
NC53	Comments opposed to the proposed junctions north of the River Thames, saying that they would negatively affect sites of archaeological, cultural or historical significance.	-	-	0	5		No
NC54	A comment expressing concern about the potential impact of the proposed A13/A1089/A122 Lower Thames Crossing junction on the cropmarks east of Orsett, a site of cultural significance.	-	-	0	1		No
NC55	A comment opposed to the proposed A13/A1089/A122 Lower Thames Crossing junction, saying that it would negatively affect sites of archaeological or historical significance.	-	-	0	1		No
NC56	A comment opposed to the proposed A122 Lower Thames Crossing/M25 junction, saying that it would negatively affect sites of archaeological or historical significance.	-	-	1	0		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>through Requirement 9 of the draft Development Consent Order (DCO) (Application Document 3.1), which requires a Written Scheme of Investigation (WSI) to be produced that reflects the outline WSI (Application Document 6.3, ES Appendix 6.9) submitted as part of the application. This would be submitted for approval ahead of any works starting in areas of archaeological interest.</p> <p>To reduce construction impacts on heritage assets, compounds would be fenced and screened, while dust and noise would be minimised. Where archaeological remains or built heritage features need to be removed, a detailed cultural record would be created beforehand.</p> <p>There would be significant impacts on cultural heritage during construction. Three listed buildings in Orsett would be demolished, while most of the Orsett Cropmarks Scheduled Monument would also be removed. There would be complete or partial removal of over 300 non-designated and six low-value built heritage assets, as well as permanent or temporary effects on the setting of two Scheduled Monuments near Orsett, three Conservation Areas and seven non-designated archaeological features.</p> <p>Should any archaeological remains not previously identified be encountered during</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>construction, construction works would stop within 10m of the remains and the local planning authority would be alerted. Should it be deemed necessary by the local planning authority, further investigation would be carried out before any works in that location could restart.</p> <p>As well as aligning and designing the Project to reduce impacts on cultural heritage assets, specific mitigation measures would include designing road lighting to have minimal impact, planting trees to preserve views of heritage assets, and reinstating land after construction to preserve field patterns.</p> <p>During the operation of the Project, there would be significant permanent impacts on some cultural heritage assets, including negative impacts on the settings of the Orsett Cropmarks Scheduled Monument; Conservation Areas in Thong, North Ockendon, East Tilbury and West Tilbury; the Grade-II listed Baker Street Windmill; Cobham Hall Registered Park and Garden; and the reclaimed landscape north of the River Thames.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The ES also assesses the change in setting of historic buildings and areas, whether designated or non-designated. The Project has considered impacts to the setting of such assets as they sit within the landscape, including the crop marks at Orsett, Springfield Style enclosure at the proposed A13/A1089/A122 Lower Thames Crossing junction, North Ockendon Conservation Area, and listed buildings within the conservation area for the M25. The impact on designated sites is set out in ES Chapter 6: Cultural Heritage (Application Document 6.1).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	
NC57	Comments expressing concern that the Project would lead to urbanisation, industrialisation or development of the areas	-	-	0	4	The National Policy Statement for National Networks (Department for Transport, 2014) and the Draft Overarching National Policy Statement for Energy (EN-1) (Department for Business, Energy and Industrial Strategy,	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	around the proposed junctions north of the River Thames, including Green Belt.					2021) recognise that new roads or utility diversions through Green Belt may constitute inappropriate development. Where that is the case, there is a presumption against such development except in very special circumstances. The Applicant has developed the Project to ensure it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and the associated planning practice guidance to support the framework (Department for Levelling Up, Housing and Communities; and Ministry of Housing, Communities and Local Government, 2021). This assessment, which explains the very special circumstances, is set out in the Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Table.  Following the Statutory Consultation in October 2018, the roadside service facility and maintenance depot were considered unnecessary on operational grounds and were removed from the plans because of their potential impacts on the environment and local communities. This meant that there was no longer a need for the Tilbury junction.  In 2017, the Applicant considered an option to provide a direct link road between the	
NC58	Comments opposing to the Project on the grounds that it would lead to urbanisation, industrialisation or development of the area around the proposed A13/A1089/A122 Lower Thames Crossing junction.	-	-	0	3		No
NC59	Comments opposing the Project on the grounds that it would lead to urbanisation, industrialisation or development of the areas around the proposed junctions.	-	-	1	13		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>then-proposed Tilbury junction and the Port of Tilbury. However, this link was discounted because traffic modelling highlighted a number of drawbacks to the potential design at Tilbury and the A13, including unnecessary delays to freight journeys and significant impacts on local roads. For more information about the Tilbury Link Road, see the Project Design Report (Application Document 7.4).</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant has amended the operational access arrangements in the Tilbury area to provide permanent operational and emergency service vehicles access to this section of the Project. This change also includes the provision of a bridge over the Project for operational and emergency access. These design changes would not preclude construction of a junction at Tilbury connecting the Project to the wider road network, should this be pursued later. Details about the construction and operational access arrangements can be found in the ES. If a Tilbury Link Road and junction were proposed in the future, they would require their own appropriate planning consents</p> <p>More information about why the roadside service facility and maintenance depot were removed from the Project can be found in the Project Design Report. The Applicant</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>consulted on these changes during Supplementary Consultation in January 2020. Information about Supplementary Consultation is provided in Chapter 6 of this report.</p> <p>Any future proposals for local development outside the Green Belt would be decided by the relevant local planning authority in accordance with the relevant policy and guidance. For more information about local authority aspirations for future development in the areas around the northern junctions, reference should be made to their local plans.</p> <p>Further information about the impacts of the Project was provided and consulted on in the Community Impacts Consultation. This included draft versions of some development application documents, including the draft outline Landscape and Ecology Management Plan, which explained how the landscape would be managed in line with the Project should development consent be granted. Links to the materials published during the Community Impacts Consultation can be found in Appendix S of this report.</p>	
NC60	Comments expressing concern about the proposed junctions north of the River Thames, saying that they would affect property and	-	-	1	2	The configuration of each of the proposed junctions north of the River Thames is constrained by existing roads, properties and amenities. The proposed A13/A1089/A122 Lower Thames Crossing junction is the most	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	homes. These comments include objections to the destruction of houses or the devaluing of remaining properties.					<p>complicated of the proposed junctions, and its design is highly constrained by existing roads and properties. One of the key movements that this junction must provide is from the Project southbound to the A13 eastbound, which would help relieve congestion at M25 junction 30. The alignment of this link road has been assessed and adjusted to minimise its impacts, but due to the proximity of existing roads and properties. At Statutory Consultation the number of residential properties that would require demolition north of the River Thames was 20, this increased at the Design Refinement Consultation in July 2020 to 27, while commercial properties that would require demolition increased from zero to one. The proposed A122 Lower Thames Crossing/M25 junction design at the Design Refinement Consultation in July 2020 took into consideration the existing railway line, roads and properties, but due to the proximity of existing roads and properties, seven residential properties required demolition to accommodate the required footprint of the junction.</p> <p>At the Community Impacts Consultation in July 2021, the number of residential properties to be demolished due to the proposed A122 Lower Thames Crossing/M25 junction increased to 10.</p>	
NC61	Comments opposed to the proposed junctions north of the River Thames, saying that they would affect property and homes. These comments include objections to the destruction of houses or the devaluing of remaining properties.	-	Brentwood Borough Council, Thurrock Council	6	21		No
NC62	A comment expressing concern about the proposed A13/A1089/A122 Lower Thames Crossing junction, saying that it would affect property and homes. Comments include those concerned about the loss of homes and impacts on remaining properties.	-	-	0	1		No
NC63	Comments opposed to the proposed A13/A1089/A122 Lower Thames Crossing junction, saying that it would affect property or homes. These comments include objections to the loss of	-	-	2	15		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	houses or the effects on remaining habitations.					Overall, the Project would require the demolition of 26 residential properties north of the river.	
NC64	Comments opposed to the proposed A122 Lower Thames Crossing/M25 junction based, saying that it would impact on people's property or homes. These comments include objections to the loss of houses or the effects on remaining habitations.	-	-	1	13	<p>The Applicant has robust processes in place to manage the compensation of eligible property owners when demolition has been established as the only viable option. Others also affected by the Project would be entitled to make a claim for compensation, where a relevant ground for compensation is made out in accordance with the Compensation Code. Each claim for compensation would be considered on its own merits, in line with the Code.</p> <p>The Applicant has also been working with the owners of businesses and other local amenities to seek to mitigate the impacts of the Project during construction and operation. In situations where it is determined that businesses would no longer be viable as a consequence of the Project, the Applicant would ensure suitable compensation is available in line with the Compensation Code. Information on the status of negotiations with affected parties is provided in the Statement of Reasons (Application Document 4.1).</p> <p>Since the Preferred Route Announcement in 2017, owner-occupiers of residential properties within the Order Limits have been able to ask the Applicant to purchase their properties by serving a Blight Notice under</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the Town and Country Planning Act 1990 (as amended). The Applicant has received a number of Blight Notices and is processing these. More information about the blight process can be found in the booklet Your Property and Blight (National Highways, 2022d).</p> <p>Further information about the compensation offered to those affected by the Project and other infrastructure projects can be found in the Compulsory purchase and compensation: guide 2 - compensation to business owners and occupiers, and guide 4 - compensation to residential owners and occupiers.</p>	
NC65	A comment expressing concern about the junctions north of the River Thames based on the grounds that the vehicles using the junctions would generate light pollution.	-	-	0	1	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 7: Landscape and Visual (Application Document 6.1), includes an assessment of the impact of light pollution during construction and operation, as well as information about the proposed mitigation for each area.</p> <p>The Project has been designed to reduce the amount of light that could affect the local area during operation by making sure that any artificial lighting is directed as closely as possible on its intended target area. Lighting would be installed only where necessary for safety reasons, such as at junctions and tunnels. Large sections of the route to the north of the River Thames would remain unlit. At the proposed A13/A1089/A122 Lower Thames Crossing junction, the height of lighting columns would be reduced as far as reasonably practicable, particularly on the elevated slip roads.</p> <p>The Applicant has designed the proposals to minimise their visual impact, which reduces the impacts from vehicle headlights. Design features include the use of false cuttings, reducing the height of junctions, and use of planting to screen the route. Noise barriers</p>	

					<p>at key locations north of the river would also reduce the impacts of vehicle headlights by screening vehicles from nearby areas. For more information about the locations of noise barriers, see ES Chapter 12: Noise and Vibration (Application Document 6.1). Their locations are shown in ES Figure 12.6: Operational Road Traffic Noise Mitigation and Figure 2.4: Environmental Masterplan (Application Document 6.2).</p> <p>as well as the Environmental Masterplan. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>The route would pass under the existing A13/A1089 junction, helping to reduce the height of the junction, before being elevated on embankments and viaducts across the Mardyke Valley. The route would pass under the M25, reducing the overall height of this junction, before joining the motorway south of junction 29.</p> <p>For more information about how the route is designed to sit within the surrounding landscape, see the Project Design Report (Application Document 7.4) and the Design Principles. Information about lighting along the route can be found in the General Arrangement (Application Document 2.5) and in the Structures Plans (Application Document 2.13). The Applicant consulted on the draft Design Principles during the</p>	
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Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Community Impacts Consultation in July 2021.	
NC66	A comment expressing concern about the proposed junctions north of the River Thames, saying that increased traffic would generate noise pollution.	-	-	0	1	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.  ES Chapter 12: Noise and Vibration (Application Document 6.1), includes an assessment of the potential impacts of increased noise and vibration. The ES also includes an assessment of the impact of the works required to build the Project, including	No
NC67	Comments opposed to the proposed junctions north of the River Thames, saying that the increased traffic would generate noise pollution.	-	-	7	34		No
NC68	Comments expressing concern about the proposed A13/A1089/A122 Lower Thames Crossing junction because it could generate noise pollution.	-	-	0	1		No
NC69	Comments opposed to the proposed A13/A1089/A122 Lower Thames Crossing junction because of concerns increased traffic would generate noise pollution.	-	-	5	30		No
NC70	Comments expressing concern about the proposed A122 Lower Thames Crossing/M25 junction on the	-	-	0	5		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	grounds that it would generate noise pollution.					construction vehicles. The noise policy can be found in ES Appendix 12.1: Noise and Vibration Legislation and Policy (Application Document 6.3).	
NC71	Comments opposed to the proposed A122 Lower Thames Crossing/M25 junction on the grounds that it would generate noise pollution.	-	-	1	24	<p>Noise mitigation measures vary depending on the location and include an intention to design the road at the lowest practicable height above existing ground levels. They also include the use of noise barriers and road surfacing materials that are designed to reduce noise emissions.</p> <p>The Applicant consulted on the locations of noise barriers at the proposed A13/A1089/A122 Lower Thames Crossing junction, south of the proposed A122 Lower Thames Crossing/M25 junction, and at other locations along the route, as part of the Design Refinement Consultation in July 2020. The barriers have been included as a result of the assessments in ES Chapter 12: Noise and Vibration (Application Document 6.1) and are designed to reduce noise levels from increased traffic as a result of the Project once it is operational. The barriers are designed to reduce noise impacts on some individual properties and nearby populations.</p> <p>For more information about how the size and location of the proposed noise barriers were determined, see ES Chapter 12: Noise and Vibration (Application Document 6.1). Their locations are shown in ES Figure 12.6:</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Operational Road Traffic Noise Mitigation and Figure 2.4: Environmental Masterplan (Application Document 6.2). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Project and therefore no further mitigation is proposed.	
NC72	Comments expressing concern about the proposed junctions north of the River Thames, saying that they would increase traffic and make air quality worse. Locations mentioned include the area that would lie within the A13, M25 and Project, areas adjoining the A1089, and Tilbury and Thurrock.	-	-	1	10	The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys.  To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP)	No
NC73	Comments opposed to the proposed junctions north of the River Thames, saying that they would increase traffic and make air quality worse. Locations mentioned include Thurrock, North and South Ockendon, Orsett and areas adjoining the M25.	-	-	10	129		No
NC74	Comments opposed to the proposed A13/A1089/A122 Lower Thames Crossing junction, saying that it would increase traffic and make air quality worse. Locations such as Orsett and Baker Street were mentioned.	-	-	10	60		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC75	Comment expressing concern about the proposed A122 Lower Thames Crossing/M25 junction, saying that it would increase traffic and make air quality worse.	-	-	1	0	<p>(Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 5: Air Quality (Application Document 6.1) includes an assessment of the predicted changes to local air quality as a result of the Project, and assesses impacts during construction and operation and sets out mitigation where this is considered appropriate.</p> <p>The construction phase is likely to affect air quality as a result of emissions of dust from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in</p>	No
NC76	Comment opposed to the proposed A122 Lower Thames Crossing/M25 junction, saying that it would increase traffic and make air quality worse.	-	-	2	28		No
NC77	Comments opposed to the proposed junctions north of the River Thames on the basis that they would be too close to schools.	-	-	0	7		No
NC78	Comments opposed to the proposed A13/A1089/A122 Lower Thames Crossing junction, saying that it would be too close to schools. Such comments often refer to air quality concerns. Schools mentioned included Treetops School, Orsett Primary, Orsett Academy, Stifford Clays Primary, Deneholm Primary and William Edwards School.	-	-	1	7		No
NC79	Comments opposed to the proposed A122 Lower Thames	-	-	0	5		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	Crossing/M25 junction, saying that it would be too close to schools.					the CoCP. With these mitigations in place, the air quality impacts of the Project in relation to human health during construction are not expected to be significant.	
NC80	Comments opposed to the proposed junctions north of the River Thames on the grounds that they would negatively affect the health, wellbeing or quality of life of local people. Comments include concerns about air pollution.	-	-	1	39	The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC. By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. Draft versions of the Design Principles, CoCP and REAC were published	No
NC81	Comments opposed to the proposed A13/1089/A122 Lower Thames Crossing junction on the grounds that it would negatively affect the health, wellbeing or quality of life of local people.	-	-	0	7		No
NC82	Comments opposed to the proposed A122 Lower Thames Crossing/M25 junction, saying that it would have a negative impact on the health, wellbeing or quality of life of local people.	-	-	0	6		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The operation of the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains where the air quality modelling was carried out and why.</p> <p>The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project. Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and Design Manual for Roads and Bridges LA 105 standards (Highways England, 2019b).</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Given that there would be no significant adverse impacts on air quality in relation to human health from the Project during operation, no mitigation for air quality human health effects is required.</p> <p>While the Project does result in additional vehicle mileage, this is largely as a result of longer trips – particularly those across the River Thames. The number of new trips predicted as a result of the Project is relatively low. For more information about the predicted impacts across the road network, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8) and the Transport Assessment (Application Document 7.9).</p>	
NC83	Comments opposed to the proposed junctions north of the River Thames, saying the Project would contribute to climate change.	-	-	0	6	<p>As part of the Development Consent Order application, the Applicant has explained how the relevant legislative and policy requirements in relation to climate change impacts are met. An Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 15: Climate (Application Document 6.1), assesses the Project's impact on climate change, including greenhouse gas emissions during construction and operation, and sets out the proposed mitigation measures, including those measures that are secured through the Carbon and Energy Management Plan</p>	No
NC84	A comment opposed to the proposed A13/A1089/A122 Lower Thames Crossing junction, saying the Project would contribute to climate change.	-	-	0	1		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>(Application Document 7.19). The assessment concludes that the increase in greenhouse gas emissions resulting from the Project would not have a material impact on the ability of Government to meet its carbon reduction targets, in accordance with the policy test set out in the National Policy Statement for National Networks (Department for Transport, 2014).</p> <p>During construction, greenhouse gas emissions would be minimised through the design of the Project, such as incorporating low-emission materials, using those materials efficiently, reducing the distance they would be transported, using zero-carbon energy sources, and reducing and beneficially reusing waste. By incorporating these measures into the Project's proposals, the Applicant has already reduced emissions during construction by over a third compared with a scenario where those measures were not employed. This represents a leading position in the industry today, and would result in construction emissions equivalent to 1.76 million tonnes of carbon dioxide.</p> <p>However, the Applicant is committed to going further and to using the time available before construction begins to explore ways of achieving greater reductions in emissions. The Carbon and Energy Management Plan therefore provides a framework within which the Applicant and contractors would, working</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>closely with industry partners, seek to identify and develop innovative ways of reducing the Project's construction emissions below today's industry-leading position. The Carbon and Energy Management Plan also sets out the low-carbon solutions that would be deployed by the Applicant to manage and maintain the Project once it is operational.</p> <p>The Applicant has considered the additional carbon emissions from road users that could result from operation of the Project over a 60-year period and presented this information in ES Chapter 15. The Government has published its plans to deliver the required Net Zero trajectory for transport in the Decarbonising Transport Plan (Department for Transport, 2021a). The Applicant has assessed that if the trajectories set out in the plan are achieved, it would lead to a reduction in the additional road-user emissions attributable to the Project of at least 76%, across the 60-year appraisal period, compared with the more conservative figure that results from the use of national projections included in the current version of Defra's Emissions Factor Toolkit.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC85	General comments opposed to the designs of the proposed junctions north of the River Thames.	-	-	3	15	<p>Throughout the development of the Project, the Applicant has selected options and designs that have been rigorously tested against the Scheme Objectives and, at the appropriate stages, have been presented at public consultation. The Applicant has worked closely with stakeholders to understand their needs and, wherever practicable, to incorporate their feedback into the designs.</p> <p>Having carried out and documented this design process, the Applicant is now satisfied that the Project includes the optimal junctions in the most suitable locations, and that the Applicant is proposing appropriate mitigation to reduce negative impacts on local people and the environment.</p> <p>The junction proposals submitted for the application for development consent have been designed in accordance with Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022.</p>	No
NC86	Comments expressing concern about the complexity of the design of the proposed junctions north of the River Thames. Some consultees say	-	-	1	24	<p>The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design, ensuring that motorists have a safe and</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change	
	that motorists would be confused when using the junctions, leading to increased congestion.					comfortable journey. The Project would include appropriate signage and design features to encourage safe lane changes.  For more information about junction designs, see the Project Design Report (Application Document 7.4). For more about the traffic modelling, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7). Information about the Scheme Objectives can be found in the Need for the Project (Application Document 7.1).		
NC87	Comments opposed to the design of the proposed junctions north of the River Thames, saying that they are too complex. Some consultees say that motorists would be confused when using the junctions, leading to congestion.	-	-	2	27		No	
NC88	Suggestions that the design of the proposed junctions should be simplified to avoid confusion among motorists.	-	-	0	13		No	
NC89	General comments opposed to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction.	-	Thurrock Council	2	16		The proposed A13/A1089/A122 Lower Thames Crossing junction would feature multiple connections, including new connections to the Project, which is why its design of the junction is necessarily complex. During the development of the designs for the junction, the Applicant has worked with existing constraints at the location, aiming to provide only the required links and to minimise the height and footprint of the junction.	No
NC90	Suggestions regarding the design of the proposed A13/A1089/A122 Lower Thames Crossing junction. These include a suggestion to put the junction underground, elevating it above the local area, and further use of	-	-	0	5			No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	embankments to reduce visual and other impacts.					<p>The Project would be routed through this area below the existing ground level and under the A13. This would enable other links to pass over the main route, limiting the junction to two levels. One of the reasons the Applicant has refrained from adding additional connections to the A13 is that this would require a third level at the junction, increasing the visual impact to such an extent that it would have a significant impact on the surrounding communities. Putting the entire junction underground is not feasible for design and cost reasons, including the need to integrate the new Project connections with existing above-ground roads.</p> <p>The junction proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the junction would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design, ensuring that motorists have a safe and comfortable journey. The Project would include appropriate signage and design features to encourage safe lane changes.</p>	
NC91	Comments expressing concern about the design of the proposed A13/A1089/A122 Lower Thames Crossing junction, saying that it is too complex. These consultees say that motorists would be confused when using the junction, leading to congestion.	Port of Tilbury London Ltd	-	0	42		No
NC92	Comments opposed to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction, saying that it is too complex. These consultees say that motorists would be confused when using the junction, leading to congestion.	-	-	9	72		No
NC93	Suggestions that the design of the proposed A13/A1089/A122 Lower Thames Crossing junction should be simplified to avoid confusion among users.	-	-	0	14	No	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>For more information, see the Project Design Report (Application Document 7.4).</p> <p>During the Community Impacts Consultation in July 2021, the Applicant presented a change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction, adding an extra lane to the link road connecting the Lower Thames Crossing northbound and southbound to the A13 eastbound. The extra lane on the link road east of Baker Street would provide additional capacity for traffic leaving the Lower Thames Crossing and accounts for the latest predicted traffic flows.</p> <p>In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design provides a direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the Project northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the Orsett Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC94	Comments opposed to the design of the proposed A122 Lower Thames Crossing/M25 junction, saying that it is too complex. These consultees say that motorists would be confused when using the junction, leading to congestion.	-	-	1	18	The proposed A122 Lower Thames Crossing/M25 junction and upgrades to junction 29 would be safe and easily navigable for motorists.  The junction proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022.	No
NC95	Comments expressing concern about the design of the proposed A122 Lower Thames Crossing/M25 junction, saying that it is too complex. These consultees say that motorists would be confused when using the junction, leading to congestion.	-	-	0	3	The detailed design for the junctions would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design and would include appropriate signage to guide motorists to their destinations. All slip roads, merges and demerges would be designed to facilitate safe manoeuvres in line with the predicted volumes of traffic, while the connections at each junction have been limited to those that are essential, which	No
NC96	Suggestions that the design of the proposed A122 Lower Thames Crossing/M25 junction should be simplified to avoid confusion among motorists.	-	-	1	2		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC97	Comments expressing concern about the perceived complexity of the design of the proposals for junction 29. These consultees say that motorists would be confused when using the junction, leading to increased congestion.	-	-	1	6	helps to reduce the complexity, footprint and cost of the junctions.  Due to the proximity of the two junctions, the Applicant has designed a slip road that extends from the A122 Lower Thames Crossing/M25 junction all the way to junction 29, joined by M25 traffic for junction 29 part-way along its length. This would avoid the conflict that might arise if traffic were joining the M25 and leaving along the same stretch of motorway.	No
NC98	Comments opposed to the perceived complexity of the design of the proposals for junction 29. These consultees say that motorists would be confused when using the junction, leading to increased congestion.	-	-	0	2	For more information about the design of each proposed junction, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.	No
NC99	Comments opposed to the suggestion that the A13 would be designated as a motorway, saying that this would pose problems for road users that are not eligible to use motorways.	-	-	0	6	The Applicant has no plans to reclassify any of the A13 as a motorway. The A13 would remain an all-purpose trunk road, which could be used by any vehicles that are eligible to use A-roads.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC100	Suggestions that the A127 should be upgraded to accommodate increased traffic as a result of the Project.	-	-	0	7	The traffic modelling predicts that junction 29 would remain within its designed capacity for the foreseeable future, so widening the A127 at this location would not be necessary or provide value for money. For more information about the traffic modelling, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7).	No
NC101	Comments expressing concern that the proposed junctions north of the River Thames might have a negative impact on local businesses, including impacts on existing businesses but also the potential for new or expanded businesses in the future.	-	Brentwood Borough Council, London Borough of Havering	2	8	The route and its associated junctions were chosen to maximise national and local benefits, while providing value for money for taxpayers. The traffic modelling presented as part of the application for Development Consent forecast that, compared with the situation without the new road crossing, the overall level of traffic using the Dartford Crossing would fall by 19% in 2030 and would remain below current levels for the foreseeable future. This would provide substantial benefits to users of the road network by cutting congestion on the Dartford Crossing and its approach roads, where journey times would be reduced, and journey reliability increased. The improved connectivity would benefit local economic growth and employment by making it easier for local businesses to interact with their customers and suppliers, and for them to retain and attract workers.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						For more information about the traffic modelling, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (ComMA) (Application Document 7.7), with information about the Project benefits in Appendix D: Economic Appraisal Package (EAP) of the ComMA. The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.	
NC102	Comments expressing concern about the cost of the proposed A13/A1089/A122 Lower Thames Crossing junction, which consultees say would not provide value for money.	-	-	0	2	All junctions within the Project, including the northern route section, only include links and structures where necessary, and these have been designed in a cost-efficient way. In preparing for the 2016 Non-Statutory Consultation for the Project, the Applicant carried out an extensive appraisal of a shortlist of options for the northern route, taking into account their respective junctions with existing roads. The outcomes of that appraisal and feedback from the consultation enabled the Applicant to confirm that the proposed route north of the River Thames was the most viable option.  The costs of construction and operation have been considered at every part of the design process, and the Applicant continues to carry out periodic reviews to ensure that costs are controlled. The budget is also subject to	No
NC103	Comments opposed to the cost of the proposed A13/A1089/A122 Lower Thames Crossing junction, with consultees saying that it would not provide value for money.	-	-	0	2		No
NC104	Comments expressing concern about the cost of the proposed junctions north of the River Thames on the ground	-	-	1	10		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	that they would not provide value for money.					close scrutiny by the Department for Transport.	
NC105	Comments opposed to the cost of the proposed junctions north of the River Thames on the grounds that they would not provide value for money.	-	-	0	20	The Project has been designed to address all the Scheme Objectives, including value for money, focusing on how public resources can be used to create and maximise public value. More information about the benefits and costs of the Project can be found in the Need for the Project (Application Document 7.1) and the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.	No
NC106	Comments opposed to the cost of the proposed A122 Lower Thames Crossing/M25 junction on the grounds that it would not provide value for money.	-	-	1	5		No
NC107	Comments expressing concern about the economic impact of the proposed A122 Lower Thames Crossing/M25 junction.	-	-	0	2		No
NC108	A comment expressing concern about the design for the proposals for junction 29 because of impacts on the proposed Brentwood Enterprise Park.	-	Essex County Council	0	0	The Applicant is engaging with the landowner and developer of the proposed Brentwood Enterprise Park and has identified a preferred solution for a joint access from the B186 and to the interface with the proposed new bridge over the A127	No

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NC109	A comment opposed to the design for the proposals for junction 29 because of the impacts on the proposed Brentwood Enterprise Park.	-	Brentwood Borough Council	0	0	<p>from the north-eastern corner of junction 29. The Applicant is actively engaging with the developer to finalise legal agreements regarding these interfaces to ensure the construction of Brentwood Enterprise Park can proceed with minimal disruption if and when planning permission for the development is granted.</p> <p>The diversion of a high-pressure gas pipeline south-east of M25 junction 29 is no longer needed, reducing the works near Brentwood Enterprise Park and therefore reducing the impact on future development in this location, in line with consultation feedback. Permanent access rights would be required from Warley Street for UK Power Networks, although it is expected access would be infrequent.</p> <p>More information about engagement with Brentwood Enterprise Park and other major developments in the vicinity of the Project can be found in the Interrelationships with Other Nationally Significant Infrastructure Projects and Major Development Schemes document (Application Document 7.17).</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC110	Comments opposed to the amount of land needed to build and operate the proposed A13/A1089/A122 Lower Thames Crossing junction. Comments include those saying that the land for the junction has increased from earlier designs and those objecting to the impact on a nearby equestrian business.	-	Thurrock Council	1	5	In designing the Project, including the northern route and its junctions, the Applicant has sought to minimise the footprint and height of the road, and reduce its impacts on land occupied by or close to communities, as well as on environmentally sensitive areas and farmland.  The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019)	No
NC111	Comments expressing concern about the amount of land needed to build the proposed junctions north of the River Thames.	-	-	0	4	standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design. The junctions would be designed to be as compact as possible, while still accommodating the expected number of traffic movements in each case.	No
NC112	Comments opposed to the amount of land needed to build the proposed junctions north of the River Thames.	-	-	0	11	After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had	No
NC113	Comments expressing concern about the land needed to build the proposed A122 Lower Thames Crossing/M25 junction.	-	-	1	2		No
NC114	Comments opposed to the land required to build the proposed A122 Lower Thames Crossing/M25 junction.	-	-	1	7		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>significant impacts on the environment and local communities.</p> <p>More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p> <p>The Applicant consulted on these changes during the Supplementary Consultation in January 2020, with information about this consultation provided in Chapter 6 of this report.</p> <p>Measures to be implemented across the Project would also include using retaining walls and making embankment slopes steeper to reduce the amount of land needed. In some instances, such as at the proposed A13/A1089/A122 Lower Thames Crossing junction, the Applicant has considered calls from consultees to provide additional connectivity but rejected these in order to keep the junction as compact as possible.</p> <p>The area of land required around the proposed A13/A1089/A122 Lower Thames Crossing junction increased after the Statutory Consultation in October 2018. This was due to utility diversions and the provision of environmental mitigation.</p> <p>The equestrian business, Foxhounds Riding School, near the proposed A13/A1089/A122 Lower Thames Crossing junction is not</p>	

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						<p>within the Order Limits. However, land that is used by the business, which is owned by Thurrock Council, is partially within the Order Limits. The land would be used temporarily during construction of the Project, with permanent rights retained over the land to operate and maintain required utility diversions. The Applicant has engaged with the business since the Preferred Route Announcement (PRA) in 2017 and continues to engage with them with a view to mitigating any impacts, wherever practicable.</p> <p>The proposed A122 Lower Thames Crossing/M25 junction was redesigned after the PRA. The updated design has a significantly lower impact on the landscape and visual amenity compared to the preferred route. The new design also increases economic benefits as a result of improved traffic flow.</p> <p>During the Supplementary Consultation in January 2020, the Applicant consulted on revised proposals for utility works in the vicinity of the A122 Lower Thames Crossing/M25 junction. Additional works to pylons, underground power lines and access tracks increased the amount of land required within Thames Chase Forest Centre. To reduce the adverse impacts of this increased land for utility works, the Applicant proposes to acquire replacement land to the north and south of the Thames Chase Forest Centre,</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>which would be open to the public and would complement the existing forest. This proposal was presented during Design Refinement Consultation in July 2020. More information about these consultations can be found in Chapters 6 and 7 of this report. Information about the replacement land can be found in the Special Category Land Plans (Application Document 2.4) and Appendix E of the Planning Statement (Application Document 7.2).</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on proposals for a reduced amount of replacement open space land, removing a previously proposed area of land on the eastern side of the M25. Now, all the proposed replacement land would be on the western side of the M25. The land would be designed to match the existing forest and is being developed in collaboration with stakeholders. The replacement land covers approximately 15.6ha compared with the 14.5ha that would be acquired or subject to rights. Further information about the Thames Chase Forest Centre compensation land can be found the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7). The Applicant consulted on a draft oLEMP during the Community Impacts Consultation. More information</p>	

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						<p>about that consultation can be found in Chapter 8 of this report.</p> <p>The Applicant has also provided information about the land needed for the Project in the Land Plans (Application Document 2.2) and explained the reason each plot is required in the Statement of Reasons (Application Document 4.1). For more information about how, where practicable, the Applicant has minimised the land required, see the Project Design Report.</p>	
NC115	Suggestions for additional connections the proposed junctions should provide.	-	-	0	35	<p>The Project would include junctions with key parts of the strategic road network (SRN), namely the A2/M2, A13/A1089 and M25. It would also provide direct connections to a limited number of local roads via the Orsett Cock and Gravesend East junctions.</p> <p>In accordance with the Scheme Objectives agreed between the Applicant and the Department for Transport, one of the aims of the Project is to relieve the congested Dartford Crossing and approach roads and also to improve their performance by providing free-flowing north-south capacity. A further objective is to improve the resilience of the Thames crossings and the SRN. As described in the Need for the Project (Application Document 7.1), the Applicant has thoroughly assessed and,</p>	No
NC116	Comments opposed to the connections proposed for the junctions north of the River Thames. Consultees say the connections are not adequate, especially direct links to local areas.	-	Brentwood Borough Council, Essex County Council, Thurrock Council	0	35		No
NC117	Comments opposing the proposed junctions north of the River Thames, with some consultees saying that the limited connectivity would inhibit economic growth.	Port of Tilbury London Ltd	Brentwood Borough Council, Thurrock Council	1	5		No

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NC118	Comments expressing concern about the access provided by the proposed junctions north of the River Thames, criticising the lack of direct local access.	-	Brentwood Borough Council	3	28	<p>where appropriate, carried out consultations on the locations for junctions and the connections they should provide.</p> <p>There would be limited connection onto the local road network, as the desire to provide more local connections to and from the Project route has to be balanced against the need to ensure free-flowing connections with the SRN, as well as safety for all road users. It also has to be balanced against the potential for increased traffic on local roads that could arise if additional direct local connections were provided, as well as increased environmental effects associated with building larger and higher junctions capable of accommodating multiple traffic movements.</p> <p>Where direct local connections are not provided, it is generally possible to connect to the Project by first joining roads on the SRN that are served by the proposed junctions. This is the case for the major population centres in Thurrock and the London Borough of Havering.</p> <p>In 2017, the Applicant considered an option to provide a direct link road between the then-proposed Tilbury junction and the Port of Tilbury. However, this link was discounted because traffic modelling highlighted a number of drawbacks to the potential design at Tilbury and the A13, including unnecessary delays to freight journeys and</p>	No
NC119	Suggestions that local access should be restricted at the proposed junctions to prioritise long distance travellers.	-	-	1	20	<p>where appropriate, carried out consultations on the locations for junctions and the connections they should provide.</p> <p>There would be limited connection onto the local road network, as the desire to provide more local connections to and from the Project route has to be balanced against the need to ensure free-flowing connections with the SRN, as well as safety for all road users. It also has to be balanced against the potential for increased traffic on local roads that could arise if additional direct local connections were provided, as well as increased environmental effects associated with building larger and higher junctions capable of accommodating multiple traffic movements.</p> <p>Where direct local connections are not provided, it is generally possible to connect to the Project by first joining roads on the SRN that are served by the proposed junctions. This is the case for the major population centres in Thurrock and the London Borough of Havering.</p> <p>In 2017, the Applicant considered an option to provide a direct link road between the then-proposed Tilbury junction and the Port of Tilbury. However, this link was discounted because traffic modelling highlighted a number of drawbacks to the potential design at Tilbury and the A13, including unnecessary delays to freight journeys and</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>significant impacts on local roads. The design of the Project at this location would not preclude construction of a junction at Tilbury should this be pursued at a later time.</p> <p>Following the decision not to provide a rest and service area or new maintenance depot, the Tilbury junction was also removed from the design. For more about the previously proposed Tilbury Link Road, see the Project Design Report (Applications Document 7.4). For more about the traffic modelling, see the Combined Modelling and Appraisal Report (Application Document 7.7), including Appendix C: Transport Forecasting Package.</p> <p>The Applicant has, however, amended the operational access arrangements in the Tilbury area since the Community Impacts Consultation in July 2021 to provide permanent operational and emergency service vehicles access to this section of the Project. This change also includes the provision of a bridge over the Project for operational and emergency access. These design changes would not preclude construction of a junction at Tilbury connecting the Lower Thames Crossing to the wider road network, should this be pursued later. Details about the construction and operational access arrangements can be found in the Environmental Statement</p> <p>In response to concerns about the rerouting of traffic on to local roads in Thurrock and</p>	

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						<p>the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design provides a direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the Project northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the Orsett Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road.</p> <p>The Project has been designed to make a positive contribution to the local economy and communities. For example, it aligns with the South East Local Enterprise Partnership (SELEP) strategy for tackling housing shortages, encouraging infrastructure and improving workforce skills to increase productivity and regional economic growth. The majority of the Project's economic, social and environmental benefits accrue from trips that begin and/or end in local authorities within the SELEP area. SELEP local authorities north of the River Thames are forecast to receive significant transport user benefits (mainly journey-time savings) and productivity benefits. For more</p>	

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						information, see the Economic Appraisal Package, which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7).	
NC120	Suggestions that the proposed A13/A1089/A122 Lower Thames Crossing junction should provide additional connectivity, including a direct link from the Orsett Cock roundabout to the Project, a link for northbound Lower Thames Crossing traffic to the A13 westbound, and access to the A1089 from Orsett Cock roundabout. Some consultees suggest that all possible movements should be provided.	-	Kent County Council, Southend-on-Sea City Council	3	90	The proposed A13/A1089/A122 Lower Thames Crossing junction provides vital strategic and local highway connections to the Project, which is why a major junction is required. To reduce its footprint and height and to manage the balance across the local and major routes, certain direct links between the three highways are provided. The inclusion of additional direct links, such as from Orsett Cock junction to the A1089, would require a third level to the junction and signalised junctions. This would increase congestion, visual impacts, and the cost of the junction. The links, including local connections, that have been provided at the proposed A13/A1089/A122 Lower Thames Crossing junction are those that provide the greatest benefits, based on consideration of the traffic modelling and feedback from stakeholders.	Yes
NC121	Suggestions for additional connectivity at the proposed A13/A1089/A122 Lower Thames Crossing junction, including from the A13 eastbound to the Project southbound and from the Orsett Cock roundabout to the A1089.	-	-	0	14	The design at Statutory Consultation proposed removing the existing connection for traffic joining the A13 at the Orsett Cock junction to reach the A1089. To prevent	Yes

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NC122	Comments expressing concern about the connections at the proposed A13/A1089/A122 Lower Thames Crossing junction, including concerns about the lack of a link from the Project to the A13 westbound or a link from the A13 eastbound to the Project.	-	-	1	44	motorists from trying to access the A1089 via the Lower Thames Crossing from the M25, motorists travelling south on the M25 from junction 29 would be signed to use the existing route via junction 30 and the A13 eastbound to reach the A1089, as this would continue to be the shortest and fastest route. However, additional traffic analysis has shown that this would have led to increased traffic flows on the A1013 to access the A1089. Consequently, a modification to the design was made and presented in the Local Refinement Consultation, removing the proposed link from the A13 westbound to the A1089 southbound and reinstating the link between Orsett Cock junction and the A1089 southbound. This would reduce the impact on the A1013.	No
NC123	Comments opposed to the connectivity proposed for the A13/A1089/A122 Lower Thames Crossing junction, including concerns about the lack of a link from the Project to the A13 westbound or from the A13 eastbound to the Project.	-	Dartford Borough Council, Essex County Council, Kent County Council, Thurrock Council, Gravesham Borough Council	10	132	The introduction of the Project would result in a reduction in traffic on local roads and the A13 to the west of Orsett. Providing a link from the Orsett Cock junction to the Lower Thames Crossing would draw more traffic to	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC124	Comments opposing the design of the proposed A13/A1089/A122 Lower Thames Crossing junction, with consultees highlighting connectivity that they say is missing but which would provide economic benefits to the area.	-	Dartford Borough Council, Essex County Council, Kent County Council, Thurrock Council	0	6	<p>the Orsett Cock junction and the surrounding local roads.</p> <p>The route, including its connections, has been assessed to understand the economic benefits it would bring to the region and the local area. The chosen connections provide the best balance between the various Scheme Objectives, which are set out in the Need for the Project (Application Document 7.1).</p>	Yes
NC125	Suggestions that existing infrastructure should be used when integrating the Project with local roads.	-	-	0	9	<p>As a result of design development and in response to feedback received during consultation, the design of some slip roads at the proposed A13/A1089/A122 Lower Thames Crossing junction was refined after the Statutory Consultation in October 2018 and presented during the Supplementary Consultation in January 2020.</p> <p>The A13/A1089 and its slip road roads proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design to operate safely and efficiently. Existing infrastructure, for</p>	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>example the A13/A1089 junction and its slip roads, would be used for the Project wherever this is possible and cost-effective, rather than replacing that infrastructure.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant presented a change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction, adding an extra lane to the link road connecting the Lower Thames Crossing northbound and southbound to the A13 eastbound. The extra lane on the link road east of Baker Street would provide additional capacity for traffic leaving the Lower Thames Crossing and accounts for the latest predicted traffic flows.</p> <p>In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design provides a direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the Project northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the Orsett Cock junction without the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>need to use local roads, such as Brentwood Road and the A1013 Stanford Road.</p> <p>For more about the information that has influenced the proposed A13/A1089/A122 Lower Thames Crossing junction, see the Project Design Report (Application Document 7.4), Design Principles (Application Document 7.5) and the Combined Modelling and Appraisal Report (Application Document 7.7), with the Economic Appraisal Package in Appendix D and traffic modelling in Appendix C: Transport Forecasting Package. The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
NC126	<p>Comments expressing concern about the access provided by the proposed A122 Lower Thames Crossing/M25 junction. Comments include those concerned at linking the Project to an already busy motorway and those who say that the junction offers inadequate access for local residents.</p>	-	Essex County Council, London Borough of Havering	1	27	<p>The Project would include junctions with key parts of the strategic road network (A2/M2, A13/A1089 and M25), as well as selected local connections, including the Orsett Cock junction and Gravesend East.</p> <p>The shortlisted options for the alignment of the route north of the River Thames, including its connections with the strategic road network, were included within the scope of the 2016 consultation on route options. This included a new junction with the M25 in the location the Applicant is proposing and was assessed as the overall best-performing of the shortlisted options and proved to be the most popular option among consultees.</p>	No
NC127	<p>Comments opposed to the access provided by the proposed A122 Lower Thames</p>	-	-	1	29	<p>The Project would include junctions with key parts of the strategic road network (A2/M2, A13/A1089 and M25), as well as selected local connections, including the Orsett Cock junction and Gravesend East.</p> <p>The shortlisted options for the alignment of the route north of the River Thames, including its connections with the strategic road network, were included within the scope of the 2016 consultation on route options. This included a new junction with the M25 in the location the Applicant is proposing and was assessed as the overall best-performing of the shortlisted options and proved to be the most popular option among consultees.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	Crossing/M25 junction. Comments include those concerned at linking the Project to an already busy motorway and those who say that the junction offers inadequate access for local residents.					The Post-Consultation Scheme Assessment Report (Highways England, 2017a) states that Route 3 is preferred because it is a shorter, lower-cost option and would provide a completely new 70mph road, providing the highest quality of solution of the options. Route 3 also has the lowest environmental impact, despite its impact on Green Belt.	
NC128	Suggestions that the proposed junction should be improved to allow motorists on the M25 travelling north to access the Project.	-	-	2	39	<p>The Approach to Design, Construction and Operations document produced for the Statutory Consultation in October 2018 explained that the A122 Lower Thames Crossing/M25 junction had been re-appraised and was still considered to be the optimal solution for connecting the new road with the M25. A link to the Approach to Design, Construction and Operation document is provided in Appendix M of this report.</p> <p>The proposed A122 Lower Thames Crossing/M25 junction has been designed to function harmoniously with the proposed upgrades to junction 29 of the M25. These upgrades include dedicated slip roads from the M25 and the Project, an increased number of lanes on the junction's roundabout, and new traffic lights to improve traffic management.</p> <p>The Scheme Objectives agreed between the Applicant and the Department for Transport require the Project to relieve the congested Dartford Crossing and approach roads and</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>also to improve free flowing their performance by providing north-south capacity. The Project is also required to improve the resilience of the Thames crossings and the strategic road network (SRN). As described in the Need for the Project (Application Document 7.1), the Applicant has thoroughly assessed and where appropriate undertaken consultations on where junctions should be situated and the connections to the SRN that they should provide.</p> <p>The desire to provide local connections to and from the Project has to be balanced against the need to ensure free-flowing connections with the SRN, as well as safety for all road users. It also has to be balanced against the potential for increased traffic on local roads, as well as increased environmental effects associated with building larger and higher junctions capable of accommodating multiple traffic movements.</p> <p>In 2016, the Applicant investigated alignments for the Project that included links from the M25 northbound to the Project southbound and from Project northbound to the M25 southbound. The Applicant found there would be limited demand for these links and they have not been included in the Project. For more information, see the Need for the Project.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC129	Comments expressing concern about the proposed junctions north of the River Thames, saying their designs would impede traffic flow.	-	-	0	13	The Applicant has designed the Project with free-flowing grade-separated junctions connecting to the A2/M2, A13/A1089 and the M25.	No
NC130	Suggestions that the proposed junctions north of the River Thames should be widened to increase capacity.	-	-	0	68	The junction, including slip and connector roads, proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019)	No
NC131	Suggestions that the proposed A122 Lower Thames Crossing/M25 junction is widened to increase capacity.	-	-	0	49	standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design using variable speed limits with the default limit being the national speed limit for an all-purpose trunk road (e.g. 70mph for cars).	No
NC132	Suggestions that the proposed junctions should maximise free-flowing traffic, without roundabouts or traffic lights.	-	-	1	154	The design will also include features that reduce potentially dangerous lane-changing manoeuvres. Where appropriate, such as for some links at the junction between the Project and the A13/A1089, the Applicant would install advisory speed limit signs to encourage responsible driver behaviour. The number of lanes along the route and through each junction has been determined as part of the ongoing design development process,	No
NC133	General suggestions that the proposed junctions north of the River Thames should be designed for future traffic capacity.	-	-	0	38		No
NC134	Suggestions that the proposed A13/A1089/A122 Lower Thames Crossing junction should maximise free-flowing traffic, without roundabouts or traffic lights. Comments include those saying that the	-	-	0	30		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	number of lanes on the Project through the proposed A13/A1089/A122 Lower Thames Crossing junction should be maintained.					including the outputs of various phases of traffic modelling.  The reduction of a lane through the proposed A13/A1089/A122 Lower Thames Crossing junction is standard practice where slip roads diverge and then merge with the main carriageway because traffic flow would be lower at this point and so this would not degrade the quality of the route or cause congestion.	
NC135	Suggestions that the proposed A122 Lower Thames Crossing/M25 junction should maximise free-flowing traffic, without roundabouts or traffic lights.	-	-	0	68	During the Community Impacts Consultation in July 2021, the Applicant presented a change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction, adding an extra lane to the link road connecting the Lower Thames Crossing northbound and southbound to the A13 eastbound. The extra lane on the link road east of Baker Street would provide additional capacity for traffic leaving the Lower Thames Crossing and accounts for the latest predicted traffic flows.	No
NC136	Comments opposed to the proposed A122 Lower Thames Crossing/M25 junction, saying that it would not improve network resilience because the M25 is already congested and so this route would not be viable alternative to the Dartford Crossing.	-	Kent County Council	1	2	In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design provides a direct link	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the Project northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the Orsett Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road.</p> <p>The Project would provide free-flowing direct connections with the M25 and the A2/M2, as well as for some connections with the A13 and A1089. Traffic lights or roundabouts would be necessary at some local junctions, particularly where the Project meets local roads, such as at the Orsett Cock junction.</p> <p>As a result of design development and in response to feedback received during consultation, the design of some slip roads at the proposed A13/A1089/A122 Lower Thames Crossing junction was refined after the Statutory Consultation in October 2018 and presented during the Supplementary Consultation in January 2020. The A13/A1089 and its slip roads would be designed in accordance with the DMRB (National Highways, 2019), to operate safely and efficiently.</p> <p>The proposed A122 Lower Thames Crossing/M25 junction has been designed after consideration of the traffic modelling and features connections which are forecast</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>to remain free flowing for the foreseeable future.</p> <p>The existing M25 junction 29 features a roundabout and traffic lights. The proposed A122 Lower Thames Crossing/M25 junction has been designed to operate efficiently with the upgrades to junction 29 of the M25. These upgrades include dedicated slip roads from the M25 and the Project, an increased number of lanes on the junction's roundabout, and new traffic lights to improve traffic management.</p> <p>More information on the Supplementary Consultation can be found in Chapter 6 of this report. More information about the design of the route can be found in the Project Design Report (Application Document 7.4). More information about the traffic modelling can be found in the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7).</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC137	Comments opposed to the proposed A13/A1089/A122 Lower Thames Crossing junction, saying that it would create congestion on the A13. Comments included those saying that the lack of west-facing slip roads, would also cause congestion.	-	Thurrock Council	4	34	<p>As well as providing relief at Dartford, the traffic modelling forecasts that the Project would have an impact on other parts of the strategic road network (SRN) and local roads, with some roads predicted to see a decrease in traffic and others an increase.</p> <p>The Transport Assessment (Application Document 7.9) sets out the Project's forecast impact on the strategic and local highway networks. It also assesses the predicted impacts on the road and public transport networks during the Project's construction.</p> <p>The traffic model forecasts that traffic on the A13 between its junction with the Project and the M25 would fall in both directions. However, on some areas of the road network, including the A13 east of the Project, there would be an increase in traffic levels. For more information about these predicted changes to traffic, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For</p>	No
NC138	Suggestions about potential improvements to the proposed A13/A1089/A122 Lower Thames Crossing junction, including those saying that the A13 should not be limited to two lanes through the proposed A13/A1089/A122 Lower Thames Crossing junction. Other suggestions included those saying that the A13 should be widened to accommodate increased traffic.	-	Tonbridge and Malling Borough Council, Thurrock Council	0	116		No
NC139	Comments expressing concern about the proposed A13/A1089/A122 Lower Thames Crossing junction, with consultees saying that excessive volumes of traffic would be attracted to the area	Transport for London	London Borough of Havering	1	191		No

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	and congestion would get worse.					more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).	
NC140	Comments opposed to the proposed A13/A1089/A122 Lower Thames Crossing junction, with consultees saying that excessive volumes of traffic would be attracted to the area and congestion would get worse.	-	-	12	217	<p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities. The proposed A13/A1089/A122 Lower Thames Crossing junction provides vital strategic and local highway connections to the Project, which is why a major junction is required. To reduce its footprint and height and to manage the balance across the local and major routes, certain direct links between the three highways are provided. The inclusion of additional direct links would require a third level to the junction and signalised junctions, increasing congestion, visual impacts and cost. The links that have been provided at</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the junction are those that would provide the greatest benefits, based on consideration of the traffic modelling and feedback from stakeholders.</p> <p>The reduction of a lane through the proposed A13/A1089/A122 Lower Thames Crossing junction is standard practice where slip roads diverge and then merge with the main carriageway because traffic flow is lower at this point and so this would not degrade the quality of the route or cause congestion.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant presented a change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction, adding an extra lane to the link road connecting the Lower Thames Crossing northbound and southbound to the A13 eastbound. The extra lane on the link road east of Baker Street would provide additional capacity for traffic leaving the Lower Thames Crossing and accounts for the latest predicted traffic flows.</p> <p>In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Consultation in May 2022. The revised junction design provides a direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the Project northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the Orsett Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road.</p> <p>More information on the traffic impacts on local roads is available in the Transport Assessment. More information about the design of the route can be found in the Project Design Report (Application Document 7.4).</p>	
NC141	Comments expressing concern about the proposed A122 Lower Thames Crossing/M25 junction, saying that more traffic would be attracted to the area, increasing congestion.	-	-	0	363	<p>The changes to the road network where the Project and the M25 meet are designed to maintain safety and promote free-flowing traffic, and to increase capacity of junction 29. The layout of the junctions has been designed to ensure the safe management of traffic, while also providing local access to the A127 to support economic growth and connectivity. The Applicant has modelled the junctions and they are forecast to remain within their designed capacity for the foreseeable future. This includes the road connecting the proposed A122 Lower Thames Crossing/M25 junction to M25 junction 29.</p>	No
NC142	Comments opposed to the proposed A122 Lower Thames Crossing/M25 junction, saying that more traffic would be attracted to the area.	-	-	10	347		No
NC143	Suggestion that the M25 is upgraded to accommodate	-	-	0	85		No

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	increased traffic generated by the proposed A122 Lower Thames Crossing/M25 junction.					<p>Improvements are proposed at junction 29 as part of the application, which include increasing the number of lanes on the roundabout and providing dedicated lanes on to the M25 slip roads. The Applicant would also add additional traffic lights at the roundabout to help manage traffic flow. Removing the traffic lights at this roundabout would have a negative impact on traffic flows because the signals have an important role in managing the traffic flows.</p> <p>For more information about the design, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). For more information about the traffic modelling, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>As well as providing relief at Dartford and its approach roads, in line with the Scheme Objectives, traffic modelling predicts that the Project would have an impact on other parts of the strategic road network (SRN) and local roads, with some roads forecast to experience a decrease in traffic and others an increase. The Transport Assessment (Application Document 7.9) sets out the</p>	
NC144	Comments expressing concern about the proposals for junction 29, saying that more traffic and congestion would be attracted to the area.	-	London Borough of Havering	1	115		No
NC145	Comments opposed to the proposals for junction 29, saying that more traffic and congestion would be attracted to the area.	-	-	0	56		No
NC146	Comments expressing concern about the northbound link road at the proposals for junction 29, saying that this could increase congestion.	-	-	0	2		No
NC147	Comments opposing the northbound slip road at the proposals for junction 29, saying that this could increase congestion.	-	-	0	8		No
NC148	Comments expressing concern about the proposed number of lanes on the junction 29 slip road and at the merge with the M25, with	-	-	0	4		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	consultees saying that junction 29 would become congested.					Project's forecast impact on the strategic and local highway networks. It also assesses the predicted impacts on the road and public transport networks during the Project's construction.  Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).  While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).  The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities	
NC149	Comments opposed to the proposed number of lanes on the junction 29 link road and at the merge with the M25, with consultees saying that the design would increase congestion.	-	-	0	6		No
NC150	Suggestions as to how to manage merging traffic at the proposals for junction 29 to avoid increasing congestion. Suggestions include upgrading the roundabout and removing traffic lights.	-	-	0	10	No	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>this obligation in its collaborative work with local authorities.</p> <p>Forecast changes in traffic flows once the Project is operational are presented in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p>	
NC151	Comments expressing concern about the proposed junctions north of the River Thames, saying that traffic would be attracted to the area, and congestion in Thurrock would increase.	-	-	1	175	<p>Traffic modelling submitted as part of the application for development consent shows that, compared with the situation without the Project, the overall level of traffic using the Dartford Crossing is forecast to fall by 19% in 2030 and remain below current levels for the foreseeable future. Average speeds on that part of the network would rise and journey times would become more reliable.</p>	No
NC152	Comments opposed to the proposed junctions north of the River Thames, saying that traffic would be attracted to the area and congestion in Thurrock would increase.	-	-	9	340	<p>As well as providing relief at Dartford, the traffic modelling forecasts that the Project would have an impact on other parts of the strategic road network (SRN) and local roads, with some roads predicted to see a decrease in traffic and others an increase.</p>	No
NC153	Comments expressing concern about the proposed junctions north of the River Thames on the grounds that congestion would be transferred to other roads north of the Thames.	-	Southend-on-Sea City Council	1	7	<p>The Transport Assessment (Application Document 7.9) sets out the Project's forecast impact on the strategic and local highway networks. It also assesses the predicted</p>	No

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NC154	Comments opposed to the proposed junctions north of the River Thames on the grounds that congestion would be transferred to other roads north of the Thames.	Port of Tilbury London Ltd	-	0	16	<p>impacts on the road and public transport networks during the Project's construction.</p> <p>The A13 east of the Project would see a reduction in traffic, as would the M25 between the Dartford Crossing and the Project's A122 Lower Thames Crossing/M25 junction. The A127 east of the M25 and the A128 would also see reductions in traffic, as would some local roads in Thurrock. For more information about these predicted changes to traffic levels in Thurrock, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is responsible for managing the strategic road network (SRN) in England. The Project sits within a wider package of works for the SRN in the southeast of England, as originally described within the Government's Road Investment Strategy: for the 2015/16 to 2019/20 Road Period (RIS 1) (Department for Transport, 2015b). Overall, RIS 1 outlined a long-term programme of investment in over 100 major schemes to enhance, renew and improve the SRN in England.</p> <p>Any proposed upgrades would be considered alongside other calls for investment in the road network and would be subject to the decision-making process set out in the Government's Road Investment</p>	No
NC155	Comments opposed to the junctions north of the River Thames on the grounds that they would generate rat-runs through local areas.	-	-	0	8		No
NC156	Comments opposed to the diversions the proposed junctions north of the River Thames could make users take. These consultees say that this would lead to longer journeys.	-	-	0	2		No
NC157	Comments opposed to the proposed A13/A1089/A122 Lower Thames Crossing junction on the grounds that congestion would be transferred to other local roads.	-	Thurrock Council	4	27		No
NC158	Comments opposed to the proposed A122 Lower Thames Crossing/M25 junction on the grounds that congestion would	-	-	2	1		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	be transferred to other local roads.					<p>Strategy Post-2020, or those processes governing local road funding bids.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant presented a change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction, adding an extra lane to the link road connecting the Lower Thames Crossing northbound and southbound to the A13 eastbound. The extra lane on the link road east of Baker Street would provide additional capacity for traffic leaving the Lower Thames Crossing and accounts for the latest predicted traffic flows.</p> <p>In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design provides a direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the Project northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the Orsett Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Once the Project is operational, traffic impacts on the affected road network would be monitored, including local roads. The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the SRN and local networks. If the monitoring</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.	
NC159	Comments expressing concern about the proposed junctions north of the River Thames, with consultees saying that congestion at the Dartford Crossing would not be improved.	-	-	0	79	The traffic modelling submitted as part of the application for development consent forecasts that the new river crossing provided by the Project would remain free-flowing for the foreseeable future and that there would be improvements at the Dartford Crossing compared with not implementing the Project. Because overall traffic levels on the strategic road network are due to increase over time, the forecast 19% traffic reduction at the Dartford Crossing provided by the Project in 2030 would decrease over time. However, the forecasts set out in the Combined Modelling and Appraisal Report (Application Document 7.7) show that for the foreseeable future traffic on the Dartford Crossing would remain lower than if the Project had not been built.	No
NC160	Comments opposed to the proposed junctions north of the River Thames, with consultees saying that the current congestion at the Dartford Crossing would not be improved.	-	-	4	72		No
NC161	Comments opposed to the proposed junctions north of the River Thames, saying that they and the Project would not provide an effective alternative to the Dartford Crossing, and so would not decrease congestion at Dartford nor increase resilience.	-	-	1	3		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC162	Comments expressing concern about the safety of the proposed junctions north of the River Thames. Comments include those saying that features such as tight bends are unsafe.	-	-	1	3		No
NC163	Comments opposed to the safety of the proposed junctions north of the River Thames. Comments include those saying that features such as tight bends are unsafe.	-	-	2	31		No
NC164	Suggestions for precautions that should be taken to ensure the safety of motorists, including the use of smart motorway technology to manage incidents.	-	-	0	6		No
NC165	Comments expressing concern about the proposed A13/A1089/A122 Lower Thames Crossing junction, saying that it would be unsafe. Comments include those saying that features such as tight bends are unsafe.	-	-	0	11		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC166	Comments opposed the proposed A13/A1089/A122 Lower Thames Crossing junction due to concerns that it would be unsafe. Comments include those saying that features such as tight bends are unsafe and that emergency service response times would increase.	Office of the Police and Crime Commissioner for Essex	-	7	46		Yes
NC167	Comments expressing concern about the safety of the proposed A122 Lower Thames Crossing/M25 junction, with some consultees suggesting that merging traffic would cause collisions.	-	-	0	14		No
NC168	Comments opposed to the safety of the proposed A122 Lower Thames Crossing/M25 junction, with some consultees suggesting that merging traffic would result in collisions.	-	-	1	17		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC169	Comments expressing concern about the safety of the proposals for junction 29, saying that they would be unsafe, with some consultees suggesting that merging traffic would result in collisions.	-	-	0	6		No
NC170	Comments opposed to the safety of the proposals for junction 29, with some consultees suggesting that merging traffic would result in collisions.	-	-	0	13		No
NC171	Suggestions regarding the proposed A122 Lower Thames Crossing/M25 junction, saying that it should be well designed.	-	-	0	3		No
NC172	Suggestions of design features that should be included to ensure the proposed safety of users of the A122 Lower Thames Crossing/M25 junction, including speed limits.	-	-	0	3		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC173	Suggestions for managing traffic at the proposed junctions north of the River Thames, including suggestions for the use of strict filter lanes and speed checks alongside requests for dedicated lanes for Heavy Goods Vehicles.	-	-	0	18		No
NC174	Suggestions for managing traffic at the proposed A13/A1089/A122 Lower Thames Crossing junction, including suggestions for the use of filter lanes, speed checks, and traffic control measures when there are incidents at the tunnel.	-	-	0	3		No
NC175	Suggestions for managing traffic at the A122 Lower Thames Crossing/M25 junction, including suggestions for the use of strict filter lanes and speed checks alongside requests for traffic control measures when there are incidents at the tunnel.	-	-	0	15		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC176	Suggestions concerning the use of slip roads at the proposed A13/A1089/A122 Lower Thames Crossing junction with several requesting that the proposed slip roads are lengthened to maintain a smooth flow of traffic.	-	-	0	16	<p>The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design. The design would ensure safe and efficient journeys. The traffic modelling forecasts that the route and junctions would be flowing freely for the foreseeable future.</p> <p>As a result of design development and in response to feedback received during the Statutory Consultation in October 2018, the design of some slip roads at the proposed A13/A1089/A122 Lower Thames Crossing junction was refined and presented during Supplementary Consultation in January 2020.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant presented a change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction, adding an extra lane to the link road connecting the Lower Thames Crossing northbound and southbound to the A13 eastbound. The extra lane on the link road</p>	No
NC177	Suggestions for the design of slip roads at the proposed junctions north of the River Thames, including requests that proposed slip roads are widened and lengthened to maintain a smooth flow of traffic.	-	-	3	29		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>east of Baker Street would provide additional capacity for traffic leaving the Lower Thames Crossing and accounts for the latest predicted traffic flows.</p> <p>For more information about the design of the proposed A13/A1089/A122 Lower Thames Crossing junction, see the Project Design Report (Application Document 7.4). For more information about the Supplementary Consultation in January 2020, see Chapter 6 of this report. For more information about traffic modelling, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7).</p> <p>During the Community Impacts Consultation in July 2021, the Applicant provided more information and consulted on construction and operational impacts, including traffic impacts. More information about this consultation can be found in Chapter 8 of this report.</p>	
NC178	Suggestions that the proposed A13/A1089/A122 Lower Thames Crossing junction should include clear signage to avoid motorist confusion and reduce congestion.	-	-	0	5	The Applicant would install appropriate traffic signage to ensure the route performs safely and gives motorists advance notification of road layout and destinations. Signage would include the latest technology, with variable speed limits to manage traffic flow, and warn of incidents and lane closures.	No
NC179	Suggestions that the proposed junctions should include clear signage to avoid motorist	-	-	0	24	Signage would provide real-time journey information on the approaches to the Project,	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	confusion and reduce congestion.					including information about current incidents and journey times. The Applicant would also provide real-time information at key locations on the wider road network to allow drivers to compare journey times for the Dartford Crossing and the Lower Thames Crossing.	
NC180	Suggestions that the proposed A122 Lower Thames Crossing/M25 junction should include clear signage to avoid confusion and potential congestion. Comments include those suggesting that electronic signs comparing journey times for the Dartford Crossing and the Project.	-	-	0	11	All signage would conform to the standards set out in the latest Design Manual for Roads and Bridges (National Highways, 2019). For more information about signage across the Project and the design of the junctions, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.	No
NC181	Suggestions for the design of slip roads at the proposed A122 Lower Thames Crossing/M25 junction, including calls for proposed slip roads to be lengthened and widened to improve traffic flow.	-	-	1	18	The Project proposals submitted for the application for development consent, including the proposed A122 Lower Thames Crossing/M25 junction, have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design. The length and width of the slip roads have been designed in line with	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						DMRB standards in order to minimise the amount of land required, as much as practicable. while still facilitating safe, comfortable and free-flowing journeys for motorists. For more information, see the Project Design Report (Application Document 7.4).	
NC182	Comments expressing concern about the route to Tilbury docks via the proposed A13/A1089/A122 Lower Thames Crossing junction, which is said to require a significant diversion for road users.	-	-	0	13	In 2017, the Applicant considered an option to provide a direct link road between the then-proposed Tilbury junction and the Port of Tilbury. A decision was taken not to include the proposed Tilbury Link Road as part of the application for development consent for the Project following finalisation of the Project's transport model and rationalisation of the A13/A1089/A122 Lower Thames Crossing junction design because it was not considered necessary to achieve the Transport Scheme Objectives of the Project.	No
NC183	Comments opposed to the route to Tilbury Docks via the proposed A13/A1089/A122 Lower Thames Crossing junction, which is said to require a significant diversion for road users.	Port of London Ltd	Essex County Council, Kent County Council, Thurrock Council	9	77	The updated proposals for the A13/A1089/A122 Lower Thames Crossing junction provided a net improvement for access from the Tilbury docks area via the A1089. As a result, there was no longer a requirement for the Tilbury Link Road to relieve the congested Dartford Crossing and approach roads and improve their performance by providing free-flowing north-south capacity (Transport Scheme Objective).	No
NC184	Suggestions for a road linking the Tilbury junction to the town of Tilbury or to Tilbury port.	Port of London Authority, Port of Tilbury London Ltd	Dartford Borough Council, Essex County Council, Kent County	15	370	relieve the congested Dartford Crossing and approach roads and improve their performance by providing free-flowing north-south capacity (Transport Scheme Objective).	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
			Council, Thurrock Council, Gravesham Borough Council, Southend-on-Sea City Council			For more information about the Transport Scheme Objectives and the Tilbury Link Road, see the Need for the Project (Application Document 7.1) and the Project Design Report (Application Document 7.4).  In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design provides a direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the Project northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the Orsett Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road.  At Statutory Consultation in October 2018, the Applicant proposed realigning Rectory Road to the east of its current route in order to accommodate the then-proposed alignment of the A13/A1089/A122 Lower Thames Crossing junction slip roads, with the new Rectory Road passing through the Orsett Showground. These proposals would have permanently affected the land in which	
NC185	Comment in support of the Tilbury junction, saying it would lead to more journeys because of the Tilbury Link Road.	-	-	0	1		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the Orsett Show usually operates. Since Statutory Consultation, the Applicant's proposals in this area have been revised several times. The proposals submitted as part of the application for development consent feature realigned slip roads and keep Rectory Road on its current alignment, reducing the impacts on the Showground. A smaller area of the Showground near the A13 would be required permanently to accommodate the new slip roads. Additional land near the A13 would be required temporarily to divert a gas pipeline, with permanent rights acquired allowing for access and maintenance of the pipeline. The Applicant consulted on these revised highways and utilities proposals during subsequent consultations, including Supplementary Consultation in January 2020 and the Community Impacts Consultation in July 2021. More information about the land needed in this area can be found in the Land Plans (Application Document 2.2).</p> <p>After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>significant impacts on the environment and local communities.</p> <p>More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p> <p>The removal of the junction at Tilbury from the proposals that were presented at Supplementary Consultation in January 2020 would not affect local access or journeys between Kent and Thurrock or Essex because no local access from this junction was proposed at the Statutory Consultation in October 2018.</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant has amended the operational access arrangements in the Tilbury area to provide permanent operational and emergency service vehicles access to this section of the Project. This change also includes the provision of a bridge over the Project for operational and emergency access. These design changes would not preclude construction of a junction at Tilbury connecting the Lower Thames Crossing to the wider road network, should this be pursued later. Details about the construction and operational access arrangements can be found in the Environmental Statement. The design of the Project at this location</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						would not preclude the construction of a junction at Tilbury, should that option be pursued in future. If a Tilbury Link Road and junction were proposed in the future, these would require appropriate planning consent.	
NC186	Suggestions that more junctions should be included north of the River Thames.	-	Brentwood Borough Council	0	55	The desire to provide more local connections to and from the Project has to be balanced against the need to provide a free-flowing, 70mph connection between the new crossing and the strategic road network (SRN), as well as safety for all road users. It also has to be balanced against the potential for increased traffic on local roads that could arise if more local connections were provided, as well as increased environmental impacts associated with implementing larger and higher junctions able to accommodate a greater number of traffic movements.  During the development of the Project to date, the Applicant and the Department for Transport (DfT) have considered many options for the route. Each option has been considered carefully with regards to how it would contribute towards the Scheme Objectives agreed with the DfT (see the Need for the Project (Application Document 7.1)). Public consultations have been carried out at appropriate points in the Project to gain feedback from the public and stakeholders on the proposals presented.	No
NC187	Suggestions for specific new junctions to be added to the Project north of the River Thames. Comments include those saying that connections with roads such as the A130 would improve the Project.	-	Thurrock Council	0	224		No
NC188	Comments opposed to the proposed location of the A13/A1089/A122 Lower Thames Crossing junction. Some consultees refer to the perceived impacts it would have on local roads, and others say that the junction is in the wrong place.	-	-	1	9		No
NC189	Suggestions for direct access from the Project to the A127 to reduce congestion on the M25.	-	-	0	17		No
NC190	General comments opposed to the proposed locations of the	-	-	1	19		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	junctions north of the River Thames.					<p>In 2016, the Applicant consulted on Option C, a bored tunnel east of Gravesend and Tilbury, along with options to connect the tunnel to the SRN; two options south of the River Thames and three to the north.</p> <p>To the north of the river, one of these alternative options (known as Route 4) involved linking the Project directly to the A127 east of junction 29 on the M25 via junctions at the A13, between the Orsett Cock and Manorway junctions, and the A127 to the west of the A127/A128 junction. The northern section of another alternative route, Route 2, connected to the A1089 at the existing A1089/A126 junction, then a new free-flowing junction with the A13 and finally a new junction with the M25 between the existing junctions 29 and 30.</p> <p>In 2017, having carefully considered the feedback received during consultation, and having carried out further investigations into the impacts of the connection options, the Secretary of State announced the preferred route, which has a junction with the A13/A1089 and connects to the M25 between junctions 29 and 30 as proposed. In advance of the Statutory Consultation in October 2018, the Applicant carried out further assessments of the preferred route and continued to develop the proposals.</p>	
NC191	General comments expressing concern about the proposed location of the A122 Lower Thames Crossing/M25 junction.	-	-	0	6		No
NC192	General comments opposed to the proposed location of the A122 Lower Thames Crossing/M25 junction.	-	-	3	31		No
NC193	Comments expressing concern about the proposed location of the A122 Lower Thames Crossing/M25 junction.	-	-	0	5		No
NC194	Suggestions to locate the proposed A122 Lower Thames Crossing/M25 junction further north.	-	-	3	182		No
NC195	Suggestions to include a connection to an alternative A122 Lower Thames Crossing/M25 junction further north.	-	-	0	4		No
NC196	Suggestions to link the Project with the M25 further south of the proposed connection.	-	-	0	15		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC197	Suggestions to link the Project with the M25 at the existing J27.	-	-	0	6	The options for linking to the M25 and alternative locations for the proposed A13 junction were appraised in terms of technical viability and performance against the Scheme Objectives, which include improving the resilience of the River Thames crossings. In preparing for the Statutory Consultation in October 2018, the Applicant undertook a reappraisal of the preferred route to ensure that it was the best possible response to the Scheme Objectives. That process is summarised in the Guide to Statutory Consultation, and presented in detail in the Approach to Design, Construction and Operations document. The options appraisal process is described in detail in the Need for the Project.	No
NC198	Suggestions to link the Project with the M25 at the existing J28.	-	-	0	40		No
NC199	Suggestions to link the Project with the M25 at the existing J29.	-	-	0	50		No
NC200	Suggestions to link the Project with the M25 at the existing J30.	-	-	0	12		No
NC201	Suggestions of alternative locations for the A13 connection.	-	Thurrock Council	4	48		No
NC202	Suggestions to link the Project with the M25 at an alternative location.	-	-	1	9		No
NC203	Comments opposed to the decision-making process that led to the choice of the proposed junctions.	Port of Tilbury London Ltd	-	3	14		No
NC204	Comments expressing concern about the proposed Tilbury junction, saying that it would negatively affect the countryside and Green Belt,	-	-	1	2		After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	including the loss of rural areas in Thurrock.					<p>application for development consent, which also allowed for the removal of the proposed junction connecting the roadside service facility to the Project. The Project would operate safely without the inclusion of a roadside service facility, which would have had significant impacts on the environment and local communities. More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p> <p>The Tilbury junction proposed at the Statutory Consultation in October 2018 would not have provided any connections between local communities and the Project and, as such, its removal from the proposals after the Statutory Consultation has not disadvantaged local communities in respect of transport access.</p> <p>After the Community Impacts Consultation in July 2021, The Applicant modified the Project's proposals between the North Portal and Tilbury Viaduct to include operational access roads so that maintenance and</p>	
NC205	Comments opposed to the proposed Tilbury junction, saying that it would negatively affect the countryside and Green Belt, including the loss of rural areas in Thurrock.	-	-	0	6		Yes
NC206	Comments opposed to the proposed Tilbury junction, saying that the surrounding land would become more liable to flooding.	-	-	0	2		Yes
NC207	A comment opposed to the proposed Tilbury junction because of the environmental impacts.	-	-	0	1		Yes
NC208	A comment in support of the proposed Tilbury junction, saying that it would have a beneficial impact on the environment.	-	-	0	1		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC209	A comment opposed to the proposed Tilbury junction, saying that it would have a negative impact on sites of archaeological or historical significance, including Tilbury Fort.	-	-	0	1	emergency vehicles could access the Project more easily. This would improve the safety of the Project once operational.	Yes
NC210	A comment opposed to the Tilbury junction, saying that it would negatively affect local businesses. This consultee says the decision not to provide the Tilbury Link Road would inhibit future growth.	-	-	0	1	The access arrangements include a new bridge that would allow the Applicant's operational vehicles and emergency service vehicles to cross over the Project at this location. There would be no access for public traffic on or off the Project at this location. The operational access could potentially accommodate further development in the future.	Yes
NC211	Comments in support of the proposed Tilbury junction due to the positive impact it would have on local business, stating that providing access to a service area would support development and growth in the area.	-	Kent County Council	0	11	The Applicant consulted on the new access arrangement during the Local Refinement Consultation in May 2022. For more information, see the Local Refinement Consultation Guide in Appendix T of this report and the Project Design Report.	No
NC212	Comment expressing concern about the cost of the proposed Tilbury junction, saying that it would not offer value for money.	-	-	0	1		Yes
NC213	Comments opposed to the cost of the proposed Tilbury	-	-	0	3		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	junction, saying that it would not offer value for money.						
NC214	General comments expressing concern about the proposed Tilbury junction.	-	-	0	11		Yes
NC215	General comments opposed to the proposed Tilbury junction.	-	-	0	28		Yes
NC216	General comments in support of the proposed Tilbury junction.	-	Essex County Council, Kent County Council	1	68		No
NC217	Comments opposed to the proposed Tilbury junction because of concerns that it is sited too close to local schools.	-	-	0	6		Yes
NC218	Comments highlighting the benefits of the proposed Tilbury junction because of the access it would provide. Some consultees affirm the decision to limit access at this junction, saying that this would limit the congestion experienced at local roads.	-	-	0	2		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC219	Comments expressing concern about the access provided at the proposed Tilbury junction including objection to the decision to restrict access to the local area from the roadside service facility. Other consultees criticise proposed access arrangements such as the roundabout that users would have to use at the junction.	-	-	3	12		No
NC220	Comments opposed to the access provided at the proposed Tilbury junction, including objections to the decision to restrict access to the local area from roadside service facility. Other consultees criticise proposed access arrangements such as the roundabout that users would have to use at the junction.	-	-	0	22		No
NC221	Comments in support of the proposed Tilbury junction because of its access provisions. Some consultees agree with the decision to limit access at this junction, saying that it would limit the	-	-	0	16		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	congestion experienced at local roads.						
NC222	Comments opposed to the access provided at the proposed Tilbury junction, including objections to the decision to restrict access to the local area from the service station. Other consultees criticise proposed access arrangements such as the roundabout that users would have to use at the junction.	Essex County Fire and Rescue Service, Office of the Police and Crime Commissioner for Essex	Essex County Council	4	23		No
NC223	Comments opposed to the access provided at the proposed Tilbury junction, including objections to the decision to restrict access to the local area from the roadside service facility. Other consultees criticise proposed access arrangements such as the roundabout that users would have to use at the junction.	-	-	0	2		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC224	Comments highlighting the benefits of the proposed Tilbury junction on the grounds that it would have a beneficial impact on local congestion.	-	-	0	4		No
NC225	Comments in support of the proposed Tilbury junction on the grounds that it would have a beneficial impact on local congestion.	Office of the Police and Crime Commissioner for Essex	-	0	17		No
NC226	A comment opposed to the Tilbury junction on the grounds that that it fails to address the issue of congestion, suggesting that the current situation at the Dartford Crossing would not be alleviated.	-	-	1	0		No
NC227	Comments expressing concern about the proposed Tilbury junction because consultees feel that excessive volumes of traffic would be attracted by the roadside service facility and congestion would worsen.	-	-	2	39		No
NC228	Comments opposed to the proposed Tilbury junction because consultees say that	-	-	4	58		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	excessive volumes of traffic would be attracted by the roadside service facility and congestion would worsen.						
NC229	Comments expressing concern about the proposed Tilbury junction, saying that it would be unsafe. Consultees suggest that features such as tight bends would cause collisions.	-	-	0	2		No
NC230	Comments opposed to the proposed Tilbury junction, saying that it would be unsafe. Consultees suggest that features such as tight bends would cause collisions.	-	-	2	11		No
NC231	Comments in support of the proposed Tilbury junction on the basis of its positive impact on the safety of the road network.	Essex County Fire and Rescue Service, Office of the Police and Crime Commissioner for Essex	-	0	2		No
NC232	Comments expressing concern about the perceived complexity of the proposed Tilbury junction, saying	-	-	0	1		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	motorists would be confused and that this would lead to traffic congestion.						
NC233	Comments opposed to the proposed Tilbury junction, saying that it would have negative impacts on marshland habitats and the wildlife.	-	-	0	3		No
NC234	General comments expressing concern about the location of the proposed Tilbury junction.	-	-	0	4		No
NC235	General comments opposed to the location of the proposed Tilbury junction.	-	-	3	11		No
NC236	General comments in support of the location of the proposed Tilbury junction.	-	-	0	6		No
NC237	Comments opposed to the proposed Tilbury junction, saying that it would lead to increased pollution or deteriorating air quality. Some consultees say that the junction would attract more traffic, leading to increases in pollution.	-	-	9	37		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC238	Comments opposed to the amount of land required to build the proposed Tilbury junction.	-	Thurrock Council	1	3		No
NC239	Suggestions that the proposed Tilbury junction should be designed for future use.	-	-	0	2		No
NC240	Suggestions regarding the design of the proposed Tilbury junction.	-	-	0	2		No
NC241	Suggestions for managing traffic at the proposed Tilbury junction, including the use of filter lanes.	-	-	0	2		No
NC242	Suggestions that the proposed Tilbury junction should include clear signage to avoid confusion among drivers and resultant congestion.	-	-	0	1		No
NC243	Suggestions of alternative locations for the proposed Tilbury junction. Several consultees suggest slight amendments to its location to minimise its impact upon the local area.	-	-	3	10		No
NC244	A comment expressing concern about the Tilbury	-	-	1	1		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	junction on the grounds that that it would have a visual impact on the landscape.						
NC245	Comments opposed to the Tilbury junction on the grounds that it would have a visual impact on the landscape.	-	-	1	4		No
NC246	Comments in support of the Tilbury junction on the grounds that it would have a minimal visual impact on the landscape.	-	-	0	2		No
NC247	Comments expressing concern about the proposed Tilbury junction on the grounds that the increased traffic around it would generate noise pollution.	-	-	0	2		No
NC248	Comments opposed to the proposed Tilbury junction on the grounds that the increased traffic around it would generate noise pollution.	-	-	7	14		No
NC249	Comments opposed to the proposed Tilbury junction, on the grounds that it would have a negative impact on the health, wellbeing or quality of life of local people.	-	-	1	6		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC250	Comments opposed to the proposed Tilbury junction on the grounds that it would impact on people's property or homes, objecting to the loss of houses or the effects on remaining habitations.	-	-	1	7		No
NC251	Comments opposed to the proposed Tilbury junction, saying that it would sever communities.	-	-	0	1		No
NC252	Comments expressing concern about the design of the proposed Tilbury junction, saying that it is too complex. Consultees say that motorists would be confused when using the junction, leading to congestion.	-	-	0	2		Yes
NC253	Comments opposed to the design of the proposed Tilbury junction, saying that it is too complex. Consultees say motorists would be confused when using the junction, leading to congestion.	-	-	0	13		No
NC254	General comments expressing concern about the proposed Tilbury junction, saying that it	-	-	0	2		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	would affect local communities.						
NC255	General comments opposed to the proposed Tilbury junction, saying that it would have a negative impact on local communities.	-	-	5	28		Yes
NC256	General comments in support of the proposed Tilbury junction on the basis that it would be a benefit to local communities.	-	-	1	7		No
NC257	Comments in support of the proposed Tilbury junction on the grounds that any disruption caused by the junction would be minimised.	-	-	0	2		No
NC258	General comments highlighting the benefit of the proposed junctions north of the River Thames.	-	-	0	5	These comments have been noted.	No
NC259	General comments expressing support for the proposed junctions north of the River Thames.	-	Essex County Council	3	2,562		No
NC260	General comments in support of the proposed northern junctions, saying the benefits	-	-	0	29		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	would outweigh the harmful impacts.						
NC261	Comments in support of the proposed junctions north of the River Thames, on the basis that no matter where they were sited it would be impossible to satisfy everyone.	-	-	0	22		No
NC262	General comments in support of the proposed A13/A1089/A122 Lower Thames Crossing junction without providing further detail.	-	Colchester Borough Council, Essex County Council	0	169		No
NC263	General comments highlighting the benefits of the proposed A122 Lower Thames Crossing/M25 junction.	-	-	0	7		No
NC264	General comments in support of the proposed A122 Lower Thames Crossing/M25 junction.	-	-	2	444		No
NC265	General comments in support of the proposed A122 Lower Thames Crossing/M25 junction, saying that the benefits would outweigh the harmful impacts.	-	-	0	3		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC266	General comments in support of the proposals for junction 29.	-	-	0	71		No
NC267	Comments in support of the proposed junctions north of the River Thames on the grounds that they would have a minimal impact on the environment without providing any further detail.	-	-	0	26		No
NC268	General comments in support of the proposed A13/A1089/A122 Lower Thames Crossing junction, referring to a perceived beneficial impact on the environment.	-	-	0	2		No
NC269	General comments in support of the proposed A122 Lower Thames Crossing/M25 junction because of the perceived beneficial impact it would have on the environment.	-	-	0	1		No
NC270	General comments in support of the proposed A13/A1089/A122 Lower Thames Crossing junction on the basis that it would bring	-	-	0	3		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	some benefit to local communities.						
NC271	Comments in support of the proposed junctions north of the River Thames on the grounds that that they would bring some benefit to local communities.	-	-	0	52		No
NC272	Comments in support of the proposed A122 Lower Thames Crossing/M25 junction on the grounds that that it would bring some benefit to local communities.	-	-	0	5		No
NC273	Comments in support of the proposed junctions north of the River Thames because of mitigation efforts to minimise noise and vibration at these junctions.	-	-	1	5		No
NC274	Comments in support of the proposed junctions north of the River Thames on the grounds that that they would have a minimal impact on pollution or air quality. Consultees say improved traffic flow would lead to a reduction in pollution.	-	-	1	20		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC275	Comments in support of the proposed A13/A1089/A122 Lower Thames Crossing junction on the grounds that it would have a minimal visual impact on the landscape.	-	-	0	1		No
NC276	Comments in support of the proposed junctions north of the River Thames on the grounds that they would have a minimal visual impact on the landscape.	-	-	0	20		No
NC277	Comments in support of the proposed A122 Lower Thames Crossing/M25 junction on the grounds that its potential visual impact on the landscape would be appropriately minimised.	-	-	0	1		No
NC278	Comments in support of the proposed A13/A1089/A122 Lower Thames Crossing junction, saying that it would be beneficial for local communities because any disruption would be minimised.	-	-	0	1		No
NC279	Comments in support of the proposed junctions north of the River Thames, saying that it would be beneficial for local	-	-	0	85		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	communities because any disruption would be minimised.						
NC280	Comments in support of the proposed A122 Lower Thames Crossing/M25 junction, saying that it would be beneficial for local communities because any disruption would be minimised.	-	-	0	8		No
NC281	Comments in support of the proposed junctions north of the River Thames, saying that they are needed to accommodate a growing population or to facilitate development in the area.	-	-	0	9		No
NC282	Comments in support of the proposed A13/A1089/A122 Lower Thames Crossing junction, saying that the proposal would have the least impact on housing.	-	-	0	1		No
NC283	Comments in support of the proposed junctions north of the River Thames on the grounds that the proposals would have minimal impact on local properties.	-	-	0	7		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC284	Comments in support of the proposed A122 Lower Thames Crossing/M25 junction on the grounds that it promotes free-flowing traffic. These consultees comment positively on the use of slip roads to achieve smooth merging at the junction.	-	Medway Council	0	28		No
NC285	Comments in support of the design of the proposed junctions north of the River Thames, saying that they have been properly designed for future use.	-	-	0	6		No
NC286	General comments in support of the design of the proposed junctions north of the River Thames.	-	-	0	43		No
NC287	General comments in support of the design of the proposed A122 Lower Thames Crossing/M25 junction.	-	-	0	29		No
NC288	Comments in support of the integration with the existing road network at the proposed A13/A1089/A122 Lower Thames Crossing junction. Consultees say that recent improvement works on the	-	-	0	12		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	A13 would help the Project construct its route more effectively.						
NC289	A comment in support of the proposed junctions north of the River Thames, saying that they are needed to meet increased demand as a result of Brexit.	-	-	0	1		No
NC290	Comments in support of the proposed A13/A1089/A122 Lower Thames Crossing junction, saying that it would have a positive impact on local business, suggesting that improved access would stimulate regional growth and employment.	-	-	0	8		No
NC291	Comments in support of the proposed junctions north of the River Thames due to the positive impact they could have on local businesses, with comments that improved access would stimulate regional growth and employment.	-	-	0	26		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC292	Comments in support of the proposed A122 Lower Thames Crossing/M25 junction due to the positive impact it could have on local businesses, with comments that improved access would stimulate regional growth and employment.	-	-	0	1		No
NC293	Comments in support of the proposed A122 Lower Thames Crossing/M25 junction on the grounds that it would achieve value for money.	-	-	0	1		No
NC294	Comments in support of the proposed junctions north of the River Thames due to the positive impact they could have on the national economy. Comments include those saying that improved connectivity would help freight to access southern ports.	-	-	0	9		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC295	Comments highlighting the benefits of the proposed A13/A1089/A122 Lower Thames Crossing junction, saying that it would generate economic benefits.	-	-	0	2		No
NC296	Comments in support of the proposed junctions north of the River Thames on account of specific economic benefits they would provide, including examples of reduced commuting expenses.	-	Kent County Council	0	17		No
NC297	Comments in support of the proposed junctions north of the River Thames because of efforts to mitigate their impact on wildlife/ecology and preserve habitats.	-	-	0	5		No
NC298	General comments in support of the proposed location of the A13/A1089/A122 Lower Thames Crossing junction.	-	-	0	4		No
NC299	General comments in support of the proposed location of the A122 Lower Thames Crossing/M25 junction.	-	Medway Council	1	51		No
NC300	General comments in support of the proposed location of the	-	-	0	91		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	junctions north of the River Thames.						
NC301	Comments in support of the proposed northern junctions in which consultees acknowledge the consideration given to the northern route or express their willingness to defer to expert opinion.	-	-	0	171		No
NC302	Comments in support of the proposed A122 Lower Thames Crossing/M25 junction. in which consultees acknowledge the consideration given to the junctions north of the River Thames or express their willingness to defer to expert opinion.	-	-	0	2		No
NC303	Comments highlighting the benefit of the proposed A13/A1089/A122 Lower Thames Crossing junction in terms of its access to local routes and distribution of traffic.	-	-	0	2		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC304	Comments in support of the proposed A13/A1089/A122 Lower Thames Crossing junction on the grounds that it would deliver improved access to local routes, with this distribution of traffic helping to reduce congestion.	-	-	0	157		No
NC305	Comments in support of the proposed junctions north of the River Thames on the grounds that they would provide improved access. These consultees say road users would benefit from enhanced access to local routes, with this distribution of traffic helping reduce congestion.	-	-	0	8		No
NC306	Comments in support of the proposed junctions north of the River Thames on the grounds that they would provide improved access. These consultees say that users would benefit from enhanced access to local routes, with this distribution of traffic helping to reduce congestion.	-	-	0	613		No
NC307	Comments in support of the proposed A122 Lower Thames	-	-	0	201		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	Crossing/M25 junction on the grounds that it would deliver improved access. These consultees suggest that users would benefit from enhanced access to major routes, with this distribution of traffic helping to reduce congestion.						
NC308	Comments in support of the proposals for junction 29 on the grounds that they would deliver improved access. These consultees say that road users would benefit from enhanced access to major routes, with this distribution of traffic helping to reduce congestion.	-	-	0	8		No
NC309	Comments highlighting the benefit of the proposed A13/A1089/A122 Lower Thames Crossing junction on the basis that it would have a beneficial impact on congestion, both locally and at the Dartford Crossing.	-	-	0	3		No
NC310	Comments in support of the proposed A13/A1089/A122 Lower Thames Crossing junction on the basis that it would have a beneficial impact	-	Kent County Council	0	91		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	on congestion, both locally and at the Dartford Crossing.						
NC311	Comments in support of the proposed junctions north of the River Thames on the basis that it would have a beneficial impact on congestion, both locally and at the Dartford Crossing.	-	-	0	17		No
NC312	Comments in support of the proposed junctions north of the River Thames on the basis that it would have a beneficial impact on congestion, both locally and at the Dartford Crossing.	-	Essex County Council	1	805		No
NC313	Comments highlighting the benefits of the proposed A122 Lower Thames Crossing/M25 junction on the basis that it would have a beneficial impact on congestion, both locally and at the Dartford Crossing.	-	-	0	4		No
NC314	Comments in support of the proposed A122 Lower Thames Crossing/M25 junction on the grounds that it would have a beneficial impact on congestion, both locally and at the Dartford Crossing.	-	Kent County Council	0	206		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC315	Comments in support of the proposals for junction 29, with consultees saying that they would have a beneficial impact on congestion, both locally and at the Dartford Crossing.	-	-	0	22		No
NC316	Comments in support of the proposed A13/A1089/A122 Lower Thames Crossing junction on the grounds that it would lead to more direct and efficient routing between locations.	-	-	0	15		No
NC317	Comments in support of the proposed junctions north of the River Thames on the grounds that they would lead to more direct and efficient routing between locations.	-	-	0	53		No
NC318	Comments in support of the proposed A122 Lower Thames Crossing/M25 junction on the grounds that it would lead to more direct and efficient routing between locations.	-	-	0	23		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC319	Comments in support of the proposed junctions north of the River Thames on the grounds that that they would lead to fuel efficiency savings as a result of reduced journey lengths.	-	-	0	4		No
NC320	Comments in which support for the proposed A122 Lower Thames Crossing/M25 junction is conditional on something else being achieved, such as sufficient mitigation measures being implemented.	-	-	0	13		No
NC321	Comments in support of the proposed junctions north of the River Thames on the grounds that they would offer enhanced resilience. Some consultees highlight the possibility of using the Project in the event of the Dartford Crossing being temporarily closed.	-	-	0	52		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC322	Comments in support of the proposed A13/A1089/A122 Lower Thames Crossing junction on the basis that it would improve safety by removing congestion and promoting safer driving.	-	-	0	7		No
NC323	Comments in support of the proposed A122 Lower Thames Crossing/M25 junction on the basis that it would improve safety by removing congestion and promoting safer driving.	-	-	0	4		No
NC324	Comments in support of the proposed junctions north of the River Thames on the basis that they would improve safety by removing congestion and promoting safer driving.	-	-	0	16		No
NC325	Comments in support of the proposed A13/A1089/A122 Lower Thames Crossing junction due to the anticipated reduction in journey times.	-	-	0	14		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC326	Comments highlighting the benefits of the proposed junctions north of the River Thames due to the anticipated reduction in journey times.	-	-	0	2		No
NC327	Comments in support of the proposed junctions north of the River Thames due to the anticipated reduction in journey times.	-	-	0	103		No
NC328	Comments highlighting the benefits of the proposed A122 Lower Thames Crossing/M25 junction due to the anticipated reduction in journey times.	-	-	0	1		No
NC329	Comments in support of the proposed A122 Lower Thames Crossing/M25 junction due to the anticipated reduction in journey times.	-	-	0	6		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
NC330	Comments in support of the proposed A13/A1089/A122 Lower Thames Crossing junction on the grounds that it would offer increased resilience. Some consultees highlighted the possibility of using the Project in the event of the Dartford Crossing being temporarily closed to traffic.	-	Kent County Council	0	7		No
NC331	Comments in support of the northern junctions on the grounds that they allow free-flowing traffic. Consultees support the use of slip roads to achieve smooth merging at junctions.	-	Kent County Council-	0	47		No

## Issues raised in response to open Question 5b

- 11.4.68 Table 11.13 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q5b in the consultation response form, which was as follows:
- 11.4.69 *Q5b: Please let us know the reasons for your response to Q5a and any other views you have on our plans in relation to public rights of way, including the new routes we have proposed.*
- 11.4.70 For reference, the closed Question 5a referred to in Q5b above was as follows:
- 11.4.71 *Q5a: Do you support or oppose our proposals in relation to public rights of way?*
- 11.4.72 For more information about Q5a and how consultees responded to it and the other closed questions in the consultation response form, see Section 11.3 of this report.
- 11.4.73 The issues raised that relate to walking, cycling and horse riding are summarised in Table 11.13 below. Where issues were raised in response to Q5b that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 11.4.74 The Applicant has fully considered all of the responses received, Table 11.13 explains how the Applicant has had regard to those issues raised and the Applicant's response is presented in the penultimate column of the table. The final column of the table identifies where the Applicant has made a change to the Project in line with the issues raised during this consultation.
- 11.4.75 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to them with a combined response.

## Information presented in Table 11.13

- 11.4.76 The information presented in Table 11.13 is the following:
- a. 'Code' is a unique code assigned to each issue for reference purposes.
  - a. 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q5b or to another question in the response form but covering similar topics.
  - b. 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - c. 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.
  - d. 's42(1)(d)' states how many respondents with a land interest raised that issue.
  - e. 's47 & s48' states how many members of the public raised that issue.

- f. 'The Applicant's response' presents the Applicant's response to the issue(s) raised and explains how the Applicant has had regard to the issue(s).
- g. 'Project change' states whether the issue(s) raised resulted in a change to the Project.
  - i. 'Yes' indicates that changes to the Project proposals have been made since Statutory Consultation in line with the issue(s) raised. Some changes have been made as a result of environmental or other assessments, as well as through consideration of consultation responses.
  - ii. 'No' indicates that the suggestions or requests did not result in a change to the Project proposals.

### **Summary of issues raised relating to walking, cycling and horse riding and the Applicant's responses**

11.4.77 Table 11.13 below summarises the issues raised relating to walking, cycling and horse riding and the Applicant's responses to those issues raised.

**Table 11.13 Summary of issues raised relating to walking, cycling and horse riding and the Applicant's responses**

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
WC1	Suggestions that local organisations and interest groups should be consulted about proposals for walking, cycling and horse riding.	-	-	0	2	<p>After Statutory Consultation, the Applicant considered responses to consultation and carried out additional design development for walking, cycling and horse riding routes. At Supplementary Consultation in January 2020, the Applicant presented proposals to maintain, upgrade and expand the network of footpaths, cycling and horse riding routes in the vicinity of the Project. The proposals included over 40km of new or upgraded routes, including new routes that link the populations of Grays, Chadwell St Mary, Orsett, East Tilbury, South Ockendon, as well as those of Gravesend and Thong. Other routes provide connections between Jeskyns Community Woodland and Shorne Woods Country Park, and between Thames Chase Forest Centre and Belhus Country Park.</p> <p>To inform assessments and developments of route and facility proposals, the Applicant has carried out counts of walkers, cyclists and horse riders at key locations in the vicinity of the Project. For more information about these counts, see the walking, cycling and horse riding surveys in the Transport Assessment (Application Document 7.9).</p> <p>The Applicant also consulted on updates to some of the proposals during Design Refinement Consultation in July 2020. Additional information on the proposals for walking, cycling and horse riding were provided at the</p>	Yes
WC2	Suggestions that local people, in particular specialists, should be consulted about proposals for walking, cycling and horse riding.	-	Tonbridge and Malling Borough Council, Kent County Council	3	100		Yes
WC3	Suggestions that usage levels for Public Rights of Way should be assessed before more detailed proposals are presented.	Public Health England	Kent County Council	1	25		Yes
WC4	General comments objecting to the proposals for walking, cycling and horse riding.	-	Gravesham Borough Council	3	94		Yes
WC5	General requests for more information on the proposals for walking, cycling and horse riding.	-	Thurrock Council, Gravesham Borough Council	1	34		Yes
WC6	Requests for detailed information about the	-	-	2	25		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	proposals for walking, cycling and horse riding, with some consultees asking to see maps or diagrams to explain the proposals.					<p>Community Impacts Consultation in July 2021. This included specific detail on the local impacts and planned mitigation of constructing and operating the Project in the Ward Impact Summaries. Copies of the materials provided at the Community Impacts Consultation can be found in Appendix S of this report. Chapters 7 and 8 of this report provide more information about the Design Refinement and Community Impacts Consultations. For more information about the proposals, see the Project Design Report (Application Document 7.4).</p> <p>Wherever practicable, the proposals maintain existing Public Rights of Way (PRoWs) once the Project is operational. Where this is not practicable, diverted PRoWs have been proposed, with a view to making them as attractive as possible. The Applicant has tried to maintain directness where it is suitable for commuter cycling routes while also maintaining connections between recreational amenities such as public parks and stables. In some circumstances it was considered appropriate to prioritise options that provide a higher quality leisure experience over those offering the most direct route available.</p> <p>Decisions about the provisions for walking, cycling and horse riding have been made through consideration of design standards and best practice, consultation responses and ongoing engagement with local authorities and user groups, including Sustrans, Cycling UK,</p>	
WC7	General comments opposed to the proposals on the grounds that they are inadequate.	-	Gravesham Borough Council	4	155		Yes
WC8	Requests for more information on any newly proposed walking, cycling and horse riding routes.	-	-	2	13		Yes
WC9	Requests for more information about how the proposals would affect existing walking, cycling and horse riding routes.	-	Kent County Council	0	21		Yes
WC10	Requests for more information about the proposals, with some consultees saying they did not clearly explain the impact on walking, cycling and horse riding routes.	-	-	1	27		Yes
WC11	Comments suggesting cycling facilities, such as cycle paths, should be included in the Project.	-	Kent County Council	4	181		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
WC12	Comments expressing concern about the proposals, saying Public Rights of Way would be lost and this would be unacceptable.	Transport for London, Kent Downs AONB Unit, Public Health England	Kent County Council, Gravesham Borough Council	3	170	The Ramblers Association and The British Horse Society. For more information about the proposals, see the Project Design Report (Application Document 7.4).	No
WC13	Comments opposed to the proposals, saying Public Rights of Way would be lost and this would be unacceptable.	Shorne Parish Council	Gravesham Borough Council	23	394		No
WC14	Comments in which consultees say they do not have a strong view on the proposals, comments include those saying they do not know the area well enough and others saying the proposals are not explained well enough.	-	-	3	680		No
WC15	Comments opposed to the proposals, saying walkers, cyclists and horse riders have not been properly considered.	-	-	1	82		Yes
WC16	Comments expressing concern about the walking, cycling and horse riding proposals, saying these	Kent Downs AONB Unit	-	2	73		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	users need to be properly considered.						
WC17	Comments expressing concern about the proposals, saying they are inadequate for walking, cycling or horse riding, and that better facilities should be provided.	-	-	0	57		Yes
WC18	Comments opposed to the proposals, saying they are inadequate for either walking, cycling or horse riding.	-	-	2	44		Yes
WC19	Comments in support of the proposals on the grounds that they prioritise motorists, saying the Project's aim is to improve traffic flow. Some consultees say walkers, cyclists and horse riders are not important or that Public Rights of Way are not important.	-	-	0	432		No
WC20	Comments expressing concern about the proposals for walking, cycling and horse riding facilities, saying motorists should be prioritised.	-	-	0	64		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
WC21	Comments expressing concern about the costs of the proposals for walking, cycling and horse riding. Comments include those asking if implementing these proposals would cause delays to the Project and whether any additional costs would be justified by the number of users that use any new facilities.	-	-	0	43	<p>broadly to other forms of active travel. Encouraging sustainable transport removes some local motor vehicle journeys from the network, meaning fewer delays and better journey reliability, along with reduced environmental impacts and improved public health.</p> <p>Implementing the proposals for walkers, cyclists and horse riders would not compromise the Project's fulfilment of its Scheme Objectives, such as reducing congestion at the Dartford Crossing and providing a new free-flowing crossing over the River Thames.</p>	No
WC22	Comments opposed to the proposals for walking, cycling and horse riding. Comments include those asking if implementing these proposals would cause delays to the Project and whether any additional costs would be justified by the number of users that use any new facilities.	-	-	0	28	<p>For more information about the proposals, see the Project Design Report (Application Document 7.4). For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p>	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
WC23	Comments expressing concern about the proposals, including those saying Public Rights of Way are not important, and the road aspects of the Project are a higher priority.	-	-	0	127		No
WC24	Comments opposed to the proposals, including those saying Public Rights of Way are not important, and the road aspects of the Project are a higher priority.	-	-	0	111		No
WC25	Comments opposed to the proposals, including those saying Public Rights of Way are not well used and protecting them is not a priority.	-	-	1	16		No
WC26	General comments in support of the proposals, including those saying the proposals are adequate or sufficient.	-	Kent County Council	2	2,014	These comments have been noted.	No

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WC27	General comments that are neutral about the walking, cycling and horse riding proposals, saying they do not hold strong views.	-	-	1	188		No
WC28	Neutral comments from those who say that because they do not live in the affected areas, they do not have an opinion on the walking, cycling and horse riding proposals.	-	-	0	136		No
WC29	Comments in support of the proposals for walkers, cyclists and horse riders, with comments saying it is not possible to satisfy everyone.	-	-	0	133		No
WC30	Comments expressing concern that measures to improve facilities for walking, cycling and horse riding and the maintenance of Public Rights of Way would not be implemented. Some of these consultees suggest that cost-saving could be a reason why the facilities are not implemented.	-	-	3	86	At Statutory Consultation, the Applicant consulted on a set of broad principles for walking, cycling and horse riding routes in the vicinity of the Project. The feedback received, along with further investigations and discussion with key stakeholders, enabled presentation of detailed proposals during Supplementary Consultation in January 2020, with further updates to some of the proposals consulted on during the Design Refinement Consultation in July 2020 and the Community Impacts Consultation in July 2021.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
WC31	Comments opposed to the proposals because consultees feel measures to improve facilities for walking, cycling and horse riding and the maintenance of Public Rights of Way would not be implemented. Some of these consultees suggest that cost-saving could be a reason why the facilities are not implemented.	-	-	6	89	Additional information on the expected impacts of constructing and operating the Project, as well as mitigation, were also provided in the Community Impacts Consultation materials. Copies of this information can be found in Appendix S of this report.  The Applicant is committed to implementing the walking, cycling and horse riding proposals that are set out in the Development Consent Order (DCO) application. These proposals are secured in the Design Principles (Application Document 7.5), the Rights of Way and Access Plans (Application Document 2.7) and Schedules 4 and 5 of the draft DCO (Application Document 3.1).	No
WC32	Comments expressing concern about the proposals, saying promises to maintain Public Rights of Way are unconvincing because they are qualified using language that avoids genuine commitment.	-	-	0	43		No
WC33	Comments opposed to the proposals, saying promises to maintain Public Rights of Way are unconvincing because they are qualified using language that avoids genuine commitment.	-	-	6	103		No
WC34	Comments expressing concern about proposed walking, cycling and horse	Essex Police	Kent County Council	0	16	Some of the proposed walking, cycling and horse riding routes are located near the route of the Project and other parts of the existing	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	riding routes being too close to the Project, saying they would be unattractive for users or bad for their health.					strategic road network such as the A2 and M25. Other proposed routes are located near the local road network. Where Public Rights of Way (PRoWs) are close to the route alignment, this is often a result of consultation with landowners. The Applicant has aimed to realign and upgrade routes and crossings in such a way as to provide a high-quality experience for walking, cycling and horse riding, and has sought to maintain the directness of PRoWs where it is most suitable, such as for commuter cycling routes. For leisure routes, the Applicant has in some instances routed PRoWs away from major roads where that would provide a better experience for users. The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to	
WC35	Comments opposed to proposed walking, cycling and horse riding routes being too close to the Project, saying they would be unattractive for users or bad for their health.	-	-	3	53		No
WC36	Comments expressing concern about the proposals, saying the proximity of walking, cycling or horse riding routes to roads would discourage people from using them. Comments include those relating this to pollution or aesthetic concerns.	-	Kent County Council	0	36		No

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WC37	Comments opposed to the proposals, saying the proximity of walking, cycling or horse riding routes to roads would discourage people from using them. Comments include those relating this to pollution or aesthetic concerns.	-	-	5	66	March 2022. If development consent for the Project is granted, the walking, cycling and horse riding facilities would continue to be refined during the detailed design phase. The Design Manual for Roads and Bridges sets out that another review of the walking, cycling and horse riding provision would take place during detailed design. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design. As such, there would be another opportunity to refine the proposals based on further consideration of any environmental impacts, in line with design standards, and in accordance with the Development Consent Order.	No
WC38	Comments expressing concern that proposed new Public Rights of Way would add significantly to the amount of time it takes walkers, cyclists and horse riders to get from one location to another.	Shorne Parish Council	-	3	28	During the Local Refinement Consultation in May 2022, and following feedback from local people and interest groups, the Applicant made changes to some sections of the walking, cycling and horse riding network south of the River Thames to increase connectivity and safety. For example, the Applicant proposed making the Hever Court track, which is currently only suitable for walking and cycling, and the northern section of footpath NG8 into bridleways. The footpath through Michael Gardens would also become a walking-cycling track, not a bridleway due to the route being less suitable for horses.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>During the Local Refinement Consultation, the Applicant also proposed new routes to link the heritage assets of Coalhouse Fort and Bowaters Farm Battery to East Tilbury. Following feedback from the consultation about linking Tilbury Fields to Coalhouse Fort and providing access for all users, the Applicant is proposing to include new Public Rights of Way and permissive path links to the heritage sites of Coalhouse Fort and Bowaters Farm Battery, and to East Tilbury. These new connections would create a variety of alternative routes that walkers, cyclists and horse riders in the local area could use. This change also addresses feedback from Thurrock Council about active travel routes around the Coalhouse Fort area.</p> <p>The proposals include seven green bridges, with five over the Project and two over the A2/M2. All of the green bridges would include crossing routes for walkers and cyclists, with equestrian access provided as appropriate for the location. The proposals also include a new walking, cycling and horse riding bridge over the M25, providing a new east-west connection for the southern part of Thames Chase Forest Centre.</p> <p>During the Local Refinement Consultation, following feedback from the London Borough of Havering and local cycling groups, the Applicant proposed a new bridge for walking, cycling and horse riding across the A127 west of M25 junction 29, linking Moor Lane in the south to Folkes Lane in the north. This change</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>addresses connectivity between the north and south footways and cycleways alongside the A127 to the west of M25 junction 29. The newly proposed bridge would complement another proposed walking, cycling and horse riding bridge proposed to the east of junction 29, which would also improve north-south connectivity across the A127 and help maintain connectivity for walking and cycling routes alongside the A127.</p> <p>In addition, following consultation feedback from the British Horse Society and Essex County Council, and safety concerns about horses sharing routes with motor traffic, The Applicant proposed an upgrade to the previously proposed A127 walking-cycling bridge east of junction 29, so it could also accommodate horse riders and to would include a link to bridleway BR183. This means horse riders would no longer be dependent on the existing vehicle bridge across the A127, which is shared with motor traffic, including Heavy Goods Vehicles. The Applicant would be required to deliver this new bridge for walking, cycling and horse riding, unless alternative facilities for walking, cycling and horse riding are constructed and open for use. These commitments are set out in the Design Principles (Application Document 7.5). Under Requirement 3 of the draft Development Consent Order (Application Document 3.1), the Applicant would be required to carry out the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>authorised development in accordance with the Design Principles.</p> <p>For more information about the walking, cycling and horse riding proposals, see the Project Design Report (Application Document 7.4).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the EIA process, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>ES Chapter 5: Air Quality; E Chapter 12: Noise and Vibration; and ES Chapter 7: Landscape and Visual (Application Document 6.1), assess</p>	



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						<p>the impacts and proposed mitigation of the Project on air quality, noise and vibration and the local landscape. These assessments include consideration of the impacts on Public Rights of Way during construction and operation of the Project.</p> <p>Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and the Design Manual for Roads and Bridges LA 105 Air Quality (Highways England, 2019b). Given there are no significant adverse impacts on air quality in relation to human health from the Project during operation, then no mitigation for air quality human health effects is required.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation.</p>	

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						<p>For more information about the noise impacts of the Project, see the ES Chapter 12: Noise and Vibration (Application Document 6.1). For maps showing the areas predicted to be affected by noise once the Project is operational and the proposed mitigation measures, see ES Figure 12.7 and ES Figure 12.6 (Application Document 6.2) respectively.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
WC39	Comments expressing concern about the proposals, saying walking, cycling or horse riding routes, or some aspect of them, would be unsafe. Concerns include how Public Rights of Way cross roads, route width and lighting, and the proposal for a footbridge crossing over the Project near the South Portal.	Public Health England	Kent County Council	4	157	<p>The Applicant's proposals for Public Rights of Way (PRoWs) in the vicinity of the Project would increase safety for walkers, cyclists and horse riders. This would be achieved by providing new routes, filling in missing connections in the existing network, and by upgrading existing facilities at key locations.</p> <p>All new routes would be designed to the latest standards, for example, where the Applicant is proposing new cycle routes that follow the alignment of an existing road, the cycle track would be separated from motor traffic. Where walkers, cyclists and horse riders share routes, the Applicant would enable them to do so safely by providing appropriate width and segregation where possible. Where routes cross roads, then the crossing points would be designed to be safe and comfortable for all users, with designs following the Design Manual for Roads and</p>	No
WC40	Comments opposed to the proposals, saying walking, cycling or horse riding routes, or some aspects of them, would be unsafe. Concerns include crossing	Higham Parish Council	-	5	81		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	points, in particular on the grounds that the lack of a safe route for cyclists through M25 junction 29 and the height of the proposed pedestrian bridge near the South Portal.					Bridges and local transport note LTN1/20 regulations and guidance. Details of PRoW surfacing and road crossings would be decided at the detailed design stage. Information about the design standards to which the routes would adhere is provided in the Design Principles (Application Document 7.5). The proposals were formulated after engagement with stakeholder groups including local authorities, Sustrans, Cycling UK, The Ramblers Association and The British Horse Society.	
WC41	Comments expressing concern about the proposals, in which it is suggested they are inadequate. Comments include specific requests for facilities, such as a protected cycle route linking Brewers Road and Henhurst Road. There was concern as to whether the Project would affect the attractiveness of Thong Lane for cycling.	-	Kent County Council	1	50	The proposals include seven green bridges, with five over the Project and two over the A2/M2. All of the green bridges would include crossing routes for walkers and cyclists, with equestrian access provided as appropriate for the location. The proposals also include a new walking, cycling and horse riding bridge over the M25, providing a new east-west connection for the southern part of Thames Chase Forest Centre. During the Local Refinement Consultation, following feedback from the London Borough of Havering and local cycling groups, the Applicant proposed a new bridge for walkers, cyclists and horse riders across the A127 west of M25 junction 29, linking Moor Lane in the south to Folkes Lane in the north. This change addresses consultation feedback about connectivity between the north and south footways and cycleways alongside the A127, to both east and west sides of M25.	Yes
WC42	Comments in support of proposals for walking, cycling or horse riding, but expressing concern about incompatibility between all or some of these modes existing on the same routes. For example, some expressed concern about walkers safely sharing	-	-	2	57		No

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	routes with horse riders or cyclists.					<p>In addition, following consultation feedback from the British Horse Society and Essex County Council, and safety concerns about horses sharing routes with motor traffic, the Applicant proposed an upgrade to the previously proposed A127 walking-cycling bridge east of junction 29, so it could also accommodate horse riders and to would include a link to bridleway BR183. This means horse riders would no longer be dependent on the existing vehicle bridge across the A127, which is shared with motor traffic, including Heavy Goods Vehicles. The Applicant would be required to deliver this new bridge for walking, cycling and horse riding, unless alternative facilities for walking, cycling and horse riding are constructed and open for use. These commitments are set out in the Design Principles (Application Document 7.5). Under Requirement 3 of the draft Development Consent Order (Application Document 3.1), the Applicant would be required to carry out the authorised development in accordance with the Design Principles.</p> <p>This bridge to the west of junction 29 would be in addition to a previously proposed bridge to the east of junction 29. The addition of free-flowing slip roads at junction 29 of the M25 would make the existing east-west walking route through the south side of the junction unviable. To maintain continuity for the footway along the A127, a proposed new dedicated pedestrian and cycle bridge to the east of junction 29, would link the existing east-west paths that run adjacent to the</p>	

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						<p>A127 on the north and south sides. This would allow users of the southern route to use a new route through the north side of the junction 29 roundabout using new traffic signals, before crossing back south at the crossing to the north of Cranham junction 29. The Applicant consulted on this proposed bridge during the Design Refinement Consultation in July 2020.</p> <p>During the Local Refinement Consultation, and following feedback from local people and interest groups, the Applicant made changes to some sections of the walking, cycling and horse riding network south of the River Thames to increase connectivity and safety. For example, the Applicant proposed making the Hever Court track, which is currently only suitable for walking and cycling, and the northern section of footpath NG8 into bridleways. The footpath through Michael Gardens would also become a walking-cycling track, not a bridleway due to the route being less suitable for horses.</p> <p>During the Local Refinement Consultation, the Applicant also proposed new routes to link the heritage assets of Coalhouse Fort and Bowaters Farm Battery to East Tilbury. Following feedback from the consultation about linking Tilbury Fields to Coalhouse Fort and providing access for all users, the Applicant proposed new PRowS and permissive path links to the heritage sites of Coalhouse Fort and Bowaters Farm Battery, and to East Tilbury. These new connections would create a variety of alternative routes that</p>	

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						<p>walkers, cyclists and horse riders in the local area could use. This change also addresses feedback from Thurrock Council about active travel routes around the Coalhouse Fort area.</p> <p>An earlier iteration of the design included a proposed walking and cycling bridge over the Project just south of the South Portal. That bridge has been removed from the design as a result of moving the tunnel portal 350m southwards, with the PRoW now circling behind the South Portal without the need for a bridge. The Applicant consulted on this revised proposal at Supplementary Consultation in January 2020.</p> <p>The proposed diversion to National Cycle Route 177 would link Henhurst Road and Brewers Road, providing a safe cycle route, which also extends to Gravesend to the east and links with the existing shared-use path south of HS1, which would be upgraded.</p> <p>Additional information on the proposals for walking, cycling and horse riding were provided during the Community Impacts Consultation in July 2021 and the Local Refinement Consultation in May 2022.</p> <p>The traffic modelling, submitted as part of the application for development consent, forecasts that once the Project is operational, Thong Lane would experience an increase in traffic northbound during the evening peak. There would, however, be a reduction in traffic southbound in the evening peak. The predicted changes in the number of vehicles using Thong</p>	

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						<p>Lane are small, but it is expected that the impact on current traffic levels would be significant because Thong Lane is currently a low-traffic route. At the times when Thong Lane has an increase in traffic, it may become less attractive to some people for cycling, and when traffic is reduced, it may become more attractive.</p> <p>Once the Project is operational, traffic impacts on the affected road network would be monitored, including local roads.</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring</p>	

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						<p>identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities. More information on the predicted traffic impacts on local roads is available in the Transport Assessment (Application Document 7.9).</p>	



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						<p>The Project Design Report (Application Document 7.4) includes indicative information about surfacing for new and upgraded routes, although the final details of these would be decided by the appointed Contractor, within the parameters of the proposals and in accordance with the latest standards for shared facilities.</p> <p>For more information about the proposed structures, including green bridges, and walking, cycling and horse riding bridges, see the Project Design Report and the Structures Plans (Application Document 2.13).</p>	
WC43	Comments in support of the proposed measures to protect walking, cycling and horse riding routes with the caveat that this should not affect the Project timetable.	Shorne Parish Council	-	0	75	These comments have been noted.	No
WC44	Comments in support of measures to benefit walking, cycling and horse riding, with consultees referring to various lifestyle or health benefits.	Shorne Parish Council	-	0	51		No

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WC45	Comments in support of the proposals, saying the proposals would improve the safety of the area, particularly for those walking, cycling or horse riding.	Essex County Fire and Rescue Service, Office of the Police and Crime Commissioner for Essex	-	0	118		No
WC46	Suggestions about walking, cycling and horse riding crossings over or under the new road, including comments that bridges over the route would be safer than underpasses.	Shorne Parish Council	Kent County Council, Thurrock Council	1	110	<p>The Applicant has minimised the use of underpasses for walking, cycling and horse riding in the proposals because typically, public preferences are for bridges. Where a Public Right of Way (PRoW) crosses the Project, the Applicant has aimed to use a bridge. This has sometimes required provision of routes that are not as direct as they could possibly be, but which offer an overall improvement in route quality.</p> <p>Sometimes it is not practicable to bridge PRoWs over the new road, such as where the Mardyke Way passes under the route. In these instances, underpasses are proposed and the PRoWs would be designed to the latest standards, such as making the areas well lit.</p> <p>The proposals include seven green bridges, with five over the Project and two over the A2/M2. All of the green bridges would include crossing routes for walkers and cyclists, with equestrian access provided as appropriate for the location. The proposals also include a new walking,</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>cycling and horse riding bridge over the M25, providing a new east-west connection for the southern part of Thames Chase Forest Centre.</p> <p>During the Local Refinement Consultation, following feedback from the London Borough of Havering and local cycling groups, the Applicant proposed a new bridge for walkers, cyclists and horse riders across the A127 west of M25 junction 29, linking Moor Lane in the south to Folkes Lane in the north. This change addresses consultation feedback about connectivity between the north and south footways and cycleways alongside the A127, to both east and west sides of M25.</p> <p>The bridge to the west of junction 29 is in addition to a previously proposed bridge to the junction's east, The Applicant is proposing a new dedicated walking, cycling and horse riding bridge to the east of junction 29 of the M25, linking the existing east-west paths that run adjacent to the A127 on north and south sides. This would allow users of the southern route to use a new route through the north side of the junction 29 roundabout using new traffic signals, before crossing back south at the crossing to the north of Cranham junction 29. The Applicant consulted on this proposed bridge during Design Refinement Consultation in July 2020.</p> <p>Following consultation feedback from the British Horse Society and Essex County Council, and safety concerns about horses sharing routes with motor traffic, the Applicant upgraded</p>	

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						<p>proposals for the bridge east of junction 29 so it could accommodate horse riders and would include a link to bridleway BR183. This means horse riders would no longer be dependent on the existing vehicle bridge across the A127, which is shared with motor traffic, including Heavy Goods Vehicles (HGVs).</p> <p>presented Following the Community Impacts Consultation, the Applicant presented new proposals for a wider green bridge at Thong Lane over the A2/M2, increasing the width over what was previously proposed, by 10m. This change was made in response to feedback from key stakeholders and would improve habitats and connectivity for wildlife, increase landscape planting, and provide additional screening of the proposed M2/A2/A122 Lower Thames Crossing junction.</p> <p>Once the Project is operational, connectivity along all existing walking, cycling and horse riding routes in the vicinity of the Project would be maintained, either following their existing route or being diverted to maintain the quality of the route.</p> <p>Information about the proposals for walkers, cyclists and horse riders, including plans showing routes and facilities, is provided in the Project Design Report (Application Document 7.4). For more information about the proposed structures, including green bridges and walking, cycling and horse riding bridges, see the Structures Plans (Application Document 2.13).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
WC47	Suggestions that any new facilities should be designed for walking, cycling and horse riding. Comments included those calling for specific design features such as wider paths, parapets to protect horse riders, and sufficient heights through underpasses.	-	Kent County Council	0	10	<p>The Applicant is proposing over 60km of new or improved routes for walking, cycling and horse riding, which would be delivered across Kent, Thurrock, Brentwood and Havering as part of the Project. The Applicant would deliver almost 3km of new Public Right of Way for every 1km of new road, which would encourage active travel and promote health and wellbeing across the region.</p> <p>The proposals include new bridges and routes that 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. These include new routes that link the populations at Grays, Chadwell St Mary, Orsett, East Tilbury and South Ockendon, as well as between Gravesend and Thong. Other routes would link Jeskyns Community Woodland and Shorne Woods Country Park, and Thames Chase Forest Centre with Belhus Country Park. There are proposals to upgrade footpaths to routes suitable for use by cyclists and horse riders. All routes would be implemented with the appropriate design features to make them suitable for the intended users, including the use of parapets on green bridges to keep horse riders safe, along with providing adequate width and appropriate surfacing. The use of underpasses has been minimised because public preferences are typically for bridges. Where underpasses are</p>	No

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						<p>proposed, such as where Public Rights of Way pass under the Lower Thames Crossing, the Applicant would design the route to the latest standards, with measures to ensure it is an attractive route, such as ensuring sufficient height for designated users and making the area well lit.</p> <p>During the Local Refinement Consultation, and following feedback from local people and interest groups, the Applicant made changes to some sections of the walking, cycling and horse riding network south of the River Thames to increase connectivity and safety. For example, the Applicant proposed making the Hever Court track, which is currently only suitable for walking and cycling, and the northern section of footpath NG8 into bridleways. The footpath through Michael Gardens would also become a walking-cycling track, not a bridleway due to the route being less suitable for horses.</p> <p>During the Local Refinement Consultation, the Applicant also proposed new routes to link the heritage assets of Coalhouse Fort and Bowaters Farm Battery to East Tilbury. Following feedback from the consultation about linking Tilbury Fields to Coalhouse Fort and providing access for all users, the Applicant is proposing to include new Public Rights of Way and permissive path links to the heritage sites of Coalhouse Fort and Bowaters Farm Battery, and to East Tilbury. These new connections would create a variety of alternative routes that walkers, cyclists and</p>	

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						<p>horse riders in the local area could use. This change also addresses feedback from Thurrock Council about active travel routes around the Coalhouse Fort area.</p> <p>During the Local Refinement Consultation, following feedback from the London Borough of Havering and local cycling groups, the Applicant proposed a new bridge for walkers, cyclists and horse riders across the A127 west of M25 junction 29, linking Moor Lane in the south to Folkes Lane in the north. This change addresses consultation feedback about connectivity between the north and south footways and cycleways alongside the A127, to both east and west sides of M25.</p> <p>In addition, following consultation feedback from the British Horse Society and Essex County Council, and safety concerns about horses sharing routes with motor traffic, the Applicant proposed an upgrade to the previously proposed A127 walking-cycling bridge east of junction 29, so it could also accommodate horse riders and to would include a link to bridleway BR183. This means horse riders would no longer be dependent on the existing vehicle bridge across the A127, which is shared with motor traffic, including Heavy Goods Vehicles. The Applicant would be required to deliver this new bridge for walking, cycling and horse riding, unless alternative facilities for walking, cycling and horse riding are constructed and open for use. These commitments are set out in the Design</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Principles (Application Document 7.5). Under Requirement 3 of the draft Development Consent Order (Application Document 3.1), the Applicant would be required to carry out the authorised development in accordance with the Design Principles. For more information about the Applicant's PRow proposals, see the Project Design Report (Application Document 7.4).	
WC48	Suggestions about how walking, cycling and horse riding facilities could be kept in a good condition once the Project was complete. Comments include those asking for hard surfaces that would endure, route lighting, and regular litter clearance.	Public Health England	London Borough of Havering	0	8	<p>Responsibility for the maintenance of walking, cycling and horse riding facilities, including litter removal, would reside with the host local authority once construction is complete, except where routes cross the Applicant's assets such as green bridges.</p> <p>At this stage, the exact type of surface for walking, cycling and horse riding routes is not known. The type of surface and widths would be specified during the detailed design period in accordance with design standards and the Design Principles (Application Document 7.5), with the most appropriate option being used for each route. All routes would be designed to drain well, making them useable in most weather conditions.</p> <p>The Project Design Report (Application Document 7.4) includes indicative information about surfacing for new and upgraded routes, although the final details of these features would be determined by the appointed Contractor within the parameters of the Development Consent Order and in accordance with the appropriate design standards.</p>	No



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WC49	Suggestions that there should be one or more routes designed to run parallel with the Project, which consultees say should be designed for walking, cycling or horse riding, or a combination of these.	-	-	0	77	<p>The Applicant's strategy for maintaining, upgrading and improving the walking, cycling and horse riding networks in the vicinity of the Project has been to examine the existing network and how this could be improved, considering which areas around the Project it would be most advantageous to link or provide access to, and how working with the existing network could best facilitate this.</p> <p>Through its investigations, including further engagement with stakeholders, the Applicant did not identify a strong case for including a walking, cycling or horse riding route alongside the whole length of the Project nor along significant sections of the route.</p> <p>For more information about the proposals, see the Project Design Report (Application Document 7.4).</p>	No
WC50	Suggestions about the provision of a shuttle bus to allow pedestrians and cyclists to use the tunnel. Some consultees refer to current arrangements at Dartford Crossing.	-	Kent County Council	2	67	<p>The Applicant has considered various options during the development of the Project to provide improved river crossings for walkers and cyclists. The options investigated include using the tunnel, upgrading the existing ferry, relocating the ferry, building a separate bridge or cable car, and providing a shuttle service through the tunnel. All of these options have been rejected for reasons including technical feasibility, operational issues, commercial viability, cost, environmental impacts and poor safety.</p>	No

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						Latent demand for walking and cycling across the River Thames at the Project crossing point is low and therefore unlikely to unlock enough trips to make the required infrastructure for a shuttle service economically viable. In addition, journey times and distances for a shuttle would be excessive because the most suitable collection and drop-off points would be at the proposed M2/A2/A122 Lower Thames Crossing junction and as far north as the proposed A13/A1089/A122 Lower Thames Crossing junction. For more information about the proposed walking, cycling and horse riding routes, see the Project Design Report (Application Document 7.4).	
WC51	Suggestions that non-motorised users should be able to use the new tunnel. These include suggestions to include paths on or alongside the new road.	Shorne Parish Council	Essex County Council	4	198		No
WC52	Suggestions that there should be a parallel tunnel or section of road through the crossing for cyclists or pedestrians.	-	-	0	132		No
WC53	Comments expressing concern about the proposals, saying non-motorised users should not	-	-	0	74		No

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	be allowed to use the tunnel.						
WC54	Comments opposed to non-motorised users being allowed to use the tunnel.	-	-	0	161		No
WC55	Suggestions that a ferry should be provided for pedestrians and cyclists to cross the River Thames. Comments include those calling for the existing ferry from Grays to Gravesend to be retained and others calling for a new ferry crossing in the vicinity of the Project.	Port of London Authority	-	0	18		No
WC56	Suggestions that there should be a railway or other form of public transport through the tunnel or along the Project route.	-	-	1	44	Development of the rail network is the responsibility of Network Rail and the Department for Transport. An assessment was carried out by the Department for Transport (DfT) in 2009 (DfT, 2009), which found that, accounting for both passenger and freight provision, the inclusion of rail infrastructure within the Project did not have a reasonable business case. More information about this report can be found in the Need for the Project (Application Document 7.1).  The Project would be accessible for public transport operators running bus or coach services and would improve journey times for	No

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						existing public transport routes using the Dartford Crossing. The impact that the Project would have on, and the way that it would integrate with, the existing public transport network was consulted upon during the Community Impacts Consultation in July 2021. For more information see the public transport sections of the Ward Impact Summaries (see Appendix S of this report).	
WC57	Suggestions that signage for walking, cycling and horse riding routes must improve as part of any route proposals.	Higham Parish Council	Kent County Council	0	18	Working with local authorities, the Applicant would upgrade and improve the existing signage, as well as providing new signage where new routes for walking, cycling and horse riding are implemented. The Applicant would develop a signage strategy in collaboration with the relevant local authority, to be implemented by the appointed Contractor, and this would account for local signage standards, as well as national standards.	Yes
WC58	Suggestions for improvement, creation and protection of specific walking, cycling and horse riding routes, including maintaining and improving NCN177 and improving connectivity in the Thames Chase Forest Centre.	Kent Downs AONB Unit, Shorne Parish Council	Tonbridge and Malling Borough Council, Kent County Council, London Borough of Havering	2	51	In implementing its proposals, the Applicant would ensure that the connectivity of all walking, cycling and horse riding routes are maintained once the Project is operational, although some would become less direct, either temporarily during construction or permanently once the Project is complete.  The changes presented at Supplementary Consultation in January 2020, and subsequently at the Design Refinement Consultation in July	Yes

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WC59	Comments expressing concern that specific Public Rights of Way should not be lost or disrupted. Routes mentioned include the Public Right of Way from Thong Lane through Shorne and Ashenbank Woods Site of Scientific Interest. Others raise concerns about the lack of a safe route through the M25 junction 29.	Cobham Parish Council, Kent Downs AONB Unit	Kent County Council	8	56	2020 included improvements to National Cycle Route 177, as well as providing a new walking, cycling and horse riding bridge across the M25 to link the east and west sections of the Thames Chase Forest Centre. The route from Thong Lane through Shorne and Ashenbank Woods would be diverted, while the Mardyke Way would be partially resurfaced. The footpath linking the Tilbury forts would not be affected.  During the Local Refinement Consultation, the Applicant also proposed new routes to link the heritage assets of Coalhouse Fort and Bowaters Farm Battery to East Tilbury. Following feedback from the consultation about linking Tilbury Fields to Coalhouse Fort and providing access for all users, the Applicant is proposing to include new Public Rights of Way and permissive path links to the heritage sites of Coalhouse Fort and Bowaters Farm Battery, and to East Tilbury. These new connections would create a variety of alternative routes that walkers, cyclists and horse riders in the local area could use. This change also addresses feedback from Thurrock Council about active travel routes around the Coalhouse Fort area.	Yes
WC60	Comments opposed to the proposals because specific Public Rights of Way would be lost or disrupted. Routes mentioned include the Mardyke Way and routes linking the Tilbury forts.	Higham Parish Council, Forest Enterprise - part of Forestry Commission England, Shorne Parish Council	Kent County Council, Gravesham Borough Council	15	92	Additional information on the proposals for walking, cycling and horse riding were provided at the Community Impacts Consultation in July 2021. This included information about the local impacts and planned mitigation of constructing and operating the Project in the Ward Impact Summaries. The information provided included	Yes

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						<p>diversions for NCN177 cycle route. Materials provided during the Community Impacts Consultation can be found in Appendix S of this report.</p> <p>As a result of ongoing engagement with UK Power Networks, following the Community Impacts Consultation in July 2021, the Applicant made changes that would avoid the need to close the NCN177 cycle route near Pepper Hill as proposed in the Community Impacts Consultation. Further details about this proposed change can be found in Appendix S of this report.</p> <p>The addition of free-flowing slip roads at junction 29 of the M25 would make the existing east-west walking route through the south side of the junction unviable.</p> <p>During the Local Refinement Consultation, following feedback from the London Borough of Havering and local cycling groups, the Applicant proposed a new bridge for walkers, cyclists and horse riders across the A127 west of M25 junction 29, linking Moor Lane in the south to Folkes Lane in the north. This change addresses consultation feedback about connectivity between the north and south footways and cycleways alongside the A127, to both east and west sides of M25.</p> <p>In addition, following consultation feedback from the British Horse Society and Essex County Council, and safety concerns about horses sharing routes with motor traffic, The Applicant</p>	

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						<p>proposed an upgrade to the previously proposed A127 walking-cycling bridge east of junction 29, so it could also accommodate horse riders and to would include a link to bridleway BR183. This means horse riders would no longer be dependent on the existing vehicle bridge across the A127, which is shared with motor traffic, including Heavy Goods Vehicles. The Applicant would be required to deliver this new bridge for walking, cycling and horse riding, unless alternative facilities for walking, cycling and horse riding are constructed and open for use. These commitments are set out in the Design Principles (Application Document 7.5). Under Requirement 3 of the draft Development Consent Order (Application Document 3.1), the Applicant would be required to carry out the authorised development in accordance with the Design Principles.</p> <p>The Applicant consulted on this proposed bridge during Design Refinement Consultation in July 2020 and the Community Impacts Consultation in July 2021.</p> <p>To improve connectivity in the south of the area, the Applicant has proposed a new walking, cycling and horse riding bridge across the M25, which would link the east and west sections of the Thames Chase Forest Centre. There would also be new and upgraded links to Thames Chase Forest Centre from other local areas</p>	

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						More information about Public Rights of Way can be found in the Project Design Report (Application Document 7.4).	
WC61	Suggestions for improved provision for disabled people either on the Project or along Public Rights of Way in general.	-	Kent County Council	0	18	<p>Where practicable, Public Rights of Way routes would adhere to the appropriate accessibility standards, as set out in the latest Design Manual for Roads and Bridges (DMRB) CD 195 Designing for Cycle Traffic (Highways England, 2021b) standards. The surfacing materials used would be determined according to the context and expected users.</p> <p>Where cycle routes run parallel to roads and are likely to be commuter or utility routes, these would be designed for the cycles described in DMRB, which include non-standard cycles such as tandems, recumbents, bikes with trailers, cargo bikes and tricycles.</p> <p>Routes that pass through rural areas are likely to have barriers at access points, which make non-standard cycles harder to accommodate. The need for these barriers has been identified after engagement with local authorities and landowners, who have expressed concerns about anti-social behaviour taking place along Public Rights of Way, sometimes involving quad bikes and off-road motorcycles.</p>	No
WC62	Suggestions that motorcycles should be considered in the proposals.	-	-	0	6	The Project would be designed as an all-purpose trunk road, which is an A-road but one with some features of a motorway. It would therefore be available for use by motorcycles.	No
WC63	Suggestions for how motorcycles could be	-	-	0	10	However, as on a motorway, pedestrians, low-	No



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	accommodated by the Project, typically saying the route should be an A-road to allow all motorcycles and scooters to use the crossing.					<p>powered motorcycles, learners, cyclists, horse riders and agricultural vehicles would be prohibited from using the route for safety reasons. These restrictions are due to the high volumes of high-speed traffic expected to use the route.</p> <p>For more information about the road's classification and vehicle access, see the Classification of Roads Plans (Application Document 2.11) together with Schedules 5 and 6 of the draft Development Consent Order (Application Document 3.1), and the Traffic Regulation Measures Plans (Application Document 2.10). Reference points are shown on the plans, which are referenced in the schedules.</p> <p>For existing roads within the Order Limits, the classification remains the same. For proposed roads, the classification follows Department for Transport guidance.</p>	
WC64	Comments in support of the proposals, saying it is important for the Project to consider all road users, in particular the needs of walkers, cyclists and horse riders.	-	Medway Council, Tonbridge and Malling Borough Council, Essex County Council	3	693	These comments have been noted.	No

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WC65	Comments in support of proposals to improve facilities for walking or cycling.	-	Kent County Council	0	108		No
WC66	Neutral comments from consultees who did not feel the proposals are relevant to them as they do not walk, cycle or ride a horse.	-	-	1	651		No
WC67	Comments which support the proposal that non-motorised users would not be allowed to use the crossing.	-	-	1	185		No

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WC68	Comments in support of the proposals which see the Project as an opportunity to improve Public Rights of Way.	Cobham Parish Council, Higham Parish Council, Kent Downs AONB Unit, Natural England, Shorne Parish Council, Public Health England	Medway Council, Kent County Council, London Borough of Havering	6	398		No
WC69	Comments in support of the proposals which say that maintaining Public Rights of Way or footpaths is important.	Essex County Fire and Rescue Service, Cobham Parish Council, Forest Enterprise - part of Forestry Commission England, Kent Downs AONB Unit, Office of the	Dartford Borough Council, Kent County Council	12	1535		No

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		Police and Crime Commissioner for Essex, Natural England					
WC70	Comments in support of the proposals which highlight the importance of minimising the disruption to Public Rights of Way during construction.	Forest Enterprise - part of Forestry Commission England	Dartford Borough Council, Kent County Council	2	493		No
WC71	Neutral comments from consultees who say that disruption to Public Rights of Way is an inevitable part of the process of road building.	-	-	0	109		No
WC72	Comments in support of the proposals which say that a certain degree of disruption to Public Rights of Way is unavoidable.	-	-	0	373		No

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WC73	Comments expressing concern about the construction of the Project, with comments including those saying the disruption to walking, cycling and horse riding routes would be too great and those saying projects have caused disruption to Public Rights of Way in this area previously.	-	Kent County Council	0	33	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 13: Population and Human Health (Application Document 6.1), includes an assessment of the Project's impact on local roads and Public Rights of Way. The ES presents assessments of the impacts and sets out any proposed mitigation. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1).  As well as the assessments documented in ES Chapter 13, the Applicant has carried out a	No
WC74	Comments opposed to construction of the Project, with comments including those saying the disruption to walking, cycling and horse riding routes would be too great, with Public Rights of Way blocked and increased danger on local roads from construction traffic.	-	-	4	38		No
WC75	Comments expressing concern about the impact of the Project on Public Rights of Way, and how this would affect local communities, particularly during construction but also once the Project is complete.	-	Kent County Council	1	52		No

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WC76	<p>Comments opposed to the Project, saying it would have an impact on Public Rights of Way, affecting local communities. Locations mentioned include footpaths near Condovers Scout Activity Centre and the loss of stables near Orsett.</p>	-	-	8	85	<p>Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>The Applicant consulted on the predicted impacts on local people of proposed changes to Public Rights of Way during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in particular the information presented in the Ward Impact Summaries (see Appendix S of this report).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of</p>	No

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						<p>the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects, including those on walkers, cyclists and horse riders, would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to</p>	

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						<p>reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>During construction, the Applicant would seek to minimise impacts on PRoWs as much as possible. Where a PRoW is affected, the Applicant would consider options that would include closing the route temporarily, providing a temporary diversion, or opening an alternative permanent route before the existing one is closed. How the impacts are mitigated would depend on factors such as the type of works in the area and the safety implications. The CoCP includes commitments to maintain or divert</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>rights of way where construction sites are planned.</p> <p>The Applicant consulted on additional information about the construction impacts on walking, cycling and horse riding routes during the Community Impacts Consultation in July 2021. This included setting out the length of time that routes in the vicinity of the Project would be likely to close and what alternative routes would be available during construction or once the Project is complete.</p> <p>Information about which PRoWs and roads that would be affected during construction can be found in the Streets Subject to Temporary Restrictions of Use Plans (Application Document 2.8) and Schedule 3 of the draft DCO.</p> <p>For more information on the potential effects of construction on users of PRoWs, see the Transport Assessment (Application Document 7.9), which includes information about the construction impacts on pedestrians, cyclists and equestrians. See also ES Chapter 13: Population and Human Health (Application Document 6.1).</p>	
WC77	General comments expressing concern about the Project, saying it would negatively impact the environment, with many consultees saying walking, cycling and horse riding	-	-	1	26	The Applicant is proposing over 60km of new or improved routes for walking, cycling and horse riding, which would be delivered across Kent, Thurrock, Brentwood and Havering as part of the Project. The Applicant would deliver almost 3km of new Public Right of Way for every 1km of new road, which would encourage active travel	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	routes could provide some mitigation.					and promote health and wellbeing across the region.	
WC78	Comments opposed to the Project, saying it would negatively affect the environment, calling for improved walking, cycling and horse riding routes to provide some mitigation.	-	-	1	37	<p>The proposals include new bridges and routes that 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. These include new routes that link the populations of Grays, Chadwell St Mary, Orsett, East Tilbury, South Ockendon, as well as those of Gravesend and Thong. Other routes provide connections between Jeskyns Community Woodland and Shorne Woods Country Park, and between Thames Chase Forest Centre and Belhus Country Park. These proposals would make sustainable transport trips more attractive to people in the vicinity of the Project.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as</p>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	
WC79	<p>Comments opposed to the Project, saying it would affect designated areas such as Areas of Outstanding Natural Beauty or ancient woodland. Comments include those mentioning negative impacts of the Project on walking, cycling and horse</p>	-	-	0	5	<p>To assess the environmental impacts of the construction and operation of the Project, including on Public Rights of Way and Areas of Outstanding Natural Beauty, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the</p>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	riding routes around Thames Chase Forest Centre.					<p>proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>ES Chapter 7: Landscape and Visual (Application Document 6.1), includes an assessment of the visual impacts of the Project on the surrounding landscape. Assessment of the impacts of the Project's construction and operation on flora and fauna, including ancient woodland, is set out in ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and impacts on local communities, including community land such as the Thames Chase Forest Centre, are set out in ES Chapter 13: Population and Human Health (Application Document 6.1). The ES presents assessments of the impacts and sets out the proposed mitigation.</p>	

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						<p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The Project has engaged closely with Thames Chase Forest Centre to seek to reduce the impacts of the Project on this community asset. Proposals include plans to maintain existing Public Rights of Way wherever practicable, although some permanent diversions are required. To improve connectivity in the south of the area, the Applicant has proposed a new walking, cycling and horse riding bridge across the M25, which would link the east and west</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>sections of the Thames Chase Forest Centre. There would also be new and upgraded links to Thames Chase Forest Centre from other local areas.</p> <p>For more information about the proposals, see the Project Design Report (Application Document 7.4).</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft DCO (Application Document 3.1)</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs Area of Outstanding Natural Beauty (AONB). Additionally, the A2/M2 upgrade proposed at Statutory Consultation would now use lower-noise surfacing compared to the previous proposals. The Applicant has assessed the impact of removing this noise barrier and found that there would be no significant impacts on sensitive receptors, such as residential properties, as a result of the change. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road.	
WC80	Comments expressing concern about the Project, saying local wildlife and plants would be negatively affected, particularly during construction of the road.	-	-	2	27	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections	No
WC81	Comments opposed to the proposals, saying wildlife and plants would be negatively affected, particularly during construction of the road.	-	-	0	20		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
WC82	Suggestions for incorporating wildlife crossings in the proposals.	-	Thurrock Council	0	5	<p>(Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), explains the steps taken to mitigate the impacts of the Project on wildlife, such as habitat fragmentation and severance, through the provision of green bridges and over-sized culverts and underpasses.</p> <p>As part of the Community Impacts Consultation, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part</p>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2).</p> <p>At Statutory Consultation, five green bridges were proposed, although one was removed from the proposals because the proposed M2/A2/A122 Lower Thames Crossing junction and nearby Public Rights of Way were revised after Statutory Consultation. As a result of further design development, as well as additional ecological surveys, three more green bridges were proposed at Supplementary Consultation in January 2020. Of the seven green bridges in the Project's proposals, four would include walking, cycling and horse riding provision.</p> <p>Following the Community Impacts Consultation, the Applicant presented new proposals for a wider green bridge at Thong Lane over the A2/M2, increasing the width over what was previously proposed by 10m. This change was made in response to feedback from key stakeholders and would improve habitats and connectivity for wildlife, increase landscape planting, and provide additional screening of the</p>	

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						proposed M2/A2/A122 Lower Thames Crossing junction. For more information about the walking, horse riding and cycling proposals, see the Project Design Report (Application Document 7.4). For more information about the proposed structures, including green bridges and walking, cycling and horse riding bridges, see the Structures Plans (Application Document 2.13).	
WC83	Comments expressing concern about the Project, with consultees saying the surrounding landscape, countryside or Green Belt would be spoiled.	-	-	2	46	The National Policy Statement for National Networks (Department for Transport, 2014) and the Draft Overarching National Policy Statement for Energy (EN-1) (Department for Business, Energy and Industrial Strategy, 2021) recognise that new roads through Green Belt may constitute inappropriate development. Where that is the case, there is a presumption against such development except in very special circumstances. The Applicant has developed the Project to ensure it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and the associated planning practice guidance (Department for Levelling Up, Housing and Communities; and Ministry of Housing, Communities and Local Government, 2021).	No
WC84	Comments opposed to the Project, with consultees saying the surrounding landscape, countryside or Green Belt would be spoiled.	-	-	12	139	This assessment demonstrates that very special circumstances exist for the Project and these are set out in Appendix E of the Planning Statement (Application Document 7.2), which	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>includes the National Policy Statement Accordance Table.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the EIA process, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The ES includes a review and assessment of the visual impact of the Project on the surrounding landscape, including land designated as Green Belt, which can be found in ES Chapter 7: Landscape and Visual (Application Document 6.1).</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>To reduce the impact of construction work on the landscape and on visual amenity, taller temporary construction plant and buildings within construction compounds would, where practicable, be sited to reduce their prominence from the surrounding landscape. Other measures, such as temporary perimeter mounds, are proposed to soften sensitive views of some construction compounds.</p> <p>During construction, the compounds and the removal of vegetation would have significant effects on the landscape, with the two tunnel entrance compounds having the greatest effect. There would be temporary effects on landscape including the sensitive landscape character of the Kent Downs AONB, and temporary visual effects experienced by users of recreational facilities, such as footpaths and bridleways, users of roads and by residents and users of non-residential buildings.</p> <p>The Project has been designed to reduce visual effects by measures such as the use of cuttings and false cuttings, and the 4.25km-long tunnel, extending beyond the River Thames to the south. Green bridges would help maintain landscape connectivity across the Project route</p>	

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						<p>and extensive new woodland planting would help screen views of the Project.</p> <p>During operation, there would be permanent landscape effects from the Project in the Kent Downs AONB and Green Belt. These would gradually reduce as planting mitigation establishes and matures over the 15 years after opening year. There would also be permanent visual effects on recreational facilities, residents and motorists, with these also reducing as planting matures over 15 years, although some significant effects would remain even when planting matures. Nitrogen deposition compensatory planting would have positive landscape and visual effects in some areas, as would the removal of some overhead power lines.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>As part of the Community Impacts Consultation, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on the draft oLEMP received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft DCO (Application Document 3.1).</p> <p>During construction, the Applicant would seek to minimise impacts on Public Rights of Way (PRoWs) as much as practicable. Where a PRoW is affected, the Applicant would consider options that would include closing the route temporarily, providing a temporary diversion, or opening an alternative permanent route before the existing one is closed. How the impacts are mitigated would depend on factors such as the type of works in the area and the safety implications. Information about which PRoWs and roads would be affected during construction can be found in the Streets Subject to Temporary Restrictions of Use Plans (Application Document 2.8) and Schedule 3 of the draft DCO. The CoCP includes commitments to maintain or divert rights of way where construction sites are planned. For more information about the predicted effects of</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>construction on users of PRoWs, see the Transport Assessment (Application Document 7.9), which includes information about construction impacts on pedestrians, cyclists and equestrians. See also ES Chapter 13: Population and Human Health (Application Document 6.1).</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>The Applicant consulted on the predicted impacts on local people during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in particular via the information presented in the Ward Impact Summaries (see Appendix S of this report). These included information about construction impacts on PRoWs.</p>	

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						<p>In response to feedback received during Statutory Consultation, the proposed roadside service facility and maintenance depot has been removed from the Project, which has reduced the impacts of the Project on the environment, including the Green Belt and countryside. More information about why these facilities were removed from the Project can be found in the Project Design Report (Application Document 7.4).</p> <p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs Area of Outstanding Natural Beauty (AONB). Additionally, the A2/M2 upgrade proposed at Statutory Consultation would now use lower-noise surfacing compared to the previous proposals. The Applicant has assessed the impact of removing this noise barrier and found that there would be no significant impacts on sensitive receptors, such as residential properties, as a result of the change. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road.</p>	
WC85	Comments expressing concern about the proposals because it is felt that Public Rights of Way would be negatively	-	-	3	18	During construction, the Applicant would seek to limit impacts on Public Rights of Way (PRoWs) as much as possible. To assess the environmental impacts of the construction and operation of the Project, an Environmental	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	impacted by an increase in noise pollution.					Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the EIA process, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans such as the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.  Assessments of the impacts on noise and vibration are documented in ES Chapter 12: Noise and Vibration (Application Document 6.1). Noise mitigation measures would vary depending on location and include designing the road with a low profile in the landscape where practicable.  Mitigation measures would also include the use of low-noise road surfacing, noise barriers and acoustic bunds. For more information about the proposed noise mitigation measures, including a map showing locations where measures would be installed, see ES Chapter 12: Noise and	
WC86	Comments opposed to the proposals because it is felt that Public Rights of Way would be negatively impacted by an increase in noise pollution.	-	-	11	70		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Vibration (Application Document 6.1), ES Figure 12.6 (Application Document 6.2 and Figure 2.4: Environmental Masterplan (Application Document 6.2). The Environmental Masterplan is secured through Schedule 2 Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs Area of Outstanding Natural Beauty (AONB). Additionally, the A2/M2 upgrade proposed at Statutory Consultation would now use lower-noise surfacing compared to the previous proposals. The Applicant has assessed the impact of removing this noise barrier and found that there would be no significant impacts on sensitive receptors, such as residential properties, as a result of the change. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road. In addition, during the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>A228 and A229/Rochester Road corridors between the A2 and M2. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation.</p> <p>During construction, good practice measures would be implemented, such as closed-board fencing installed around the construction compounds, the use of low-noise equipment, and the locating of noisy activities as far away from key local buildings as possible. Appropriate noise and vibration limits would be monitored and adjusted to ensure ongoing effectiveness.</p> <p>There is the potential for some significant noise and vibration impacts in some locations, including Public Rights of Way, during the construction phase as a result of construction traffic and onsite activities. Construction noise would, however, be mitigated using good practice measures set out in the CoCP and the REAC.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>The Applicant consulted on the predicted noise and air quality impacts on PRoWs during the Community Impacts Consultation in July 2021.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						For more information, see Appendix S of this report. Information about the impact of construction on PRowS can be found in the Rights of Way and Access Plans (Application Document 2.7). Information about noise impacts during construction can be found in ES Appendix 12.4: Construction Noise and Vibration Assessment (Application Document 6.3).	
WC87	Comments expressing concern about the proposals because it is felt that Public Rights of Way would be negatively impacted by the increase in air pollution.	-	-	2	43	The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys.  To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans, e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code	No
WC88	Comments opposed to the proposals because it is felt that Public Rights of Way would be negatively impacted by the increase in air pollution.	-	-	12	156		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>ES Chapter 5: Air Quality (Application Document 6.1), includes an assessment of the predicted changes to local air quality as a result of the Project and assesses impacts during construction and operation and sets out mitigation where this is considered appropriate.</p> <p>The construction phase is likely to affect air quality as a result of emissions of dust from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.</p> <p>The Applicant consulted on predicted air quality impacts of the Project as part of the Community Impacts Consultation in July 2021. The Ward Impacts Summaries (see Appendix S of this report) presented during information about air quality impacts during the construction and operational phases. Information about the comments received and how the Applicant had regard to those comments can be found in Section 14.4 of this report.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigations in place, the air quality impacts in relation to human health of the Project during construction are not expected to be significant.</p> <p>The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Chapter 14 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The operation of the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains where the air quality modelling was carried out and why.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project. Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and the Design Manual for Roads and Bridges LA 105 standards (Highways England, 2019b). Given there are no significant adverse impacts on air quality in relation to human health from the Project during operation, then no mitigation for air quality human health effects is required.</p>	

## Issues raised in response to open Question 6b

- 11.4.78 Table 11.14 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q6b in the consultation response form, which was as follows:
- 11.4.79 *Q6b: Please let us know the reasons for your response to Q6a and any other views you have on the environmental impacts of the Lower Thames Crossing as set out in the Preliminary Environmental Information Report, including our approach to assessing and reducing the impacts of the project.*
- 11.4.80 For reference, the closed Question 6a referred to in Q6b above was as follows:
- 11.4.81 *Q6a: Do you agree or disagree with the proposed measures to reduce the impacts of the project?*
- 11.4.82 For more information about Q6a and how consultees responded to it and the other closed questions in the consultation response form, see Section 11.3 of this report.
- 11.4.83 The issues raised that relate to the environment are summarised in Table 11.14 below. Where issues were raised in response to Q6b that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 11.4.84 The Applicant has fully considered all of the responses received, Table 11.14 explains how the Applicant has had regard to those issues raised and the Applicant's response is presented in the penultimate column of the table. The final column of the table identifies where the Applicant has made a change to the Project in line with the issues raised during this consultation.
- 11.4.85 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to them with a combined response.

## Information presented in Table 11.14

- 11.4.86 The information presented in Table 11.14 is the following:
- 'Code' is a unique code assigned to each issue for reference purposes.
  - 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q6b or to another question in the response form but covering similar topics.
  - 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.
  - 's42(1)(d)' states how many respondents with a land interest raised that issue.
  - 's47 & s48' states how many members of the public raised that issue.

- g. 'The Applicant's response' presents the Applicant's response to the issue(s) raised and explains how the Applicant has had regard to the issue(s).
- h. 'Project change' states whether the issue(s) raised resulted in a change to the Project.
  - i. 'Yes' indicates that changes to the Project proposals have been made since Statutory Consultation in line with the issue(s) raised. Some changes have been made as a result of environmental or other assessments, as well as through consideration of consultation responses.
  - ii. 'No' indicates that the suggestions or requests did not result in a change to the Project proposals.

### **Summary of issues raised relating to the environment and the Applicant's responses**

11.4.87 Table 11.14 below summarises the issues raised relating to the environment and the Applicant's responses to those issues raised.

**Table 11.14 Summary of issues raised relating to the environment and the Applicant's responses**

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
EN1	General comments opposed to the proposals to reduce the environmental impacts.	-	Gravesham Borough Council	3	16	<p>Minimising adverse impacts on the environment is one of the Scheme Objectives agreed between the Applicant and the Department for Transport and the Project has been developed accordingly. The route has been designed to provide an appropriate balance between the need to reduce environmental impacts during construction and operation, while still fulfilling the other Scheme Objectives as set out in the Need for the Project (Application Document 7.1), including the need to reduce congestion at the Dartford Crossing, and complying with relevant legislation.</p> <p>The Project has also been developed to minimise the amount of land needed for its construction and operation, thereby reducing impacts on buildings, environmentally sensitive areas and farmland. The roads and junctions that comprise the Project would have the minimum height and footprint possible, while still providing the necessary capacity, safety and connectivity that road users and operation require.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the</p>	No
EN2	Comments in which support for the proposals to reduce the environmental impacts are dependent on certain conditions being fulfilled. These include carrying out an Environmental Impact Assessment, designing appropriate mitigation, and ensuring mitigation is carried out as planned.	Northumbrian Water (Essex and Suffolk Water operating area)	-	0	136		No
EN3	General comments opposed to the Project on the grounds that the environmental impacts would outweigh the benefits.	-	-	3	66		No
EN4	Comments expressing concern about the effectiveness of the environmental mitigation proposals, or elements of these. Comments include those saying not enough	Kent Downs AONB Unit, Environment Agency	Basildon Borough Council, Kent County Council, Thurrock Council,	2	152		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	is being done, that mitigation is not being developed holistically, and that construction impacts have not been properly accounted for.		Gravesham Borough Council			preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans, e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4:	
EN5	Comments opposed to the environmental mitigation proposals, or elements of these, on the grounds that they would not be effective. Consultees say the proposals would not protect the environment or the quality of life of local people. Concerns mentioned included the viability of planting sites and the impacts of air and noise pollution.	-	-	6	58	Environmental Masterplan (Application Document 6.2), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).	No
EN6	Comments opposed to the environmental mitigation proposals, or elements of these, on the grounds that the measures, or elements of these, are inadequate or lack essential detail. Consultees referred to impacts such as air and noise pollution or the loss of ancient woodland.	Kent Downs AONB Unit, Natural England	Thurrock Council, Gravesham Borough Council	14	362	The ES includes an assessment of the Project's impacts on different aspects of the environment, including air quality, heritage, landscape and visual, terrestrial and marine biodiversity, geology and soils, materials and waste, noise and vibration, communities, health, drainage and water, and climate. A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	Some referred to specific locations such as Chalk and Orsett					around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.	
EN7	Comments expressing concern about the proposed environmental mitigation, or elements of it, saying no amount is enough to compensate for the impacts of the Project, such as increased development and pollution.	-	-	1	1	The Applicant has followed the mitigation hierarchy of 'avoid, minimise, restore and compensate' to protect the environment in which it would be situated and in keeping with industry best practice. Where required, adverse impacts on sensitive areas would be reduced. All mitigation proposals would be designed to be appropriate and proportionate to the type and extent of adverse effect they are intended to offset.	No
EN8	Comments opposed to the proposed environmental mitigation, saying no amount is enough to compensate for the impacts of the Project. Impacts mentioned include pollution, habitat destruction, impacts on the landscape and traffic.	Kent Downs AONB Unit	-	9	222	All proposed mitigation has been developed through an extensive and ongoing programme of engagement with relevant statutory bodies – such as the Environment Agency, Natural England, Historic England and the Kent Downs AONB Unit – to ensure the most appropriate and effective mitigation strategy is followed.	No
EN9	Suggestions that the Project's mitigation measures should not only offset the environmental impacts, but also enhance the environment. Comments include those suggesting additional	Kent Downs AONB Unit, Environment Agency, Natural England, Public Health England	Medway Council, Kent County Council, London Borough of Havering, Thurrock	8	144	The Applicant has also considered feedback to statutory and non-statutory consultation and engaged with non-statutory community groups wherever possible.	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	woodland and other habitat compensation, as well as translocation of species and green bridges.		Council, Gravesham Borough Council, Southend-on-Sea City Council			In relation to noise, the Project has been aligned as far as reasonably practicable from population centres and other noise-sensitive locations. Operational noise impacts would be reduced through the use of the tunnels, cuttings and false cuttings, along with low-noise road surfacing and noise barriers.	
EN10	Comments expressing concern about the impacts of the Project on the environment. Locations mentioned include Kent Downs Area of Outstanding Natural Beauty, Thames Chase Forest Centre, and Thurrock.	Natural England, Port of Tilbury London Ltd	Essex County Council, Kent County Council	5	197	Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation.	No
EN11	Comments opposed to the impact of the Project on the environment. These include general comments including references to concerns over air and noise pollution as well as impacts on designated sites and community assets. Some referred to locations such as Kent Downs Area of Outstanding Natural Beauty and Orsett.	-	Gravesham Borough Council	27	672	During the Community Impacts Consultation in July 2021, the Applicant published Ward Impact Summaries covering the North and South of the River Thames, which provided detailed explanations of the environmental impacts and mitigations in each area, including Chalk, wards in Thurrock (including Orsett) as well as the Kent Downs AONB and the Thames Chase Community Forest.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
EN12	Comments opposed to the proposed environment mitigation measures, or elements of them, on the grounds that they are not adequate.	-	-	1	2	<p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as Sites of Special Scientific Interest, Local Nature Reserves, and Special Areas of Conservation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition. Further information can be found in the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p> <p>If appropriate, the areas of compensatory land would be made publicly accessible in a way that complements their primary function as compensatory habitats. Other benefits of the new habitats would be improvement of the appearance of the local landscape by planting new trees and other plants; enhancement of biodiversity by increasing the number of linked habitats; and the planting of new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them. Environmental mitigation measures proposed as part of the Project have been designed, wherever practicable, to avoid addressing single effects. For example, the landscape design and the drainage design</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>both provide significant contributions towards the Project's ecological mitigation proposals by creating new habitats, avoiding habitat fragmentation and linking existing habitats within the vicinity of the Project. Proposed mitigation also includes green bridges, environmental barriers, landscape planting, habitat compensation and translocation of protected species into the plans.</p> <p>Overall, the Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
EN13	<p>Comments asking for more information about the proposed environmental mitigation measures, with many saying that the information presented at Statutory Consultation was inadequate. Consultees asked for more information about impacts and mitigation in relation to different environmental issues as well as specific features of the Project such as construction traffic.</p>	<p>Transport for London, Kent Downs AONB Unit, Environment Agency, Natural England, Public Health England, Port of Tilbury London Ltd, Marine Management Organisation</p>	<p>Thurrock Council, Gravesham Borough Council</p>	12	192	<p>The Applicant's Statutory Consultation in October 2018 provided over 3,000 pages of information about the proposed route of the Project and other subject areas such as the approach to environmental mitigation. Consultation material included a Preliminary Environmental Information Report (PEIR), which set out the assessment of the potential impacts of the Project on the environment. The PEIR provided information so consultees could take an informed view of the Project's impacts and respond to the consultation.</p> <p>The Applicant promoted the consultation extensively over the 10-week period, including over 60 consultation-related events where staff were available to answer questions about the Project.</p>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>For more information about the Statutory Consultation materials and promotional activities, see Chapter 4 of this report. The Statutory Consultation materials are set out in Appendix M of this report.</p> <p>Since Statutory Consultation in October 2018, the Applicant has developed the proposals for the Project and presented updated information as part of Supplementary Consultation in January 2020, the Design Refinement Consultation in July 2020, the Community Impacts Consultation in July 2021 and the Local Refinement Consultation in May 2022. During the Supplementary and Design Refinement Consultations, assessments of the environmental impacts of any changes to the design were presented.</p> <p>Since Statutory Consultation, to assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans, e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments, which forms part of the CoCP. The ES includes assessments of the Project's impacts on different aspects of the environment, including air quality, heritage, terrestrial and marine ecology, noise and vibration, and climate. ES Chapter 13: Population and Human Health (Application Document 6.1) presents the assessment of impacts on local communities, including the impact on local roads during construction.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>The Applicant consulted on the predicted impacts on the environment and local people during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in the Ward Impact Summaries (see Appendix S of this report).</p> <p>The Applicant has assessed <del>modelled</del> the predicted impact of construction traffic on the road network in the Transport Assessment (Application Document 7.9).</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p> <p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs Area of Outstanding Natural Beauty (AONB). Additionally, the A2/M2 upgrade proposed at Statutory Consultation would now use lower-noise surfacing compared to the previous proposals. The Applicant has assessed the impact of removing this noise barrier and found that there would be no significant impacts on sensitive receptors, such as residential properties, as a result of the change. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road. In addition, during the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p>	
EN14	Suggestions concerning the organisations and experts who should be included in the development of environmental mitigation proposals and how this should happen.	Kent Downs AONB Unit, Environment Agency, Natural England, Public Health England,	Maidstone Borough Council, Dartford Borough Council, Essex County	5	83	During the development of the Project, the Applicant has engaged productively with local authorities (including Gravesham Borough Council, Kent County Council and Medway Council), statutory consultees, businesses and national and local interest groups. This engagement has been ongoing, and consultation at important stages of the Project	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	Organisations include Gravesham Borough Council, Kent County Council and Medway Council.	Historic England, Forestry Commission England South East and London Area Office, Marine Management Organisation	Council, Kent County Council, London Borough of Havering, Thurrock Council, Gravesham Borough Council			has ensured that the public and stakeholders have had opportunities to comment on and help shape its development, including in relation to environmental mitigation proposals. The Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3) has been produced after Statutory Consultation based on the Preliminary Environmental Information Report (PEIR) and subsequent engagement with key stakeholders. The delivery of the Applicant's Statutory Consultation is described in Chapter 4 of this report and the appendices it refers to. Chapter 10 provides a description of consultation under the EIA Regulations, including a summary of engagement with statutory environmental bodies.	
EN15	Comments expressing concern about the cost of the proposals for environmental mitigation, with consultees saying they are too expensive or do not provide value for money.	-	-	0	82	Reducing the Project's impacts on the environment is one of the Scheme Objectives and environmental mitigation forms an integral part of the Project's design, the costs of which are included within the overall budget. Costs of construction and operation are considered at every stage of the design process, and the Project carries out periodic reviews to ensure costs are controlled. The budget is also subject to close scrutiny by the Department for Transport.	No
EN16	Comments opposed to the cost of the proposals for environmental mitigation, with consultees saying they are too expensive or	-	-	0	26	The Project has been designed to address all the Scheme Objectives, including value for	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	do not provide value for money.					money, focusing on how public resources can be used to create and maximise public value.	
EN17	A comment expressing concern about the proposed environmental mitigation, saying the Project must carefully consider costs.	-	-	0	1	The Need for the Project (Application Document 7.1) outlines the costs and benefits of the Project and this includes consideration of the environment.  Further information about the benefits and costs of the Project can be found in the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.	No
EN18	Comments expressing concern about the proposals for environmental mitigation on the grounds that they are excessive in relation to the impacts of the Project. Some comments came from those wanting the Project to go ahead as quickly as possible, and others from consultees expressing concern about permanent or temporary possession of land.	-	-	2	54	Reducing the Project's impacts on the environment is one of the Scheme Objectives, as described in the Need for the Project (Application Document 7.1). The Project is also required to comply with current legislation, policy and guidance relating to the management of environmental impacts arising from proposed Nationally Significant Infrastructure Projects. Information about this can be found in Environmental Statement (ES) Chapter 4: EIA Methodology (Application Document 6.1), which also outlines the Environmental Impact Assessment (EIA) Methodology.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
EN19	Comments expressing concern about the proposals for environmental mitigation on the grounds that they are excessive in relation to the impacts of the Project. Some say the impact on the environment has been exaggerated.	-	-	4	32	<p>All environmental mitigation measures would be designed to be appropriate and proportionate to the impact they are intended to address, and the rationale for each mitigation measure is set out in the relevant chapter of the ES.</p> <p>Environmental mitigation is an important part of the design for the Project. The Statement of Reasons (Application Document 4.1) sets out why there is a compelling case in the public interest for the compulsory acquisition of land and rights and to use land temporarily in order to construct and operate the Project.</p> <p>In addition to the environmental mitigation secured in the ES, the Applicant's Benefits and Outcomes Document (Application Document 7.20) provides a framework to communicate what is being delivered within the Project's DCO, as well as some of the wider activities undertaken by the Applicant (both already and planned for the future) in the local area of the Project to support local people and environment.</p>	No
EN20	Suggestions that any environmental mitigation measures should be protected from future development, appropriate for future conditions (accounting for climate or technological changes) and appropriate to the	Environment Agency, Natural England, Shorne Parish Council	Essex County Council	1	32	<p>All environmental mitigation would operate effectively and take appropriate account of current environmental legislation, policy and guidance. To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3).</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	UK's long-term environmental commitments.					During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4:	
EN21	Suggestions as to how the Project should consider future conditions with regards to its environmental mitigation measures. Comments include those saying the impacts (such as air quality or flood risk) should be monitored throughout the operational phase, while others called for monitoring of mitigation land (such as plants and trees) to ensure it is not removed and remains viable.	Higham Parish Council, Environment Agency, Natural England, Public Health England	Gravesham Borough Council	2	86	Environmental Masterplan (Application Document 6.2), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.  Embedded mitigation is secured through inclusion in the Design Principles (Application Document 7.5) or ES Figure 2.4:	No
EN22	Suggestions that the Project should be aware of and compliant with regulations and laws concerning environmental mitigation. These include accounting for any relevant Acts of Parliament, EU directives, regulations, national policy statements, and	Kent Downs AONB Unit, Environment Agency, Essex Police, Forestry Commission England South East and London Area Office	Basildon Borough Council, Essex County Council, London Borough of Havering	3	37	Environmental Masterplan (Application Document 6.2), which is secured through Schedule 2 Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).  More information about the monitoring of mitigation can be found in ES Chapter 4: EIA Methodology (Application Document 6.1), with information about monitoring of mitigation measures also set out in the topic-specific chapters of the ES.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	other guidance and permit requirements.						
EN23	Comments expressing concern that the Project might not implement its environmental proposals as promised. Consultees raised issues such as how commitments would be enforced and how mitigation land would be protected from future development.	-	-	2	188	The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.	No
EN24	Comments opposed to the environmental mitigation proposals on the grounds that they might not be implemented as promised. Some consultees said any commitments must be included in the Project's planning consent.	-	-	7	153	By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.	
EN25	Suggestions for measures to improve the accessibility of the Project to electric vehicles (EVs), such as providing regular charging locations, incentivising EVs within the crossing's toll system, and using EVs during construction and operation to reduce emissions. There were also requests for more information as to what levels of EV use are assumed when calculating future air quality impacts.	-	-	0	36	The predicted changes in traffic flows on the national road network are built into the transport analysis guidance (Department for Transport, 2021b), which sets out the methodology for carrying out traffic modelling for infrastructure projects. In turn, this traffic modelling has informed the Applicant's predictions for the effects of the Project on future air quality levels, which account for the progressive switch from internal combustion engine vehicles to electric and hybrid vehicles. More information about traffic modelling can be found in the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7) and more information about the assessment of air quality impacts can be found in ES Chapter 5: Air Quality (Application Document 6.1).	No
EN26	Suggestions to compel or encourage the use of low-carbon vehicles or behaviours that would reduce the environmental	-	Thurrock Council	2	61	If granted, the Development Consent Order (DCO) would provide powers for the Secretary of State to impose road user charges under the	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>impacts of the Project. Measures proposed include limiting the route to electric or hybrid vehicles, banning diesel vehicles, incentivising car-pooling, and installing charging points for electric vehicles along the route. There were also suggestions to use low-carbon or non-polluting vehicles during construction.</p>					<p>DCO at the new crossing equal to the charges that are in force at the Dartford Crossing. In addition, where that charge is imposed, charging hours and vehicle classifications at the new crossing would be the same as those in place at the Dartford Crossing.</p> <p>At Statutory Consultation in October 2018, the Applicant intended to seek 'flexible' charging powers. However, further modelling and assessments demonstrated that making the charge for the Project the same as for the Dartford Crossing would be the most beneficial option.</p>	
EN27	<p>Suggestions that because of the forecast increase in the use of electric and hybrid vehicles in the future, fewer environmental mitigation measures would be necessary.</p>	-	-	0	51	<p>Following this, the Applicant's approach evolved and at Supplementary Consultation in January 2020, it was proposed to align charges and other elements of the charging regime with those at the Dartford Crossing, such as the hours during which the charges apply and any discounts and exemptions.</p> <p>There are no plans to make electric vehicles exempt from crossing charges on the Project because it is expected that by lowering or removing the charge, more traffic would be likely to use the new route, with the potential for increased congestion at the crossing and its approaches. For more information about how the equal charging scenario was modelled, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7), with more about the rationale behind the</p>	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>charge in the Road User Charging Statement (Application Document 7.6).</p> <p>After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities.</p> <p>If the Project is granted development consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the SRN. Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time – for example, commenting on what facilities should be provided, such as HGV parking and EV charging points.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the ES (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Applicant has taken into consideration the changes in forecasted use of electric and hybrid vehicles – for example, in air quality modelling, which has informed the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>environmental mitigation, which would be secured through the DCO.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The Project's carbon model included a number of assumptions related to the use of energy efficient equipment including hybrid and electric plant during the construction phase resulting in a reduction of greenhouse gas emissions.</p> <p>The Project has assumed that the current best-practice level of hybrid and electric plant would be used. By assuming this level of hybrid and electric plant, the Applicant has reduced the construction emissions by around 9,000 tonnes of carbon dioxide emissions compared with a comparable construction project that use internal combustion engine machinery.</p> <p>In addition, the Applicant proposes to use energy efficient equipment such as jet fans, LED lights, active/adaptive lighting, and visibility and air quality sensors. Further information has been included within the</p>	

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						<p>Applicant's Carbon and Energy Management Plan (Application Document 7.19).</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.	
EN28	Suggestions for ways to change the methods used to assess environmental impacts. Topics mentioned included air quality, drainage and flooding, community impacts, and traffic. There were calls for more surveys to be carried out and for more information to be provided in the Environmental Statement.	Kent Downs AONB Unit, Environment Agency, Natural England, Shorne Parish Council, Public Health England, Historic England, Forestry Commission England South East and London Area Office, Marine Management Organisation	Medway Council, Basildon Borough Council, Essex County Council, Kent County Council, London Borough of Havering, Thurrock Council, Gravesham Borough Council	6	48	The information provided at Statutory Consultation in October 2018, in the Preliminary Environmental Information Report (PEIR) was an interim assessment of the Project's environmental impact. The methodologies and assessments provided consultees with information, so they could take an informed view of the proposals and respond to the consultation. More information about how the Applicant consulted on the Project's PEIR can be found in Chapters 4 and 10 of this report, with the PEIR available in Appendix M. Updated information on the assessment of environmental impacts was presented during Supplementary Consultation and Design Refinement Consultation in January and July 2020 respectively. The Applicant also carried out a Community Impacts Consultation in July 2021, which included additional information about the Project and during construction and operation. The Ward Impact Summaries explained the impacts on local communities and the measures intended to mitigate those impacts. More information on those consultations, including the environmental updates and other material published at that time, can be found in Chapters 6, 7 and 8 of this report, along with	No
EN29	Suggestions for how future environmental assessments should be carried out and what might be appropriate mitigation. Comments	Kent Downs AONB Unit	Dartford Borough Council, Tonbridge and Malling Borough		12		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>included those calling for more consideration of landscaping, drainage, biodiversity, archaeology, lighting, listed buildings, traffic and public health.</p>		<p>Council, Essex County Council, Kent County Council</p>			<p>the consultation materials in Appendices Q, R and S.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on the air quality impacts of the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p> <p>The Applicant's Statements of Common Ground (Application Document 5.4) set out the ongoing engagement between the Applicant and key stakeholders with regards to how some assessments are carried out.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as Sites of Special Scientific</p>	

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						<p>Interest, Local Nature Reserves, and Special Areas of Conservation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>The proposed compensation sites are in four areas: Hole Farm, Brentwood; Southfields, Thurrock; Gravesham and Shorne Woods; and the M2 corridor, including Blue Bell Hill.</p> <p>If appropriate, the areas of compensatory land may be made publicly accessible in a way that complements their primary function as compensatory habitats. Other benefits of the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants; enhance</p>	

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						<p>biodiversity by increasing the number of linked habitats; and planting new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open can be found in Environmental Statement (ES) Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p> <p>In preparing the Development Consent Order application, e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments, which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1). The ES includes assessments of the Project's impacts on different aspects of the environment, including air quality, heritage, terrestrial and marine ecology, noise and vibration, communities and climate.</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						ES Chapter 4: EIA Methodology (Application Document 6.1), sets out the regulatory context, standards and guidance, assumption and limitations and other relevant aspects of the assessment methodology. The Applicant's survey work, allied to desk-based research, has informed the ES and its conclusions.	
EN30	General comments that are neutral about the environmental mitigation measures.	Essex Police	-	0	81	These comments have been noted.	No
EN31	General comments in support of the proposals for environmental mitigation, with comments including those saying the measures would be sufficient and that it is correct that mitigation would be applied.	Cobham Parish Council, Public Health England	-	2	496		No
EN32	A comment highlighting the benefits of carrying out environmental mitigation.	-	-	0	1		No
EN33	Comments in support of the Project and the proposed environmental mitigation on the grounds that the benefits are worth any impacts.	-	-	0	364		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
EN34	Comments in support of the planned environmental mitigation measures on the grounds that mitigation should not be prioritised over the potential benefits of the Project.	Port of Tilbury London Ltd	-	1	154		No
EN35	Comments in support of the proposed environmental mitigation, saying the environment would recover from any potential impacts.	-	-	0	76		No
EN36	Comments in support of the Project, saying the land affected is not environmentally significant.	-	-	0	15		No
EN37	General comments in support of the proposals for environmental mitigation.	Essex County Fire and Rescue Service, Office of the Police and Crime Commissioner for Essex	-	6	3,279		No
EN38	General comments in support of the proposed	Essex County Fire	-	3	1,187		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	environmental mitigation, saying that protecting the environment should be a priority for the Project.	and Rescue Service, Office of the Police and Crime Commissioner for Essex					
EN39	Comments in support of the proposed environmental mitigation, or elements of it, saying that the mitigation measures could improve some areas in the vicinity of the Project.	Forest Enterprise - part of Forestry Commission England	-	0	104		No
EN40	Comments relating to the information in the Preliminary Environmental Information Report (PEIR). Some consultees request more information to be included in the Environmental Statement which would follow the PEIR, and some express concern about the accuracy of the information presented in the PEIR.	Port of London Authority, Anglian Water Services Ltd, Kent Downs AONB Unit, Environment Agency, Natural England, Shorne Parish Council, Public Health	Maidstone Borough Council, Tonbridge and Malling Borough Council, Essex County Council, Kent County Council, London Borough of Havering, Gravesham	10	29	The Preliminary Environmental Information Report (PEIR) provided environmental information to allow consultees to take an informed view of the Project and provide their consultation feedback. The Applicant followed the relevant regulations, paid attention to guidance notes and industry best practice and, where appropriate, involved relevant stakeholders in the development of the PEIR. The PEIR was produced to include the environmental topics in line with the scoping report and the approach to the Environmental Impact Assessment (EIA) was updated to reflect the Scoping Opinion. The response to the Scoping Opinion is set out line by line in	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
		England, Historic England, Port of Tilbury London Ltd, Marine Management Organisation	Borough Council			Environmental Statement (ES) Appendix 4.1 (Application Document 6.3). The Applicant has also had further discussions with relevant stakeholders to discuss and agree the scope of the certain assessments, as the Scoping Opinion requested.  The preliminary environmental information presented in the PEIR included a detailed description of the policy and legislative requirements for the Project, and it set out how the Project would respond to areas of concern in the ES. The information in the PEIR was intended to inform the design of the Project and the Environmental Impact Assessment submitted as part of the Development Consent Order application.	
EN41	Comments opposed to the way in which impacts on the environment were assessed in the PEIR. These include criticisms of the baseline data that it used, which some consultees say was incomplete or inaccurate, as well as claims that the PEIR does not adequately consider the combined impacts of different factors related to the Project. Some consultees feel that the assessment did not allow them to adequately respond to the consultation or that it fell short of the standards required by Government	Environment Agency, Shorne Parish Council, Port of Tilbury London Ltd	Medway Council, Tonbridge and Malling Borough Council, Kent County Council, Thurrock Council, Gravesham Borough Council	8	40	Updated information on the assessment of environmental impacts was presented during the Supplementary Consultation and Design Refinement Consultation in January and July 2020 respectively.  The Applicant also held a Community Impacts Consultation in July 2021 which included an overview of changes and impacts the Project may have during construction and operation. This was presented in the Ward Impact Summaries which were published during the Community Impacts Consultation and also explained how the Applicant assessed and developed proposals to mitigate the impacts of the Project on local communities. More information on those consultations, including	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the environmental updates and other material published at that time, can be found in Chapters 6, 7, and 8 of this report, along with Appendices Q, R and S.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the ES (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments, which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>The methodology that was used for the EIA is presented in ES Chapter 4: EIA Methodology (Application Document 6.1).</p>	

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EN42	Comments in support of the assessments of the environmental impacts in the PEIR, or supportive of parts of these assessments.	Port of London Authority, Environment Agency, Natural England, Port of Tilbury London Ltd	Kent County Council	0	9	These comments have been noted.	No
EN43	Support for the environment as an important consideration in infrastructure proposals.	-	-	1	24		No
EN44	Support for minimising disruption to the environment.	-	-	0	7		No
EN45	Support for reducing the Project's impact on the environment.	Natural England	Kent County Council, Gravesham Borough Council, Southend-on-Sea City Council	2	403		No
EN46	Comments expressing concern about air quality and how it was assessed for Statutory Consultation. Concerns include those saying the assessments in the PEIR did not	Natural England	Medway Council, Kent County Council, Thurrock Council, Gravesham	1	8		Chapter 6, Air Quality, of the Preliminary Environmental Information Report (PEIR) presented an interim assessment of the air quality impacts of the Project. The Applicant followed the relevant regulations, paid attention to guidance notes and industry best practice in the development of the PEIR. The PEIR

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	adequately account for local growth or for incidents involving stationary traffic, and it did not assess PM2.5 levels. There were requests for more data on the base level assessments, for pollution from construction traffic and activity to be modelled, and there were concerns that not all locations with significant increases in traffic were modelled. There were also concerns that the impact of pollutants on sensitive flora and designated areas was not assessed.		Borough Council			provided information so consultees could take an informed view of the Project's impacts and respond to the consultation.  The air quality analysis was carried out according to guidance in the Design Manual for Roads and Bridges (DMRB) LA 105 (Highways England, 2019b). Thresholds of average annual daily traffic (AADT) of 1,000 vehicles and 200 Heavy Goods Vehicles (HGVs) are used for the DMRB assessment, representing the lowest threshold above which the traffic model can represent change in traffic conditions to a reasonable level of confidence. DMRB standards specify 200m from the roadside as the maximum analysis area. Anywhere beyond that limit, road traffic pollution levels would be difficult to differentiate from background levels of pollution. The air quality model has been extensively calibrated against hundreds of air quality monitoring sites and compared to LAQM(TG16) (Defra, 2021) for model performance to ensure it is robust.	
EN47	Comments opposed to the way in which air quality was assessed in the PEIR. Some consultees felt that the PEIR Non-Technical Summary was too vague while the PEIR was too detailed. There were concerns that the air quality effects associated with vehicles driving on gradients had not been	Shorne Parish Council, Port of Tilbury London Ltd	Thurrock Council, Gravesham Borough Council	1	26	The assessment in Environmental Statement (ES) Chapter 5: Air Quality (Application Document 6.1) includes a more detailed consideration of air quality impacts than was presented in the PEIR at Statutory Consultation. For example, it includes assessments of air quality on sensitive ecological sites (for example, through additional nitrogen deposition) and of air quality	No

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	<p>considered. Some NO<sub>2</sub> figures were disputed, such as along the A2/M2, as was the decision to only monitor air quality levels within 200m of the Project.</p>					<p>impacts during construction. The impact of the Project on PM<sub>2.5</sub> is also considered in the ES.</p> <p>In July 2021, the Applicant carried out a Community Impacts Consultation on construction and operational impacts, which included additional information about air quality impacts on local communities, presented in the Ward Impact Summaries (WIS) and Operations Update. The WIS also explained how the Applicant assessed and developed proposals to mitigate the impacts of the Project. For more information about this consultation, see Chapter 8 of this report and Appendix S.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on the air quality impacts of the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to</p>	



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						<p>compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as Sites of Special Scientific Interest, Local Nature Reserves, and Special Areas of Conservation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>The proposed compensation sites are in four areas: Hole Farm, Brentwood; Southfields, Thurrock; Gravesham and Shorne Woods; and the A2/M2 corridor, including Blue Bell Hill. If appropriate, the areas of compensatory land</p>	

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						<p>may be made publicly accessible in a way that complements their primary function as compensatory habitats. Other benefits of the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants; enhance biodiversity by increasing the number of linked habitats; and planting new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	
EN48	<p>Comments expressing concern about the impact of the Project on air quality, both in the vicinity of the route and near roads that consultees say would also see traffic increases, such as the A228, A229, A127 and M25. Locations such as Riverview Park, Chalk and Thames Chase Forest Centre were also of concern. Consultees predict negative impacts</p>	<p>Port of London Authority, Natural England</p>	<p>Maidstone Borough Council, Kent County Council, London Borough of Havering, Thurrock Council, Gravesham Borough Council, Southend-</p>	9	172	<p>The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been</p>	No

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	on health and ecology, with some saying the impacts would be worse than presented in the PEIR.		on-Sea City Council			incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4:	
EN49	Comments opposed to the impact of the Project on air quality. Many consultees making this point drew attention to what they describe as the poor air quality in Thurrock, with references to a 'toxic triangle'. The impact of construction activity and traffic was a concern and included comments that electric vehicles would not help improve air quality in the future.	Transport for London	Kent County Council, Thurrock Council, Gravesham Borough Council	46	681	Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 5: Air Quality (Application Document 6.1), includes an assessment of the predicted changes to local air quality as a result of the Project, assessing impacts during construction and operation, and setting out mitigation where this is considered appropriate.	No
EN50	Comments expressing concern about air quality mitigation, or elements of it, either saying the proposals are inadequate or highlighting mitigation as something that must be considered. Concerns include the lack of space left for buffer zones along the route and the quality	-	Basildon Borough Council, Gravesham Borough Council, Southend-on-Sea City Council	0	5	The construction phase of the Project is likely to affect air quality as a result of emissions of dust from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures. The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and	No

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	of air in and around the tunnels.					management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.	
EN51	Comments opposed to the air quality mitigation measures set out in the PEIR, or elements of them, on the grounds that they are inadequate and more should be done to reduce traffic and minimise emissions. Comments included those saying pollution and dust would have a negative impact in Thurrock, Thames Chase Forest Centre, Upminster and Riverview Park, as well as on crops grown near the route.	-	Thurrock Council	10	81	Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. These industry-standard measures to reduce air pollution during construction were presented in Chapter 6 of the Applicant's Preliminary Environmental Information Report (PEIR), which was published during Statutory Consultation in October 2018. With the mitigation measures set out in the CoCP in place, the air quality impacts of the Project in relation to human health during construction are not expected to be significant.	No
EN52	Comments opposed to the proposed environmental mitigation measures, or elements of them. Some say mitigation cannot be effective because air quality limits have already been breached in places such as Dartford, Thurrock, Grays, Stanford-le-Hope and Gravesend.	Shorne Parish Council	-	4	77	The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it	No

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EN53	Suggestions for measures to improve air quality mitigation. These included suggestions for the use of screens or bunds near the route and requests to limit the emissions of construction vehicles allowed to work on the Project.	Higham Parish Council, Port of London Authority, Public Health England	Dartford Borough Council, Kent County Council, London Borough of Havering, Thurrock Council, Gravesham Borough Council	7	76	<p>relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>Once operational, the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the</p>	No

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						<p>uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5 Air Quality (Application Document 6.1). The assessment methodology explains where the air quality modelling was carried out and why.</p> <p>The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project. Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and the Design Manual for Roads and Bridges LA 105 (Highways England, 2019b). Given there are no significant adverse impacts on air quality in relation to human health from the Project during operation, then no mitigation for air quality human health effects is required.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen</p>	

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						<p>(including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as Sites of Special Scientific Interest, Local Nature Reserves, and Special Areas of Conservation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>The proposed compensation sites are in four areas: Hole Farm, Brentwood; Southfields, Thurrock; Gravesham and Shorne Woods; and the A2/M2 corridor, including Blue Bell Hill. If appropriate, the areas of compensatory land may be made publicly accessible in a way that</p>	



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						<p>complements their primary function as compensatory habitats. Other benefits of the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants; enhance biodiversity by increasing the number of linked habitats; and planting new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p> <p>The Applicant consulted on additional information about the health impacts of the Project during the Community Impacts Consultation in July 2021. Information about the comments received and how the Applicant had regards to those comments can be found in Section 14.4 of this report.</p> <p>Earthworks, including cuttings and false cuttings, would be designed into the Project to reduce the noise and visual impacts but these measures are not intended to have air quality benefits, other than by reducing the amount of excavated materials that need to be transported off site during construction, which has reduced the number of HGV journeys planned.</p>	



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						<p>Under normal circumstances, air in the tunnels would be refreshed primarily by the movement of traffic through each tunnel. In support of this, there would be a longitudinal ventilation system comprising banks of jet-fans mounted within each tunnel at regular intervals. The tunnels would be equipped with equipment to monitor visibility, carbon monoxide and nitrogen oxide levels, and the ventilation would operate automatically to disperse concentrations of gases. The air quality predictions for the tunnel portals show no significant adverse effects on human health.</p> <p>For more information about the tunnel design, including the tunnel service buildings, see the Project Design Report (Application Document 7.4), Design Principles (Application Document 7.5), and the General Arrangements (Application Document 2.5).</p>	
EN54	Comments highlighting the Project's potential benefits for air quality. Some consultees made general comments while others named Dartford as a location where air quality would improve.	-	-	2	24	These comments have been noted.	No
EN55	Comments in support of the Project's air quality assessments, with some supporting the assessment methods	-	London Borough of Havering, Gravesham	0	10		No

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	used in the PEIR, and others highlighted air quality factors that would be included in the scope of the Environmental Statement.		Borough Council				
EN56	General comments in support of improvements in air quality, with some consultees naming specific locations, such as Dartford.	-	-	1	268		No
EN57	Comments in support of the proposed air quality mitigation measures and the need for these measures to be robustly implemented.	-	-	1	47		No
EN58	Comments expressing concern about the way in which biodiversity has been assessed, including suggestions for new sources of information and for stakeholder organisations with whom the Project should engage.	Natural England	Gravesham Borough Council	1	2		No
EN59	Comments opposed to the way in which biodiversity has been assessed, with	Port of Tilbury London Ltd	Thurrock Council, Gravesham	5	17	The Preliminary Environmental Information Report (PEIR) published at Statutory Consultation, represented an interim stage of the process of identifying the baseline environmental conditions, including the flora and fauna most likely to be affected by the Project. The Applicant followed the relevant regulations, and had regard to guidance notes and industry best practice. The PEIR provided preliminary information so consultees could take an informed view of the Project's impacts and respond to the consultation.	No

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	<p>some consultees saying the PEIR provides insufficient data on ecological impacts, such as birds and reptile data. Some consultees were critical of how the Project assessed the ecological impacts of the Tilbury Link Road, and others of the failure to make use of field data from local organisations.</p>		<p>Borough Council</p>			<p>Collation of data for the PEIR followed best practice and included reviews of desk-based studies and data sources, site visits and surveys to understand the characteristics of the study area, and engagement with key organisations.</p> <p>In some cases, survey work was still ongoing and the PEIR stated that final results would be presented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3), which would be prepared as part of the Development Consent Order application. See ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), for information about the completed bird, reptile and other surveys. Surveys included recording the presence and abundance of reptile species in areas of suitable habitat. Up to date records from sources such as local biological records centres and local groups were included as part of the PEIR baseline. Based on feedback received during Statutory Consultation in October 2018, the Applicant engaged with Essex Field Club, and their data was used to inform the ES baseline.</p> <p>Updated information on the assessment of environmental impacts was presented during the Supplementary and Design Refinement Consultations in January and July 2020 respectively.</p> <p>The Applicant held a Community Impacts Consultation in July 2021 which included an</p>	

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						<p>overview of changes and impacts the Project may have during construction and operation. This was presented in the Ward Impact Summaries (WIS) which also explained how the Applicant assessed and developed proposals to mitigate the impacts of the Project. The impact of the Project on local flora and fauna was covered as a topic for each ward in the WIS. It also described plans to create new habitats, build green bridges and introduce landscaping measures.</p> <p>More information on those consultations, including the environmental updates and other material published at that time, can be found in Chapters 4, 6, 7 and 8, and Appendices M, Q, R and S, of this report.</p> <p>Since Statutory Consultation, to assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the ES (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application</p>	

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						<p>Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments, which forms part of the CoCP. The impacts on biodiversity are documented in ES Chapter 8: Terrestrial Biodiversity, and ES Chapter 9: Marine Biodiversity (Application Document 6.1).</p> <p>The ecological baseline data for the ES was gathered from a combination of desk-based studies and fieldwork, following good-practice survey guidelines where they exist. The ES includes assessments on effects such as habitat loss and potential species mortality, as well as how changes to factors such as noise levels, hydrological conditions, landscape and air quality could affect the species and habitats within the Project's zone of influence.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase</p>	

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						and contains proposed mitigation measures to reduce potential adverse effects. The HRA concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site. The Tilbury Link Road did not form part of the proposals put forward at Statutory Consultation in October 2018 and no assessment of its environmental impacts was included in the consultation materials because this information was not required.	
EN60	Comments opposed to the proposals based on potential impacts on biodiversity.	-	-	0	16	Since Statutory Consultation in October 2018, to assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2), or as good practice or	No
EN61	Comments expressing concern about the impact of the Project on biodiversity, such as owls, badgers, invertebrates and wading birds. Some consultees mentioned locations including Cobham Wood, the Thames Estuary and Marshes Special Protection Area and Ramsar site, the Coalhouse and Tilbury	Forest Enterprise - part of Forestry Commission England, Natural England	Kent County Council, London Borough of Havering, Thurrock Council, Gravesham Borough Council	6	171		No

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	forts, and Shorne Marsh reserve.						
EN62	Comments opposed to the potential impact of the Project on biodiversity. Consultees referred to various forms of wildlife that were considered to be at risk from the Project, including mammals such as voles and badgers, as well as birds, invertebrates, amphibians and insects. There were also references to wildflowers, fungi and lichen.	-	Thurrock Council, Gravesham Borough Council, Southend-on-Sea City Council	24	329	essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The impacts on biodiversity are documented in ES Chapter 8: Terrestrial Biodiversity, and ES Chapter 9: Marine Biodiversity (Application Document 6.1).  These biodiversity chapters provide a robust assessment of the impacts on sensitive flora and fauna as a result of the construction and operation of the Project. It includes assessments of habitat loss and potential species mortality, as well as how changes to factors such as noise and air quality or hydrological conditions could affect the species and habitats present within the Project's zone of influence.	No
EN63	Comments expressing concern that the proposed biodiversity mitigation measures, or elements of them, would not be enough to alleviate potential impacts. Some consultees said it is not possible to give feedback on the mitigation because Project assessments are ongoing and will be set out in the Environmental Statement. Some consultees emphasised	-	Kent County Council, Thurrock Council	2	45	The ES also includes descriptions of the impacts on designated and non-designated sites, such as Shorne Woods Country Park, Ashenbank Wood, Claylane Wood, Goshems Farm, Low Street Pit, Blackshots Nature Area, Codham Hall Wood and Cobham Woods.  The mitigation hierarchy of 'avoid, minimise, restore and compensate' has been integral to the development of the Project and the objective to reduce adverse effects to 'not significant' levels. Where opportunities exist to provide biodiversity enhancements within the	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	the importance of understanding the amount of land needed for mitigation. Others say the Project should aim to improve biodiversity, not just mitigate its loss.					Project's design scope and Order Limits, these would be taken to improve biodiversity. For more information about the status of the Project's biodiversity loss-gain balance, see ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1). The Applicant has committed to achieving no net loss in biodiversity by the end of Road Investment Strategy 2 (Department for Transport, 2020a), which covers the period 2020-25, and will work towards biodiversity net gain by 2040 across its estate. Although the construction of the Project would have significant adverse effects on statutory designated sites and irreplaceable habitats, such as veteran trees and some sections of ancient woodland, the design has sought to provide biodiversity benefits wherever possible. An assessment of baseline biodiversity value and that achieved by the Project's design post development is presented within the Sustainability Statement (Application Document 7.11). The Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats. Mitigation measures include safe crossing points for wildlife over or under the Project and translocation of protected species to suitable existing or new habitats. Habitat creation is proposed to compensate for the loss of habitat from within designated sites,	
EN64	Comments opposed to some or all of the proposed measures to mitigate biodiversity impacts, with some saying they would not alleviate potential impacts. Some said the assigning of land for biodiversity mitigation is flawed, while others say that a net gain in biodiversity is required.	-	Thurrock Council	4	69		No
EN65	Suggestions for measures to improve biodiversity mitigation. These include suggestions for what type of habitats should be recreated and when, including bridges, verges, hedgerows woodland and nesting sites. Some consultees suggested that the Applicant should pay to compensate for the loss of protected areas, with	Higham Parish Council, Kent Downs AONB Unit, Environment Agency, Natural England, Forestry Commission England South East	Kent County Council, London Borough of Havering, Thurrock Council	7	177		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	this money used to fund biodiversity projects elsewhere.	and London Area Office				including ancient woodland, to improve connectivity between existing habitats, to provide replacement habitats for protected species, and to compensate for the impacts of nitrogen deposition when the Project is operational. These measures would include the salvage of soils from ancient woodlands for beneficial reuse in new areas of compensatory woodland planting, and the planting of new woodland and other habitats on existing agricultural land. Overall, there would be several hundred hectares of new woodland and habitats created across the Project during the construction phase, providing biodiversity benefits.	
EN66	Suggestions to include more or enhanced opportunities for wildlife to safely cross over or under the proposed route, with suggestions including green bridges and mammal passes.	-	-	1	45	<p>Mitigation measures include the provision of green bridges, as well as large culverts with features to enable mammals to safely pass through them. These would help to link adjacent wildlife habitats once they are separated by the construction of the new road. Where replacement habitats for species are required, these would be put in place to allow sufficient time to fully establish before any animals are released into them.</p> <p>The Applicant would ensure that mitigation measures are in place before the adverse effect that they are intended to address, can occur. Where necessary, the Applicant would secure relevant protected species licences from Natural England, which would need to</p>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>ensure the favourable conservation status of the species affected.</p> <p>During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial invertebrates, and permanent habitat loss within ancient woodland and the loss of six veteran trees (three north of the River Thames and three to the south).</p> <p>During the Local Refinement Consultation in May 2022, the Applicant published information on proposals for a wider green bridge at Thong Lane over the A2/M2, increasing the width over what was previously proposed by 10m. This change was made in response to feedback from key stakeholders and would improve habitats and connectivity for wildlife, increase landscape planting, and provide additional screening of the proposed M2/A2/A122 Lower Thames Crossing junction.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA concludes that there would be no likely</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), ES Figure 2.4: Environmental Masterplan (Application Document 6.2), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>At the Local Refinement Consultation in May 2022, the Applicant presented proposals to include approximately 279ha of compensatory planting to offset the potential impacts of nitrogen from vehicle emissions. This compensatory planting would provide new wildlife rich habitats using land that is currently mostly farmland, improving biodiversity in these areas and enhancing the area's wider biodiversity by increasing the number of linked habitats. A proportion of this land would be woodland.</p> <p>As a result of feedback received during the Local Refinement Consultation, the Applicant revised the compensation proposals to 246ha. This reduction reduces the impact on some landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	
EN67	Comments expressing concern about the potential impact of the Project on ancient woodlands. Locations mentioned include Cobham Wood, Franks	Natural England	Medway Council, Kent County Council, London Borough of Havering,	0	13	The Applicant recognises the irreplaceable nature of ancient woodlands and the importance attached to them within the National Policy Statement for National Networks (Department for Transport, 2014).	No

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	Wood and Clay Tye Wood.		Gravesham Borough Council			Adverse effects on ancient woodland habitats have been reduced as much as possible.	
EN68	Comments opposed to the potential impact of the Project on ancient woodlands. Locations mentioned by consultees included Claylane Wood, Ashenbank Wood and some consultees referred to '13 ancient woodlands' that the Project would affect.	Natural England, Shorne Parish Council, Forestry Commission England South East and London Area Office	Gravesham Borough Council	12	2,226	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which will be secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.	No
EN69	Suggestions for measures to reduce the adverse impacts on ancient woodland.	Forestry Commission England South East and London Area Office	London Borough of Havering	1	8	ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) includes assessments of the impacts on flora, fauna and habitats, including ancient woodland.	Yes

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						<p>Where adverse effects on ancient woodland could not be avoided, woodland would be planted to offset the loss of wooded areas and strengthen connectivity between existing retained woodlands in the area, particularly around Claylane Wood, Shorne and Ashenbank Woods Site of Special Scientific Interest (SSSI), Great Crabbles Wood SSSI and, south of the A2/M2, Jeskyns Community Woodland.</p> <p>Where appropriate, woodland planting has been proposed in locations shown in the Applicant's Environmental Masterplan (Application Document 6.2, ES Figure 2.4), with this planting designed to enhance connectivity along the Project and contribute towards the biodiversity value. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (Application Document 3.1). Commitments in relation to protecting terrestrial biodiversity, including ancient woodland, can be found in the Register of Environmental Actions and Commitments (REAC), which can be found in the CoCP (Application Document 6.3, ES Appendix 2.2).</p> <p>Any woodland planting would be appropriate to the surrounding landscape character and context. It is acknowledged that vegetation would take a period of time to establish. Landscape mitigation measures are presented in ES Figure 2.4: Environmental Masterplan</p>	

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						<p>(Application Document 6.2). These would be permanent measures managed by the Applicant or its representatives. This would be initially for a period of five years from road opening, unless agreements are reached with other organisations or landowners.</p> <p>Following Statutory Consultation in October 2018 and having considered the responses received, the Applicant made changes to the way the Project affected woodland, including ancient woodland. A revised design for the M2/A2/A122 Lower Thames Crossing junction allowed the South Portal to be moved a further 350m south which helped reduce forecast environmental impacts on the Thames Estuary and Marshes Special Protection Area and Ramsar site.</p> <p>However, the revised junction design and additional utility works proposed resulted in increased impacts on Claylane Wood and other woodlands near the A2/M2. These changes were presented during Supplementary Consultation in January 2020. At that consultation, the Applicant also presented revised designs for how the A2/M2 would be widened, reducing the impacts on the Kent Downs Area of Outstanding Natural Beauty compared with the proposals put forward at Statutory Consultation.</p> <p>Following Supplementary Consultation, the Applicant was able to refine the design to reduce the amount of land required for utility</p>	

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						<p>works compared with what was proposed previously. The revised utilities proposals presented during the Design Refinement Consultation in July 2020 reduced the impacts on Shorne and Ashenbank Woods SSSI, Jeskyns Community Woodland and Claylane Wood. More information about the Project's impacts on these areas, and others such as Cobham Woods, can be found in ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>After the Design Refinement Consultation, the Applicant worked with the relevant utility companies to reduce the impact of the gas pipeline diversion north of the A2/M2 on Shorne Woods Country Park. The proposals consulted on during the Community Impacts Consultation in July 2021 mean approximately 1km of the pipeline that would have been diverted along the A2/M2's northern verge would now be routed under Brewers Road and Park Pale. This would reduce the amount of existing woodland that would need to be removed to accommodate the works. More information about utility diversions can be found in ES Chapter 2: Project Description (Application Document 6.1).</p> <p>As part of the Community Impacts Consultation, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would</p>	



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						<p>manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), ES Figure 2.4: Environmental Masterplan (Application Document 6.2), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2).</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx).</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation</p>	

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						<p>measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. A proportion of this land would be woodland, increasing the amount of compensatory woodland planting proposed during previous consultations.</p> <p>The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>During operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation.</p> <p>Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open,</p>	

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						including the compensation package, can be found in ES Chapter 5: Air Quality, and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).	
EN70	Comments in support of either parts of or all the biodiversity assessments.	Natural England	London Borough of Havering	0	21	These comments have been noted.	No
EN71	Comments highlighting the benefits of mitigating the Project's impacts on biodiversity and supporting the proposals.	-	-	0	7		No
EN72	Comments supporting the proposals to mitigate the Project's impacts on biodiversity.	-	-	0	143		No
EN73	Comments highlighting the benefits of minimising impacts on ancient woodland and supporting parts of the Project's mitigation proposals.	Forestry Commission England South East and London Area Office	-	0	2		No
EN74	Comments supporting the biodiversity mitigation proposals on the grounds that there would be potential benefits for ancient woodland.	-	-	0	3		No

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EN75	Comments in support of all or parts of the proposed biodiversity mitigation measures.	Natural England	-	1	222		No
EN76	A comment expressing concern about the Project's assessment of climate change impacts, saying more up to date climate data is available.	-	Thurrock Council	0	0	As part of the Development Consent Order application, the Applicant has explained how the relevant legislative and policy requirements in relation to climate change impacts are met. An Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 15: Climate (Application Document 6.1), assesses the Project's impact on climate change, including greenhouse gas emissions during construction and operation, and sets out the proposed mitigation measures, including those measures that are secured through the Carbon and Energy Management Plan (Application Document 7.19). The assessment concludes that the increase in greenhouse gas emissions resulting from the Project would not have a material impact on the ability of Government to meet its carbon reduction targets, in accordance with the policy test set out in the National Policy Statement for National Networks (Department for Transport, 2014).  During construction, greenhouse gas emissions would be minimised through the design of the Project, such as incorporating low-emission materials, using those materials efficiently, reducing the distance they would be	No

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						<p>transported, using zero-carbon energy sources, and reducing and beneficially reusing waste. By incorporating these measures into the Project's proposals, the Applicant has already reduced emissions during construction by over a third compared with a scenario where those measures were not employed. This represents a leading position in the industry today and would result in construction emissions equivalent to 1.76 million tonnes of carbon dioxide.</p> <p>However, the Applicant is committed to going further and to using the time available before construction begins to explore ways of achieving greater reductions in emissions. The Carbon and Energy Management Plan therefore provides a framework within which the Applicant and contractors would, working closely with industry partners, seek to identify and develop innovative ways of reducing the Project's construction emissions below today's industry-leading position. The Carbon and Energy Management Plan also sets out the low-carbon solutions that would be deployed by the Applicant to manage and maintain the Project once it is operational.</p> <p>The Applicant has considered the additional carbon emissions from road users that could result from operation of the Project over a 60-year period and presented this information in ES Chapter 15. The Government has published its plans to deliver the required Net</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Zero trajectory for transport in the Decarbonising Transport Plan (Department for Transport, 2021a). The Applicant has assessed that if the trajectories set out in the plan are achieved, it would lead to a reduction in the additional road-user emissions attributable to the Project of at least 76%, across the 60-year appraisal period, compared with the more conservative figure that results from the use of national projections included in the current version of Defra's Emissions Factor Toolkit.	
EN77	Comments expressing concern about the impact of the Project on climate change. Several consultees highlighted legislative requirements and national policy relating to consideration of climate change.	-	Gravesham Borough Council	3	39	As part of the Development Consent Order application, the Applicant has explained how the relevant legislative and policy requirements in relation to climate change impacts are met. An Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 15: Climate (Application Document 6.1), assesses the Project's impact on climate change, including greenhouse gas emissions during construction and operation, and sets out the proposed mitigation measures, including those measures that are secured through the Carbon and Energy Management Plan (Application Document 7.19). The assessment concludes that the increase in greenhouse gas emissions resulting from the Project would not have a material impact on the ability of Government to	No
EN78	Comments opposed to the impact of the Project on climate change, with references to additional traffic during construction and operation, as well as loss of wildlife habitats. The impacts of more extreme weather were also mentioned.	-	Gravesham Borough Council	4	191		No

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EN79	Comments opposed to the proposed measures to mitigate the effects of the Project on climate change, on the grounds that they are not adequate or will not alleviate any potential impact.	-	-	1	13	meet its carbon reduction targets, in accordance with the policy test set out in the National Policy Statement for National Networks.  During construction, greenhouse gas emissions would be minimised through the design of the Project, such as incorporating low-emission materials, using those materials efficiently, reducing the distance they would be transported, using zero-carbon energy sources, and reducing and beneficially reusing waste. By incorporating these measures into the Project's proposals, the Applicant has already reduced emissions during construction by over a third compared with a scenario where those measures were not employed. This represents a leading position in the industry today, and would result in construction emissions equivalent to 1.76 million tonnes of carbon dioxide.	No
EN80	Suggestions concerning the measures to mitigate the effects of the Project on climate change. These include suggestions to use renewable energy sources, to facilitate sustainable transport and for the Project to be carbon neutral.	Natural England	Kent County Council, Thurrock Council, Gravesham Borough Council	2	47	However, the Applicant is committed to going further and to using the time available before construction begins to explore ways of achieving greater reductions in emissions. The Carbon and Energy Management Plan therefore provides a framework within which the Applicant and contractors would, working closely with industry partners, seek to identify and develop innovative ways of reducing the Project's construction emissions below today's industry-leading position. The Carbon and Energy Management Plan also sets out the	No

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						<p>low-carbon solutions that would be deployed by the Applicant to manage and maintain the Project once it is operational.</p> <p>The Applicant has considered the additional carbon emissions from road users that could result from operation of the Project over a 60-year period and presented this information in ES Chapter 15. The Government has published its plans to deliver the required Net Zero trajectory for transport in the Decarbonising Transport Plan (Department for Transport, 2021a). The Applicant has assessed that if the trajectories set out in the plan are achieved, it would lead to a reduction in the additional road-user emissions attributable to the Project of at least 76%, across the 60-year appraisal period, compared with the more conservative figure that results from the use of national projections included in the current version of Defra's Emissions Factor Toolkit.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.	
EN81	Comments highlighting the benefits of the Project's positive impacts on climate change, with journeys at Dartford mentioned.	-	-	0	9	These comments have been noted.	No
EN82	Comments in support of potential climate change benefits from the Project, with consultees saying the forecast reduction in congestion at Dartford would reduce carbon emissions.	-	-	0	112		No
EN83	Comments in support of the proposed climate change mitigation measures, with consultees emphasising the need for additional planting and highlighting the forecast reduction in congestion at the Dartford Crossing.	-	-	0	42		No
EN84	Comments in support of the Project, saying the	-	-	0	15		No

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	proposed climate change mitigation measures would reduce environmental impacts.						
EN85	Comments opposed to the way in which the impacts on communities have been assessed. Consultee comments included those criticising the data (in particular health data) used in the assessments, those concerned that the impacts of delaying housing and employment developments have not been assessed, and those saying the impacts of construction have not been adequately assessed. The decision to use a 500m boundary around the Project for assessing community assets was questioned.	-	Thurrock Council, Gravesham Borough Council	1	1	Chapter 14: People and Communities, of the Preliminary Environmental Information Assessment (PEIR) provided an interim assessment of the Project's impacts on the local economy, homes and businesses (including farms), community service and infrastructure, health and wellbeing, along with consideration of walking, cycling and horse riding links. There is no standard methodology for assessing the impacts of a development on people and communities, but the Project followed relevant standards set out in the Design Manual for Roads and Bridges LA 112 Population and Human Health (Highways England, 2020i) (such as using a 500m boundary beyond the Order Limits for the assessment) and by using data from multiple sources to establish a baseline and assess the likely impacts. The PEIR provided information so consultees could take an informed view of the Project's impacts and respond to the consultation.  Updated information on the assessment of environmental impacts of the design revisions, which includes impacts on local communities, was presented during the Supplementary and Design Refinement Consultations in January and July 2020.	No

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						<p>The Applicant held a Community Impacts Consultation in July 2021 which included an overview of changes and impacts the Project may have during construction and operation. This was presented in the Ward Impact Summaries (WIS) which also explained how the Applicant assessed and developed proposals to mitigate the impacts of the Project on local communities. Each ward section in the WIS also included information about the predicted impacts of the Project on people's health and wellbeing.</p> <p>More information about those consultations, including the environmental updates and other material published at that time, can be found in Chapter 8 and Appendix S of this report.</p> <p>Since Statutory Consultation, to assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4:</p>	

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						<p>Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. information regarding impacts on community land, assets and health and are documented in ES Chapter 13: Population and Human Health (Application Document 6.1). This information has informed the Project's design and helped to formulate appropriate mitigation, which is set out in the ES.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>those impacts can be found in the Community Impact Report (Application Document 7.16). The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. Draft versions of the CoCP and REAC were included in the material provided published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has acted on had regard to them.</p>	
EN86	<p>Comments expressing concern about the impact of the Project on farmland and the countryside. Consultees highlighted the need to reduce impacts on agricultural land and reinstate as much as possible after construction of the Project is complete.</p>	-	Gravesham Borough Council	6	35	<p>The land required for the Project has been restricted to the minimum amount needed for the operation or construction of the Project. Some land would only be required on a temporary basis. Under article 35 of the draft Development Consent Order (DCO) (Application Document 3.1), before giving up possession of land of which temporary possession has been taken to construct the Project, the Applicant would be required to restore the land to the reasonable satisfaction</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
EN87	Comments opposed to the impact of the Project on, farmland and the countryside.	-	-	6	45	<p>of the owner. This obligation is subject to the exceptions set out in article 35(6), which include the right to retain any permanent works constructed on the land, such as diverted utilities.</p> <p>The Applicant has carried out Agricultural Land Classification surveys, the results of which are described in Environmental Statement (ES) Chapter 10: Geology and Soils (Application Document 6.1). These surveys assess the Project's impact on the 'best and most versatile land' (Grades 1, 2 and 3a) and explain how impacts would be minimised wherever practicable.</p> <p>The Applicant has also assessed the impact of the Project on the viability of farm businesses (see ES Chapter 13: Population and Human Health (Application Document 6.1)), including aspects such as the proportion of land taken (temporarily and permanently), changes to access routes, and disruption to drainage and water supplies. ES Chapter 7: Landscape and Visual (Application Document 6.1), assesses visual impacts on the surrounding landscape and outlines relevant mitigation measures.</p> <p>Soils would be handled and stored to allow their sustainable reuse in line with the guidance in ES Chapter 10: Geology and Soils (Application Document 6.1).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>been carried out, which is documented in the ES (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft DCO (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), ES Figure 2.4: Environmental Masterplan (Application Document 6.2), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant amended the amount of land required for ecological mitigation to a field south of HS1 following concerns raised by the landowner. The changes provided a curved rather than stepped</p>	

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						<p>edge to the area of proposed ecological habitat creation, allowing the land to be farmed while still providing a suitable area of ecological mitigation.</p> <p>Information about compensation offered to eligible owners and occupiers of agricultural land affected by the Project can be found in Compulsory Purchase and Compensation: guide 3 – Compensation to Agricultural Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021b).</p>	
EN88	Comments expressing concern about the impact of the Project on the health and wellbeing of local people. Some consultees refer to concerns over respiratory diseases and there are requests for a Health Impact Assessment.	Public Health England	Medway Council, Essex County Council, Thurrock Council	4	50	<p>The Applicant consulted on information about the health impacts of the Project during the Community Impacts Consultation in July 2021. Information about the comments received and how the Applicant had regards to those comments can be found in Section 14.4 of this report.</p> <p>Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1) includes assessments of impacts on community land and assets, as well as access and health.</p>	No
EN89	Comments opposed to the impact of the Project on the health and wellbeing of local people. Some consultees refer to concerns over respiratory diseases and others mention other conditions that they feel could be linked to the effects of construction works and	-	Dartford Borough Council, Thurrock Council	17	289	<p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>loss of open space, such as stress and depression. There are requests for a Health Impact Assessment.</p>					<p>elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Chalk Park and Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such as cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p> <p>The Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP, set out the best practice and location-specific measures that would be used to reduce the impact of the Project's construction and operation on local people. These include measures to reduce noise, dust and light impacts on local communities.</p> <p>During the construction phase, local people would benefit from work and training opportunities provided by the Project during construction, which are likely to have positive impacts on mental health. However, while construction impacts have been mitigated as</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>far as reasonably practicable, there would be temporary negative impacts on communities from construction activities. These could result in mental health impacts on local people – for example, due to anxiety around perceived changes in air quality or as a result of changes to noise levels. Longer journey times due to traffic management and road closures, reduced access to green spaces and closures of walking, cycling and horse riding routes could also impact people's health and wellbeing. Some local businesses, including farms, would have land temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of 30 residential and 5 commercial properties.</p> <p>Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse riding routes; as well as access to new areas of recreational land at Chalk Park and Tilbury Fields. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which could have positive</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>and negative mental health outcomes (such as anxiety as a result of increases in noise levels). For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>Information about the impacts on local communities, including health impacts, is presented in the Community Impact Report (Application Document 7.16).</p>	
EN90	Comments expressing concern about the potential impact of the Project on people and communities. Impacts on those with protected characteristics were also highlighted.	Public Health England, Port of Tilbury London Ltd	Kent County Council, Thurrock Council, Southend-on-Sea City Council	6	111	<p>Local people and communities have been considered throughout the design of the Project, including several phases of public consultation aimed at the communities most likely to be affected. To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Commitments (REAC), which forms part of the CoCP.</p> <p>ES Chapter 13: Population and Human Health (Application Document 6.1) includes assessments of impacts on community land and assets, as well as access and health. The EIA process has informed the Project's design and helped to determine any appropriate mitigation, which is set out in the ES.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse riding routes; as well as access to new areas of recreational land at Chalk Park and Tilbury Fields. There would be both</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which could have positive and negative mental health outcomes (such as anxiety as a result of increases in noise levels).</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft Development Consent Order (DCO) (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of any temporary traffic management.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments. Information about the predicted impact of construction traffic on local roads is</p>	

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						<p>presented in the Transport Assessment (Application Document 7.9).</p> <p>The Applicant consulted on the predicted impacts on local people during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in the Ward Impact Summaries (see Appendix S of this report). Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The mitigation measures outlined in the CoCP include the use of appropriate construction phasing, implementation of noise screening and low-noise equipment, and other measures to reduce the impacts of dust, noise, lighting and other visual impacts.</p> <p>Across the Project, the Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>objectives of the Project and therefore no further mitigation is proposed.</p> <p>As part of the efforts to generate benefits for local communities, the Applicant intends to provide opportunities for local people that might enable them to work on the construction or operation of the route and would also seek to help local businesses form part of the supply chain that would build and operate the route. The Applicant is working with stakeholders to develop these plans and put them into action.</p> <p>The Applicant's Benefits and Outcomes Document (Application Document 7.20) provides a framework to communicate what is being delivered within the Project's Development Consent Order and some of the wider activities undertaken by the Applicant (both already and planned for the future) in the local area of the Project to support local people and the environment.</p>	
EN91	Comments opposed to the potential impact on local people and communities once the Project is operational. Concerns include increased traffic (particularly in Thurrock), proximity of the route to residential areas, loss of open space, and community severance, in	Forest Enterprise - part of Forestry Commission England, Public Health England	Kent County Council, Southend-on-Sea City Council	21	233	<p>Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1) includes assessments of impacts on local people and communities, including loss of open space and severance. The EIA process has informed the Project's design and helped to determine any appropriate mitigation, which is set out in the ES.</p> <p>The proposed alignment of the route avoids population centres, wherever practicable, to</p>	No

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	particular access to existing footpaths.					<p>reduce the impacts on local communities. While this is not always possible, the use of earthworks such as cuttings and false cuttings would reduce the noise and visual impacts of the Project once it is operational, with approximately 80% of the route either within earthworks or tunnel. In some locations, noise barriers would be installed to supplement the earthworks and low-noise surfacing mitigation. New woodland planting would also help screen the Project once it is operational. More information about landscaping and noise mitigation measures can be found ES Chapter 7: Landscape and Visual, and ES Chapter 12: Noise and Vibration (Application Document 6.1).</p> <p>The Applicant has sought to minimise the land impacted or required for the Project, while ensuring there is sufficient land to build and operate the Project. While the Project would require the removal of agricultural and open space land, the Applicant would compensate for these impacts. Any open space land (such as common or public recreational land) would be replaced with an area of equal or greater size and of equivalent amenity. In addition, the Applicant is proposing the creation of two new areas of public recreational land around the North and South Portal. Both of these would provide landscaped areas for recreation, with new Public Rights of Way linking to existing networks. Information about the impacts on</p>	

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						<p>and replacement of open space land can be found in the Planning Statement (Applicant Document 7.2).</p> <p>Community severance would be minimised during the operational phase by maintaining road connections across the Project (with the exception of Hornsby Lane, for which local alternatives area available) and through the upgraded and enhanced network of Public Rights of Way north and south of the River Thames. The Applicant would provide overpasses to maintain road connectivity between communities on either side of the route, several of which would be green bridges (to maintain landscape and habitat connectivity) with provision for walking, cycling and horse riding.</p> <p>The Applicant is proposing over 60km of new or improved routes for walking, cycling and horse riding, which would be delivered across Kent, Thurrock, Brentwood and Havering as part of the Project. The Applicant would deliver almost 3km of new Public Rights of Way for every 1km of new road, which would encourage active travel and promote health and wellbeing across the region. The proposals include new bridges and routes that 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. More information about the proposed</p>	

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						<p>PRoW can be found in the Project Design Report (Application Document 7.4).</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p>	

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						<p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic monitoring plan is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.</p>	
EN92	Comments that the community mitigation measures are not adequate to alleviate impacts. Concerns include changes to air quality in Linford, West Tilbury and	-	Thurrock Council	4	20	The Applicant has minimised the impacts on local people and communities as much as practicable during construction and operation. Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1) includes assessments of the impacts on local people and communities,	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	Thong. There were additional concerns about reduced access to Thames Chase Forest Centre.					<p>including the impacts of air quality, which are also document in ES Chapter 5: Air Quality (Application Document 6.1). The Applicant's assessments predict that there would be no significant impacts from changes to air quality during construction and operation. The Applicant acknowledges that local people may have anxiety about changes in air quality, and this is document in the Heath and Equalities Impact Assessment (HEqIA) (Application Document 7.10).</p> <p>As well as the assessments documented in ES Chapter 13, the HEqIA considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions. The</p> <p>There would be some permanent impacts on the Thames Chase Forest Centre to accommodate the alignment of the Project. The Applicant has engaged with Forestry England to inform mitigation plans, which include new areas of land adjoining the existing site, with compensatory planting and an expansion of the walking, cycling and horse riding networks, including a new bridge over the M25 to link the western and eastern sections of Thames Chase Forest Centre. For more information about these proposals, see</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the Project Design Report (Application Document 7.4).</p> <p>There would also be impacts from temporary works to carry out utility diversions. These impacts would be minimised as far as practicable and the Thames Chase Forest Centre is expected to remain open throughout the construction phase, although some areas may not be accessible during some works. For more information about the proposed utility works, see ES Chapter 2: Project Description (Application Document 6.1).</p>	
EN93	<p>Suggestions for measures to mitigate the impacts of the Project on local people and communities. Suggestions include new recreational areas with links for local people and that the Applicant should carry out further assessments of the impact of temporary workers on local roads and housing.</p>	<p>Higham Parish Council, Forest Enterprise - part of Forestry Commission England, Kent Downs AONB Unit, Natural England, Public Health England</p>	<p>Essex County Council, Kent County Council, Thurrock Council, Gravesham Borough Council</p>	3	47	<p>As part of the Project, the Applicant is proposing to create two new areas of publicly accessible open space land, Chalk Park and Tilbury Fields, near the South and North Portal respectively. These would be landscaped areas, with new Public Rights of Way, connected to existing walking, cycling and horse riding routes. As well as providing leisure areas for local communities, these would also reduce construction impacts on local people through the reuse of excavated material. Which would significantly reduce the number of Heavy Goods Vehicle journeys needed to transport waste on local roads. For more information about Chalk Park and Tilbury Fields, see the Project Design Report (Application Document 7.4).</p> <p>The Applicant presents analysis of worker accommodation in ES Chapter 13. A considerable proportion of the workforce would</p>	No

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						<p>be locally employed and would travel from their existing homes, so would not place any additional burden on housing or local services. The Applicant's analysis predicts that there is sufficient accommodation for the construction workforce for the Project across various accommodation types, including the private rental sector and visitor accommodation. The Applicant would provide workers with support in finding accommodation, if required. The Workers Accommodation Report (Application Document 7.18) provides information about the number of workers expecting to be housed during the Project's construction phase and the type of accommodation that would be needed.</p> <p>Further information about where workers are likely to travel from including maps of likely origin locations and workforce numbers for different construction compounds is included in the Framework Construction Travel Plan (FCTP) (Application Document 7.13). A draft FCTP was consulted on during the Community Impacts Consultation in July 2021.</p> <p>A key aim of the FCTP is to minimise adverse local disruption or traffic impacts on the highway network from worker and visitor travel to and from construction areas and compounds. This would be achieved by reducing the number of single-occupancy vehicle trips and encouraging the uptake of sustainable and active modes of travel. Measures to encourage walking, cycling and</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						sustainable transport include providing footways for pedestrians, controlling parking at compounds, and providing shuttle buses for workers from existing transport hubs. It is expected that at least 30% of journeys would be by sustainable methods or multi-occupancy car trips.	
EN94	Comments highlighting the benefits of the Project for local communities.	-	-	1	2	These comments have been noted.	No
EN95	Comments supporting the Project's mitigation measures for local communities, including comments highlighting the need to minimise impacts and reduce disruption.	-	Essex County Council	1	96		No
EN96	Comments expressing concern about the environmental impacts of the Project's construction, including associated traffic, lighting and noise.	Natural England, Public Health England	Gravesham Borough Council	4	73	The Applicant has taken steps to mitigate the potential impacts of the Project's construction on the environment, including the effects of traffic, lighting and noise. Reducing environmental impacts wherever practicable is one of the Project's Scheme Objectives, as set out in the Need for the Project (Application Document 7.1).  To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the	No
EN97	Comments opposed to the environmental impacts of the Project's construction. Consultee concerns included those around excavated materials and	-	Thurrock Council	7	53		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	materials transport, and land contamination.					Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.	
EN98	Suggestions for measures to reduce the impact of the Project's construction on the environment. Suggestions include comments on construction techniques, modes of transport, working hours, noise, traffic management and sustainability.	Public Health England	Thurrock Council, Gravesham Borough Council	1	101	Assessments of construction impacts can be found in each of the ES chapters, including biodiversity, climate, geology and soils, populations and local people, noise, and air quality. The various chapters of the ES (Application Document 6.1) also explain what mitigation measures are appropriate to reduce adverse effects during construction. ES Chapter 7: Landscape and Visual, includes assessment of light pollution. ES Chapter 13: Population and Human Health, includes an assessment of the Project's impacts on local roads. ES Chapter 11: Material Assets and Waste, and the Excavated Materials	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Assessment (Application Document 6.3, ES Appendix 11.1) include information about excavated material management and land reinstatement.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p> <p>ES Figure 2.4: Environmental Masterplan (Application Document 6.2) and Design Principles (Application Document 7.5) present the key mitigation measures that are embedded in the Project design to ensure any impacts on flora, fauna, the landscape and local communities and stakeholders are minimised. The Design Principles document outlines the principles in relation to the landscape that would be implemented across the Project. The Environmental Masterplan is secured through Requirement 5 of the draft</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Development Consent Order (Application Document 3.1).</p> <p>The Applicant consulted on draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>Since the Statutory Consultation in October 2018, amendments to the Applicant's designs have nearly halved the proposed numbers of Heavy Good Vehicles (HGV) journeys during construction. At Statutory Consultation, the proposed figure was an average of 17,500 HGV journeys a month (where a journey refers to a single HGV movement in or out of the construction area). At Supplementary Consultation in January 2020, this figure had been reduced to an average of 13,300 HGV journeys per month. The reduction would be achieved by reusing excavated materials for landscaping features around the tunnel portals and other design changes. The Applicant</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>consulted on revised proposals for HGV movements during the Community Impact Consultation of July 2021. These would mean a further reduction to an average of 10,350 HGV journeys per month Project-wide during the construction phase.</p> <p>Since the Community Impacts Consultation, the Applicant has further refined the designs to update landscaping at various locations around the proposed A13/A1089/A122 Lower Thames Crossing junction and at the proposed A122 Lower Thames Crossing/M25 junction. This would involve the reuse of clean excavated material for construction activities, reducing the number of HGV journeys which would have a reduction in noise and environmental impacts related to construction. These changes were consulted on in the Local Refinement Consultation in May 2022.</p> <p>The Applicant is also proposing to raise the new road in some locations, such as the proposed A122 Lower Thames Crossing/M25 junction and near North Road, where this can be achieved without increasing visual impacts or noise. More information was included in the Local Refinement Consultation in May 2022.</p> <p>The Applicant's latest proposals would mean a further reduction to an average of 9,500 HGV journeys per month across the whole Project during the construction phase, a 46% reduction on the original proposals at Statutory Consultation in October 2018.</p>	

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						During the Community Impacts Consultation in July 2021, the Applicant provided a breakdown of daily average HGV movements to individual compounds during construction. This information was included in the Ward Impact Summaries document, with more information about the movement of excavated materials and materials for construction also provided in the draft outline Site Waste Management Plan and the draft outline Materials Handling Plan. These consultation documents can be found in Appendix S of this report. Comments on those documents received during consultation are reported in Section 14.4 of this report, along with information as to how the Applicant had regard to those comments. Updated versions of the outline Site Waste Management Plan (Application Document 6.3, ES Appendix 2.2, Annex A) and outline Materials Handling Plan (Application Document 6.3, ES Appendix 2.2, Annex B) are included as part of the application for development consent.	
EN99	Comments expressing concern about the way in which the geology of the area affected by the Project has been assessed. The potential for dissolution of chalk and natural cavities were mentioned, as were the need for future	-	Thurrock Council	1	0	Chapter 11 of the Preliminary Environmental Information Report (PEIR) presented an interim assessment of how the Project would affect geology and soils in the area and also how existing conditions might constrain the design of the route. The PEIR explained the regulatory and legislative framework governing the assessments and the extent to which the Project should conserve and enhance the area's geology. The assessment involved the	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	assessments to not damage private assets.					use of existing baseline data from site surveys to understand the underlying ground conditions across the Application Site, as well as information gathered from stakeholder engagement. This approach was consistent with the Design Manual for Roads and Bridges, which sets out national standards relating to the design, assessment and operation of all-purpose trunk roads. The PEIR provided preliminary information so consultees could take an informed view of the Project's impacts and respond to the consultation.	
EN100	Comments opposed to the way in which the geology of the area affected by the Project has been assessed in the PEIR, including those saying there needs to be a wider assessment area and a more detailed assessment of minerals.	-	Thurrock Council	1	0	<p>Updated information on the assessment of environmental impacts of the design revisions was presented during the Supplementary and Design Refinement Consultations in January and July 2020 respectively.</p> <p>The Applicant held a Community Impacts Consultation in July 2021, which included an overview of changes and impacts the Project is expected to have during construction and operation. Updated information regarding geology and soils was presented in the Ward Impact Summaries, the Construction Update and the Operations Update published as part of that consultation.</p> <p>More information on those consultations, including the environmental updates and other material published at that time, can be found in Chapters 6, 7 and 8 as well as Appendices Q, R and S of this report.</p>	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Since Statutory Consultation in October 2018, to assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments, which forms part of the CoCP.</p> <p>Assessments include consideration of impacts to bedrock and superficial geology, soils, mineral extraction, contaminated land, and groundwater, which are detailed within ES Chapter 10: Geology and Soils (Application Document 6.1). In addition, ES Appendix 10.2: Stability Report (Application Document 6.3)</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						includes information about the ground investigations and assessments that have been carried out during the pre-Application stage and the engineering solutions that are likely to be used to minimise risks from unstable ground conditions during the construction phase and once the Project is operational.	
EN101	Comments expressing concern about the potential impact of the Project on the geology of the affected area, including concerns that construction excavations could create areas of instability.	-	London Borough of Havering, Thurrock Council, Gravesham Borough Council	3	4	The Applicant has considered ground conditions across the Project, including potential ground instability and areas of geological interest. These assessments are detailed in Environmental Statement (ES) Chapter 10: Geology and Soils (Application Document 6.1), which also includes the proposed mitigation measures such as the appropriate design of structures and use of construction techniques that significantly reduce risks arising from ground instability. In addition, ES Appendix 10.2: Stability Report (Application Document 6.3) includes information about the ground investigations and assessments that have been carried out during the pre-Application stage and the engineering solutions that are likely to be used to minimise risks from unstable ground conditions during the construction phase and once the Project is operational.  Reuse of soils would follow the appropriate protocols, while ES Appendix 11.2: Mineral Safeguarding Assessment (Application	No
EN102	Comments opposed to the potential impact of the Project on the geology of the area affected by it. Comments include concerns about impacts on mineral deposits.	-	Thurrock Council	2	8		No
EN103	Comments opposed to the Project's proposed measures to mitigate impacts on geology. Comments include concerns about mineral deposits.	Port of Tilbury London Ltd	-	1	1		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
EN104	Suggestions for measures to improve the proposals to mitigate the impacts of the Project on geology, including suggestions for more ground investigations, stability monitoring, and increasing the area under investigation.	Network Rail, Environment Agency, Natural England	London Borough of Havering, Thurrock Council, Gravesham Borough Council	2	7	<p>Document 6.3), sets out the policy on the safeguarding and sterilisation of minerals.</p> <p>The Applicant's approach to reuse the excavated materials is set out in ES Chapter 11: Material Assets and Waste (Application Document 6.1). Excavated materials, including from nearby historic landfill sites, as appropriate and required, would undergo treatment to make them suitable for handling and reuse.</p> <p>The Applicant held a Community Impacts Consultation in July 2021, which included an overview of changes and impacts the Project is expected to have during construction and operation. Updated information regarding geology and soils was presented in the Ward Impact Summaries, the Construction Update and the Operations Update published as part of that consultation.</p> <p>More information on that consultation, including the environmental updates and other material published at that time, can be found in Chapter 8 as well as Appendix S of this report.</p>	No
EN105	A comment highlighting the benefits of the Project on local geology.	-	-	1	0	These comments have been noted.	No
EN106	Comments in support of the geology assessments, or parts of these assessments.	Environment Agency	-	0	1		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
EN107	Comments in support of the proposed geology mitigation measures, including those designed to prevent contamination from landfill sites.	-	London Borough of Havering	0	2		No
EN108	Comments expressing concern about the way in which the impacts of the Project on heritage have been assessed. There are concerns around the need for trial trenching investigations to be promptly completed, and others concerning the reliance on the principle of 'preservation by record' in respect of archaeological remains. The Project was criticised for saying the benefits of the Project would outweigh heritage impacts without sufficient evidence, and that assessments are superficial.	Historic England	Thurrock Council, Gravesham Borough Council	0	1	Chapter 7 of the Preliminary Environmental Information Report (PEIR) provided an interim assessment of heritage assets that are likely to be affected by the Project, either directly or through consideration of their setting in the landscape. The PEIR presented an assessment of impacts from construction and operation. The Applicant followed the relevant regulations, and paid attention to guidance notes and industry best practice in the development of the PEIR and provided information so consultees could take an informed view of the Project's impacts and respond to the consultation.  Updated information on the assessment of environmental impacts of the design revisions was presented during the Supplementary and Design Refinement Consultations in January and July 2020 respectively.  The Applicant has considered cultural heritage across the Application Site, including designated and non-designated assets, and their settings. These assessments are presented in Environmental Statement (ES) Chapter 6: Cultural Heritage (Application Document 6.1), which also includes an	No
EN109	Comments opposed to the way in which the Project's impact on heritage has been assessed. These include criticisms of the	Historic England, Port of Tilbury London Ltd	Thurrock Council, Gravesham	1	2		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>treatment of non-designated heritage assets, the way in which the status of existing heritage assets was assessed, as well as the evaluation of the combined effects of the Project's potential impacts on heritage assets across the affected region as a whole.</p>		<p>Borough Council</p>			<p>explanation of the approach taken to identifying heritage assets in the survey area and the proposed mitigation measures.</p> <p>The Applicant liaised with stakeholders to better understand the setting of historic assets and their significance. This has enabled the Project to ensure that changes to setting are reduced as much as possible. As in all areas of environmental mitigation, the Project has sought a holistic programme of mitigation with regards to heritage assets, with consideration for them being closely linked to landscape and ecology mitigation measures.</p> <p>Trial trenching (ground investigations for cultural artefacts) has been conducted across the Application Site. Any finds of archaeological importance have been dealt with on a per-case basis.</p> <p>The Applicant held a Community Impacts Consultation in July 2021, which included an overview of changes and impacts the Project is expected to have during construction and operation. Updated information regarding cultural heritage was presented in the Ward Impact Summaries, the Construction Update and the Operations Update published as part of that consultation.</p> <p>More information on those consultations, including the environmental updates and other material published at that time, can be found in Chapters 6, 7 and 8 as well as Appendices Q, R and S of this report.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Since Statutory Consultation in October 2018, to assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments, which forms part of the CoCP. Designated and non-designated assets are included in the ES baseline and assessment, and setting is a factor in the assessment of significance. The assessments have been informed by desk-based studies and aerial photography, as well as walkover surveys, non-invasive geophysical</p>	

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						<p>surveys and trial trenching where appropriate and landowner permissions allow.</p> <p>The cultural heritage assessment methodology has been informed through consultation and engagement with heritage stakeholders. Via meetings, workshops and reviews of technical documents, stakeholders were able to share their views to inform the methodology. Meetings also served as a platform to update heritage stakeholders on trial trenching activities.</p> <p>ES Chapter 6: Cultural Heritage (Application Document 6.1) includes an assessment of the impacts of the Project on the historic environment during construction and operation, as well as information about the proposed mitigation. The assessment methodology adheres to the Design Manual for Roads and Bridges LA 106 Cultural Heritage Assessment (Highways England, 2020j) and other guidance produced by Historic England and the Chartered Institute for Archaeologists.</p>	
EN110	Comments expressing concern about the impact of the Project on heritage assets. Consultees mentioned assets such as North Ockendon Conservation Area, landscape to the south of St Mary's Church, Tilbury Fort and Coalhouse Fort.	-	Essex County Council, Kent County Council, London Borough of Havering, Thurrock Council,	3	34	The Applicant has considered cultural heritage across the Application Site, including designated and non-designated assets, and their settings. These assessments are detailed in Environmental Statement (ES) Chapter 6: Cultural Heritage (Application Document 6.1), which also includes the proposed mitigation measures.	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	Some consultees expressed concern that proposed environmental mitigation measures might also affect heritage assets.		Gravesham Borough Council			The Applicant liaised with stakeholders to better understand the setting of historic assets and their significance, enabling the changes to the setting to be reduced where possible. As in all areas of environmental mitigation, the Applicant has sought a holistic programme of mitigation with regards to heritage assets, with consideration for them being closely linked to landscape and ecology mitigation measures.	
EN111	Comments opposed to the impact of the Project on heritage assets. Consultees mentioned assets such as the Orsett crop marks, St Mary Magdalene Church, St. Mary the Virgin Church, and St Catherine's Church. Archaeological assets and Conservation Areas were also mentioned.	-	Essex County Council, Thurrock Council, Gravesham Borough Council	4	79	The assessment of the construction phase of the Project showed mitigation would be needed to reduce the impacts on buried archaeological remains and built heritage, which would be caused by their partial or total removal by construction activity. This essential mitigation has been designed for each specific impact and following best practice. Mitigation is also required to reduce impacts through changes to the setting of heritage assets that would affect their value. This best practice mitigation would include fencing and screening of construction compounds and dust and noise reduction measures.	No
EN112	Comments expressing concern that the proposed heritage mitigation measures, or elements of them, are inadequate, including concerns that the Project has underestimated the impacts.	Historic England	Gravesham Borough Council	1	3	There would be significant impacts on cultural heritage during construction. Three listed buildings in Orsett would be demolished, most of the Orsett Cropmarks Scheduled Monument would also be removed. There would be complete or partial removal of 300 non-designated and six low-value built heritage assets, as well as permanent or temporary effects on the setting of two additional	No
EN113	Comments opposed to the proposed heritage mitigation measures, or	-	Gravesham Borough Council	2	6		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	elements of them, on the grounds that they would not alleviate any potential impact. Consultee comments include those saying mitigation must consider individual assets and the wider environment.					Scheduled Monuments near Orsett, three Conservation Areas and seven non-designated archaeological features.  The Applicant held a Community Impacts Consultation in July 2021, which included an overview of changes and impacts the Project is expected to have during construction and operation. Updated information regarding cultural heritage was presented in the Ward Impact Summaries, the Construction Update and the Operations Update published as part of that consultation.	
EN114	Suggestions for measures to improve heritage mitigation. These include suggestions around the involvement of archaeologists in the Project and adopting a holistic approach to conservation.	Historic England	Kent County Council, London Borough of Havering, Thurrock Council, Gravesham Borough Council	3	18	More information on consultation, including the environmental updates and other material published at those times, can be found in Chapter 8 as well as Appendix S of this report.  The assessment of the operational phase shows that mitigation would be needed to reduce impacts through changes to the setting of heritage assets that would affect their value. This would take the form of embedded mitigation through landscape design. These are set out in ES Figure 2.4: Environmental Masterplan (Application Document 6.2), which is secured through Schedule 2 Requirement 5 of the draft Development Consent Order (Application Document 3.1).  The Register of Environmental Actions and Commitments, which can be found in the CoCP (Application Document 6.3, ES Appendix 2.2), also lists the Applicant's commitments with regards to mitigating	No

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						<p>environmental impacts, including those relating to cultural heritage and landscape and visual impacts.</p> <p>As well as aligning and designing the Project to reduce impacts on cultural heritage assets, specific mitigation measures would include designing road lighting to have minimal impact, planting trees to preserve views of heritage assets, and reinstating land after construction to preserve field patterns.</p> <p>During the operation of the Project, there would be significant permanent impacts on some cultural heritage assets, including negative impacts on the settings of the Orsett Cropmarks Scheduled Monument; Conservation Areas in Thong, North Ockendon, East Tilbury and West Tilbury; the Grade-II listed Baker Street Windmill; Cobham Hall Registered Park and Garden; and the reclaimed landscape north of the River Thames.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
EN115	A comment highlighting the benefits of the Project presenting detailed data about heritage assets.	-	-	0	1	These comments have been noted.	No
EN116	Comments in support of all or parts of the	-	London Borough of	0	1		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	proposed heritage assessments, including trial trenching, aerial photography and the commissioning of additional specialists.		Havering, Thurrock Council				
EN117	A comment highlighting the benefits of the Project for heritage assets.	-	-	0	1		No
EN118	Comments in support of the proposed heritage mitigation measures.	-	-	0	15		No
EN119	Comments expressing concern about the way in which the Project's impacts on the landscape have been assessed. Some consultees say there is insufficient detail in the assessment and a lack of clarity as to how conclusions were reached from the assessments.	-	Thurrock Council	2	0	Chapter 8 of the Preliminary Environmental Information Report (PEIR) provided an interim assessment of the Project's impacts on the landscape. The PEIR presented preliminary environmental information for the assessment and made assumptions around the likely significant impacts as a result of construction and operation of the Project and included potential mitigation. All the assessments were carried out in accordance with guidance in the Design Manual for Roads and Bridges. Baseline landscape and visual amenity information was gathered from key stakeholders such as local authorities, Natural England and the Kent Downs AONB Unit. The PEIR also set out the provisional environmental masterplan which is a series of drawings setting out all the proposed elements of environmental design, together with their	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>functions. The PEIR provided information so consultees could take an informed view of the Project's impacts and respond to the consultation.</p> <p>Updated information on the assessment of environmental impacts of the design revisions was presented during the Supplementary and Design Refinement Consultations in January and July 2020 respectively.</p> <p>The Applicant held a Community Impacts Consultation in July 2021 which included an overview of changes and impacts the Project may have during construction and operation. This was presented in the Ward Impact Summaries (WIS) which also explained how the Applicant assessed and developed proposals to mitigate the impacts of the Project. The visual impact of the construction and operation of the Project was covered as a topic for each ward in the WIS. It also described how the Applicant sought to reduce impacts through measures such as landscaping and good design. More information on those consultations, including the environmental updates and other material published at that time, can be found in Chapters 6, 7 and 8 of this report, as well as Appendices Q, R and S.</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant presented proposals to include 279ha of compensatory planting to offset the potential impacts of</p>	

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						<p>nitrogen from vehicle emissions. This was presented at the Local Refinement Consultation in May 2022.</p> <p>As a result of feedback received during the Local Refinement Consultation the Applicant revised proposals for nitrogen compensation planting to provide 246ha. This reduction reduces the impact on some landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>A proportion of this land would be woodland. More information about the compensatory planting can be found in Environmental Statement (ES) Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p> <p>One benefit of the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants. More information relating to the impact on landscape can be found in ES Chapter 7: Landscape and Visual (Application Document 6.1).</p> <p>Since Statutory Consultation, to assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the ES (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been</p>	

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						<p>incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments, which forms part of the CoCP.</p> <p>Comments received during Statutory Consultation in October 2018 on the validity and appropriateness of the PEIR methodology and its study area were considered in how the Applicant carried out additional work. These assessments are documented in ES Chapter 7: Landscape and Visual (Application Document 6.1). The ES also includes an assessment of impacts on the landscape during construction and operation, as well as information about the proposed mitigation.</p> <p>The Project's mitigation has been designed in a holistic way, so mitigation solutions span multiple environmental requirements, including flood risk, ecology and biodiversity, cultural heritage, and landscape and visual assessment. Consideration of land use has formed part of this process, and the Applicant</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>has considered impacts on both agricultural land and on the viability of farm businesses. This includes aspects such as the proportion of land taken temporarily and permanently.</p> <p>As part of the Community Impacts Consultation, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage landscapes, as well as existing habitats and new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments.</p> <p>As well as the oLEMP, these documents include the draft Development Consent Order (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), ES Figure 2.4: Environmental Masterplan (Application Document 6.2), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
EN120	Comments expressing concern about the impact of the Project on the landscape, including Green Belt. Thames Chase Forest Centre, Kent Downs Area of Outstanding Natural Beauty, Mardyke Valley and West Tilbury Marshes were mentioned as being affected.	Kent Downs AONB Unit, Natural England, Forestry Commission England South East and London Area Office	Medway Council, Essex County Council, London Borough of Havering, Thurrock Council, Gravesham Borough Council	6	84	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4:	No
EN121	Comments opposed to the impact of the Project on the landscape. Consultees opposed the loss of woodland, countryside, farmland, wildlife habitats, marshland and open space. The increase in traffic and structures such as viaducts, embankments, lighting and pylons were highlighted as being detrimental to the landscape. Thames Chase Forest Centre, Southern Valley Golf, Shorne Country Park,	Natural England, Shorne Parish Council	Tonbridge and Malling Borough Council, Gravesham Borough Council	11	202	Environmental Masterplan (Application Document 6.2), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments, which forms part of the CoCP. ES Chapter 7: Landscape and Visual (Application Document 6.1) examines the impact of the Project on the landscape, including land designated as Green Belt, woodland (including ancient woodland) and open spaces.  A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	Mardyke Valley, Horndon on the Hill, Orsett, Gravesham and Medway were mentioned.					sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.	
EN122	Suggestions for measures to improve landscape mitigation. These include suggestions to increase the amount of tunnelling, to commit to protecting the Green Belt, and to use landscaping that is sympathetic to the local environment.	Higham Parish Council, Forest Enterprise - part of Forestry Commission England, Kent Downs AONB Unit, Environment Agency, Natural England, Public Health England, Forestry Commission England South East and London Area Office	Greater London Authority, Essex County Council, Kent County Council, London Borough of Havering, Thurrock Council, Gravesham Borough Council	9	98	The landscape assessment reports the landscape and visual impacts following implementation of the Project. These impacts include the loss of landscape features, such as agricultural land, that contribute to the overall character of the landscape. The assessment includes consideration of mitigation measures proposed to reduce impacts, as well as the effects of traffic, street lighting, signage and technology on both the landscape character and visual amenity. The Project assessment follows the principle of avoiding impacts where practicable and, where this is not, developing appropriate mitigation measures to reduce the impacts. Mitigation measures are set out on ES Figure 2.4: Environmental Masterplan (Application Document 6.2). The Environmental Masterplan is secured through Schedule 2 Requirement 5 of the draft	Yes
EN123	Comments expressing concern that landscape mitigation measures, or elements of them, are inadequate.	-	-	3	1		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
EN124	Comments opposed to the landscape mitigation, or elements of it, on the grounds that it is inadequate. There were a wide range of concerns, including one saying mitigation would not be in keeping with the surrounding landscape and concerns trees planted as mitigation take many years to mature.	Kent Downs AONB Unit	Thurrock Council, Gravesham Borough Council	9	45	Development Consent Order (Application Document 3.1). North of the river, the route passes through flood zones, which means the road would have to be elevated for much of the route between the Tilbury Loop railway line and the M25. However, for a significant length north of the River Thames, the route would sit within a false cutting between 2m and 5m high, which would help it blend with the surrounding landscape. The route would pass under rather than over the existing A13/A1089 junction, helping to reduce the height of the junction, before being elevated on embankments and viaducts across the Mardyke Valley. The route would pass under rather than over the M25, reducing the overall height of this junction, before joining the motorway south of junction 29.	No
EN125	Suggestions to increase or improve the amount of planting to be used as mitigation for the impacts of the Project on the landscape. Locations mentioned include the areas around the tunnel portals, south of Riverview Park, the Thames Chase Forest Centre and the Kent Downs Area of Outstanding Natural Beauty.	Kent Downs AONB Unit	Medway Council, Essex County Council, Thurrock Council	15	152	The tunnel portals would be set into the landscape, with the road below ground level. Each portal would be designed, as far as practicable, to sit sympathetically within its surrounding landscape. Since the Statutory Consultation in October 2018, the Applicant has revised the landscaping proposals near the portals, so they would have earthworks behind each one. These would offer extensive views and be open to the public with access via new public rights of way.  In line with feedback received during the Statutory Consultation in October 2018, the Applicant proposed that an informal public	Yes

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						<p>space, Chalk Park, would be created around the South Portal. This would use excavated material from the tunnel portal and its approach, as well as a mixture of chalk grassland, woodland and other suitable habitats to improve local biodiversity and ecological connectivity. A new landform, with woodland planting to the top, would create vantage points to the wider Thames Estuary.</p> <p>Following feedback received at the Community Impacts Consultation in July 2021 the Applicant refined the proposals further, increasing the amount of open space by adding land to the east of Chalk Park. These proposals were presented in the Local Refinement Consultation in May 2022. Information about the Local Refinement Consultation is contained in Chapter 9 of this report.</p> <p>At the Community Impact Consultation, the Applicant also consulted on landscaping proposals around the North Portal, called Tilbury Fields. The Applicant proposed new landforms with footpaths leading up to elevated viewpoints looking out to the south, east and west, from where Coalhouse and Tilbury forts would be visible. The landform design would be created using excavated material from the construction works.</p> <p>Following the feedback received from the Community Impacts Consultation, and the announcement of the Thames Freeport at</p>	

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						<p>Tilbury, the design of Tilbury Fields was refined further to maximise the use of the land next to the River in this location in the best interests of the Thames Estuary. The revised proposals include seven placemaking landforms with footpaths leading up to elevated viewing points, providing a visual separation between East Tilbury and the more industrial emerging development that is expected at the Thames Freeport. These proposals were presented in the Local Refinement Consultation in May 2022. Information about the Local Refinement Consultation is contained in Chapter 9 of this report.</p> <p>South of the river, the route would be in cutting as far as the proposed M2/A2/A122 Lower Thames Crossing junction. The surrounding landscaping would provide a balance between screening the route and retaining the open landscape character of the existing area, while also providing new habitats for species. Hedgerows, fields and occasional trees are characteristic features of this area. This open landscape character is important to the setting of the Kent Downs Area of Outstanding Natural Beauty, which features wooded hills and a prominent ridgeline visible from within this landscape.</p> <p>Across the route, earthworks have been carefully designed to help make the route less obtrusive. Where false cuttings and embankments meet other landscape</p>	

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						<p>earthworks or landscape features, the earthworks would be effectively integrated or terminated in as naturalistic a way as possible. More information about this and other landscaping designs can be found in the Design Principles (Application Document 7.5), which includes information about earthworks in relation to specific areas of the route.</p> <p>The Project's tree-planting for the purposes of environmental mitigation would typically make use of immature trees, because transplanting larger and more established trees tends to be less successful. The assessment recognises that such planting takes time to establish, which is why the assessment considers the design after 15 years. At sensitive locations, more mature trees would be considered if the assessment shows that this would help to significantly reduce impacts.</p> <p>The mix of species would be chosen to provide the least disruption to the existing biodiversity. For more information about planting proposals, see the Environmental Masterplan.</p> <p>During the Design Refinement Consultation in July 2020, the Applicant provided some information about how the Project would impact existing areas of special category land, and the proposals for each site, which include Thames Chase Forest Centre. For more information, see the Special Category Land Plans (Application Document 2.4).</p>	

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						<p>During operation, there would be permanent landscape effects from the Project in the Kent Downs AONB and Green Belt. These would gradually reduce as planting mitigation establishes and matures over the 15 years after opening year. There would also be permanent visual effects on recreational facilities, residents and motorists, with these also reducing as planting matures over 15 years, although some significant effects would remain even when planting matures. Nitrogen deposition compensatory planting would have positive landscape and visual effects in some areas, as would the removal of some overhead power lines.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order</p>	

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						<p>(Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), ES Figure 2.4: Environmental Masterplan (Application Document 6.2), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2).</p> <p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs Area of Outstanding Natural Beauty (AONB). Additionally, the A2/M2 upgrade proposed at Statutory Consultation would now use lower-noise surfacing compared to the previous proposals. The Applicant has assessed the impact of removing this noise barrier and found that there would be no significant impacts on sensitive receptors, such as residential properties, as a result of the change. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road.</p> <p>In addition, during the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those</p>	

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						<p>travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to</p>	



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						<p>increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation.</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant presented proposals to include 279ha of compensatory planting to offset the potential impacts of nitrogen from vehicle emissions. This was presented at the Local Refinement Consultation in May 2022.</p> <p>As a result of feedback received during the Local Refinement Consultation the Applicant revised proposals for nitrogen compensation planting to provide 246ha. This reduction reduces the impact on some landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>This compensatory planting would provide new wildlife rich habitats using land that is currently mostly farmland.</p> <p>More information about the compensatory planting can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p>	

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						<p>One benefit of the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants. More information relating to the impact on landscape can be found in ES Chapter 7: Landscape and Visual (Application Document 6.1).</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
EN126	Comments opposed to potential impacts of the Project on the Green Belt and countryside.	-	Essex County Council, Gravesham Borough Council	11	109	<p>To reduce the impacts on local communities, the Project's northern route has been aligned away from population centres as much as possible. This means the Project would have an impact on the surrounding countryside, including land designated as Green Belt.</p> <p>The National Policy Statement for National Networks (Department for Transport, 2014) recognises that new roads through Green Belt may constitute inappropriate development. Where that is the case, there is a presumption against such development except in very special circumstances. The Applicant has developed the Project to ensure it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and the associated planning practice guidance (Department for Levelling Up, Housing and Communities; and Ministry of Housing, Communities and Local</p>	Yes

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						<p>Government, 2021). These assessments, which demonstrate that very special circumstances exist, are presented in Appendix E of the Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Table.</p> <p>After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities.</p> <p>If the Project is granted development consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the SRN. Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time – for example, commenting on what facilities should be provided.</p>	

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						<p>More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments, which forms part of the CoCP.</p> <p>The ES includes an assessment of the impact of the Project and its junctions on the surrounding landscape, including land designated as Green Belt, which is documented in ES Chapter 7: Landscape and Visual (Application Document 6.1). The</p>	

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						<p>assessment includes any proposed measures to reduce adverse impacts.</p> <p>As part of the Community Impacts Consultation, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing landscape and habitats and create new habitats. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), ES Figure 2.4: Environmental Masterplan (Application Document 6.2), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p>	
EN127	Suggestions to extend the use of tunnelling to reduce	-	-	3	33	The Applicant investigated extending the tunnel northwards to pass under the Tilbury Loop railway line and Station Road which	Yes

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	the Project's impacts on the landscape.					<p>would locate the North Portal 2km north of where it is currently proposed. Extending the tunnel that far would present significant engineering challenges due to the geology of the area and the need to adapt the existing tunnel design to account for the increased length. Both these factors would have added significantly to the Project costs. In addition, extending the tunnel beyond the location of the previously proposed Tilbury junction would limit any future connection to the route.</p> <p>After Statutory Consultation in October 2018, the Applicant revised the design of the proposed M2/A2/A122 Lower Thames Crossing junction. By reducing its overall footprint, its slip roads were reconfigured to allow the South Portal to be moved 350m southwards. The route south of the River Thames is entirely in cutting and tunnels, with the location of the South Portal determined by the minimum distance needed between the portal and the M2/A2/A122 Lower Thames Crossing junction to allow for the appropriate signage and safe lane changes.</p> <p>For more information about the location of the tunnel portals and the reasons for those, see the Design Principles (Application Document 7.5) and the Project Design Report (Application Document 7.4). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	

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EN128	Suggestions about the proposed green bridges, with requests to enhance and widen the existing green bridges and to provide more.	Kent Downs AONB Unit	Kent County Council, Gravesham Borough Council	2	8	Green bridges are a type of bridge that includes design features such as vegetation that link species habitats, and can also providing useable structures for motor traffic, walkers, cyclists or horse riders, or a combination of these. Where practicable, the Applicant is proposing green bridges that offer environmental as well as aesthetic benefits. A Natural England review (Natural England, 2015) found that green bridges built across roads and railways to allow wildlife movement can stop species from becoming isolated and reduce the number of traffic accidents.	Yes
EN129	Suggestions to increase the number of green bridges included as part of the Project.	Natural England, Forestry Commission England South East and London Area Office	Medway Council, Essex County Council, Kent County Council	2	19	At Statutory Consultation in October 2018, the Applicant consulted on five green bridges.	Yes
EN130	Comments expressing concerns that the current proposals for green bridges are inadequate or need to be enhanced, such as by widening them or having enhanced facilities for walking, cycling and horse riding.	Kent Downs AONB Unit, Environment Agency	Kent County Council, Thurrock Council	4	22	South of the river, these were Thong Lane over the A2/M2, Thong Lane over the Lower Thames Crossing, Brewers Road over the A2/M2, and another connecting Public Rights of Way over the proposed M2/A2/A122 Lower Thames Crossing junction link roads. North of the river, there was one green bridge proposed, carrying Green Lane over the Project. The proposed M2/A2/A122 Lower Thames Crossing junction and nearby Public Rights of Way were revised after Statutory Consultation, and the green bridge there was removed from the proposals.  In response to further investigations and feedback from Statutory Consultation, in January 2020 during Supplementary Consultation, the Applicant consulted on	Yes

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						<p>revised plans for green bridges, increasing the number proposed to seven and widening the green bridge carrying Thong Lane over the Lower Thames Crossing proposed during Statutory Consultation. The three additional green bridges North of the River Thames would be implemented at Muckingford Road, Hoford Road and North Road. The proposals include seven green bridges, with five over the Project and two over the A2/M2. All of the green bridges would include crossing routes for walkers and cyclists, with equestrian access provided as appropriate for the location. The proposals also include a new walking, cycling and horse riding bridge over the M25, providing a new east-west connection for the southern part of Thames Chase Forest Centre.</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant consulted on proposals for a wider green bridge at Thong Lane over the A2/M2, increasing the width over what was previously proposed by 10m. This change was made in response to feedback from key stakeholders and would improve habitats and connectivity for wildlife, increase landscape planting, and provide additional screening of the proposed M2/A2/A122 Lower Thames Crossing junction.</p> <p>For more information about the new designs and the Supplementary Consultation, see Chapter 6 of this report. For more information about the proposals to improve facilities for</p>	



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						walking, cycling and horse riding, see the Project Design Report (Application Document 7.4). For more about how the Applicant would design structures for the Project, see the Design Principles (Application Document 7.5) and the Structures Plans (Application Document 2.13). Information about the green bridges is included in the Design Principles. The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.	
EN131	Comments expressing concern that the Project would increase light pollution in the area.	-	Essex County Council	0	8	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice	No
EN132	Comments opposed to the Project increasing light pollution.	Shorne Parish Council	-	8	19		No
EN133	Suggestions about the proposals to mitigate potential light pollution caused by the Project. Suggestions include screening, limiting the use of road lighting, low height lighting columns, highly directional lighting and non-reflective surfaces on the road. The A2/M2 corridor was highlighted as a concern.	Kent Downs AONB Unit, Shorne Parish Council	-	1	15		No

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						<p>(CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 7: Landscape and Visual (Application Document 6.1) includes an assessment of the impact of light pollution during construction and operation, as well as information about the proposed mitigation.</p> <p>The Project would be designed to reduce the amount of light that could affect the local area during operation by making sure that any artificial lighting is directed as closely as possible on its intended target area. Lighting would be installed only where necessary for safety reasons, such as at junctions and tunnels. Large sections of the route to the north of the River Thames would remain unlit. At the proposed junctions, the height of lighting columns would be reduced as far as practicable, particularly on elevated slip roads.</p> <p>There would be no significant impacts from the Project's lighting on the environment or local people during construction or when the Project is operational.</p> <p>Information about lighting along the route can be found in the Project Design Report (Application Document 7.4), the Design Principles (Application Document 7.5), the General Arrangements (Application Document 2.5) and the Structures Plans (Application Document 2.13).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
EN134	Comments highlighting the benefits of using screening, cuttings and embankments to reduce impacts on the landscape.	Natural England, Forestry Commission England South East and London Area Office	-	1	12	These comments have been noted.	No
EN135	Comments in support of potential landscape and visual benefits associated with the Project.	-	-	0	61		No
EN136	Comments in support of the proposed green bridges.	Kent Downs AONB Unit	Kent County Council	0	30		No
EN137	Comments in support of the proposed landscape mitigation measures, such as the use of tunnelling, lowering the road where possible and the use of screening and planting.	Kent Downs AONB Unit	Dartford Borough Council, Essex County Council, Kent County Council, London Borough of Havering	2	202		No
EN138	Comments expressing concern about the way in which marine biodiversity has been assessed, saying desk-based	-	-	0	2	Chapter 10 of the Preliminary Environmental Information Report (PEIR) provided an interim assessment of the Project's impacts on marine diversity. The PEIR presented an assessment of the impacts as a result of construction and	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	studies are insufficient to assess marine impacts.					operation of the Project. The preliminary baseline study area for marine habitats and sessile species (that is, species that are generally immobile) was restricted to the immediate marine area around which the Project would be situated.	
EN139	A comment opposed to the way in which marine biodiversity has been assessed, saying that desk-based studies are insufficient to assess marine impacts.	-	Thurrock Council	0	0	<p>The desk-based studies in the PEIR used recent third-party data, including data on the proposed redevelopment of the RWE Tilbury site and the East Tilbury jetty at Goshems Farm. In addition, the Applicant collected marine benthic data to better understand the nature of the river floor. The collated datasets provided a robust baseline against which Project impacts could be assessed. The Applicant followed the appropriate guidance and best practice in determining the scope and detail of information on marine impacts to be included in the PEIR. The PEIR provided information so consultees to take an informed view of the Project's impacts and respond to the consultation.</p> <p>Updated information on the assessment of environmental impacts of the design revisions was presented during Supplementary Consultation and the Design Refinement Consultation in January and July 2020 respectively. More information on those consultations, including the environmental updates and other material published at that time, can be found in Chapters 6 and 7 of this report.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Since Statutory Consultation in October 2018, to assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments, which forms part of the CoCP.</p> <p>ES Chapter 9: Marine Biodiversity (Application Document 6.1) includes detailed analysis of the collated data, with targeted survey and modelling work to complete gaps identified in the baseline. The chapter also presents the assessment of the Project on marine biodiversity during construction and operation.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>It considers river/seabed habitats and animals, as well as their open-water equivalents. The assessment follows the Design Manual for Roads and Bridges LA 108 Biodiversity (Highways England, 2020k) and relevant guidance, including from the Chartered Institute of Ecology and Environmental Management.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assessed the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA concluded that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p>	
EN140	Comments expressing concern about the impact of the Project on marine biodiversity, including wildlife along the River Thames, including concerns about the	Port of London Authority, Marine Management Organisation	-	1	12	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	impacts of constructing a new jetty on marine life.					requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4:	
EN141	Comments opposed to the impact of the Project on marine biodiversity, particularly within the Thames Estuary and Marshes Ramsar site, along with Sites of Special Scientific Interest and Areas of Outstanding Natural Beauty.	Shorne Parish Council	-	0	13	Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments, which forms part of the CoCP.	No
EN142	Comments opposed to the marine biodiversity mitigation measures, or elements of them, on the grounds that they are inadequate and that the measures should have a positive impact on marine life.	-	Thurrock Council	0	5	ES Chapter 9: Marine Biodiversity (Application Document 6.1) and the Habitats Regulations Assessment (HRA) (Application Document 6.5) assess the potential effects of the Project on marine biodiversity. Where impacts are identified, these would be avoided or mitigated.	No
EN143	Suggestions for measures to improve marine mitigation. These include suggestions that wetland or the Thames estuary should be enhanced, as well as issues that consultees feel must be considered during the Project's development	Port of London Authority, Environment Agency, Marine Management Organisation	Thurrock Council	0	5	ES Chapter 9: Marine Biodiversity (Application Document 6.1) provides information about how the Applicant has assessed all potential effects on marine biodiversity and how these have been avoided or mitigated.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	such as impacts on shellfish, impacts on migratory eels, and how any jetty works would affect marine life.					<p>The HRA assesses any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p> <p>The Applicant has modelled underwater noise to assess the effects on marine mammals and fish. Marine impacts would be limited to the temporary effects associated with the construction of the water management pipeline and outfall, construction and operation of the tunnel, and operation of the materials jetty. Any piling needed for construction of the pipeline and outfall would be carried out during low tide when there is no water on the working area, reducing underwater noise impacts on fish and mammals.</p> <p>A Water Framework Directive (WFD) compliance assessment (Application Document 6.3, ES Appendix 14.7) has been carried out to assess all aspects of the Project that have the potential to impact WFD quality elements. This assesses the Project's impact</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						on water scarcity, drinking and bathing water, emissions and water reuse, as well as river basin and flood risk management. See ES Chapter 14: Road Drainage and the Water Environment (Application Document 6.1) for more information about the WFD assessment.	
EN144	A comment highlighting the benefits of an element of the Project's mitigation measures.	Marine Management Organisation	-	0	0	These comments have been noted.	No
EN145	Comments in support of all or parts of the proposed marine assessments.	Marine Management Organisation	-	0	3		No
EN146	Comments in support of the Project's proposed marine mitigation measures.	-	-	0	9		No
EN147	Comments expressing concern about the way in which the noise and vibration impacts of the Project have been assessed. Concerns include those saying traffic modelling has underestimated future flows, baseline measures are not adequate, perception criteria are not accurate, the 300m	Natural England, Public Health England	Medway Council, London Borough of Havering, Thurrock Council, Gravesham Borough Council	2	6	Chapter 13 of the Preliminary Environmental Information Report (PEIR) provided an indication of likely significant effects that may occur because of the Project with regards to noise and vibration. Other chapters of the PEIR also included noise and vibration assessments, such as the impacts on terrestrial and marine animals. All chapters assessed impacts as a result of construction and operation. More information about the PEIR can be found in Appendix M of this report.  The 300m assessment range chosen for the construction noise assessment was in	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	assessment zone is too small, and tunnel ventilation has not been assessed.					<p>accordance with standards set out in Design Manual for Roads and Bridges (DMRB) LA 111 Noise and Vibration (Highways England, 2020f) because, beyond this distance, noise impacts can be influenced by weather conditions and assessments are less reliable. However, having consulted with relevant local authorities, the Applicant chose to extend the assessment distance beyond 300m where it was considered the presence of people's homes and sensitive flora and fauna justified this approach.</p> <p>The study area for the operational noise assessment was carried out in accordance with the guidance in the DMRB, which recommends measuring noise levels up to 600m from the affected routes.</p> <p>With regards to noise impacts, the information presented in the PEIR conformed with all relevant guidance and industry best practice. Updated information on the assessment of environmental impacts of the design revisions was presented during the Supplementary and Design Refinement Consultations in January and July 2020 respectively.</p> <p>In July 2021, the Applicant carried out a Community Impacts Consultation on construction and operational impacts, which included noise and vibration information, presented in the Ward Impact Summaries (WIS) and Construction Update. The WIS also explained how the Applicant assessed and</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>developed proposals to mitigate the impacts of the Project.</p> <p>More information about those consultations, including the environmental updates and other material published at that time, can be found in Chapters 6, 7 and 8 of this report, as well as Appendices Q, R and S.</p> <p>Since Statutory Consultation in October 2018, to assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments,</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						which forms part of the CoCP. The noise impact assessments are documented in ES Chapter 12: Noise and Vibration (Application Document 6.1). The ES also includes an assessment of the impacts of noise and vibration on the surrounding area during construction and operation of the Project (including tunnel ventilation), as well as information about the proposed mitigation.	
EN148	Comments expressing concern about the potential impacts of noise and vibration produced by the Project during its construction and operation. Consultees highlighted the number of areas near the Project that could be disproportionately affected by increased noise. Locations mentioned include homes schools and businesses, as well as areas for leisure.	Public Health England	London Borough of Havering, Thurrock Council, Gravesham Borough Council	6	122	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The CoCP, which is the first iteration of	No
EN149	Comments opposed to the potential impacts of noise and vibration produced by the Project during its construction and operation. There were many general comments	Shorne Parish Council	Thurrock Council, Gravesham Borough Council	34	233		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	opposed to increases in noise, as well as specific concerns such as increased noise and vibration affecting council homes. Impacts at Riverview Park in Gravesend, Chalk, Thong and Singlewell were mentioned.					the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.	
EN150	Comments expressing concern that the Project's noise and vibration mitigation measures, or elements of them are inadequate or not properly assessed. Concerns included the use of false cuttings.	-	Basildon Borough Council, Thurrock Council	0	0	The noise impacts associated with the Project have been assessed in accordance with relevant standards and guidance, and this is documented in ES Chapter 12: Noise and Vibration (Application Document 6.1) of the ES. The assessment follows the standards defined in the Design Manual for Roads and Bridges LA 111 Noise and Vibration (Highways England, 2020f), through which adverse or beneficial impacts have been identified for residential and other sensitive locations during both the construction and operational phases of the Project. The ES also identifies the noise mitigation that would be implemented. The assessment includes figures illustrating the study area, with noise plots presenting the results of the analysis of the noise impacts at different locations, including nearby population centres and leisure areas. Noise from the tunnel ventilation is included in the operational assessment.	No
EN151	Comments opposed to the noise and vibration mitigation measures, or elements of them, on the grounds that they are inadequate or would be ineffective. Consultee objections included a lack of mitigation for outdoor activities as well as the risk of inappropriate changes to the landscape through the introduction of	Kent Downs AONB Unit	Gravesham Borough Council	8	73		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	new noise barriers and planting					An assessment of the impacts of noise and vibration as a result of tunnel boring on land-based receptors is presented in ES Appendix 12.6, with impacts on marine receptors in ES Appendix 9.1 (Application Document 6.3).	
EN152	Suggestions for measures to improve noise and vibration mitigation. These include greater use of noise barriers, bunds or noise-reducing road surfaces, as well as carrying out more detailed assessments to improve data.	Cobham Parish Council, Higham Parish Council, Natural England, Public Health England	Dartford Borough Council, Kent County Council, London Borough of Havering, Thurrock Council, Gravesham Borough Council	21	145	<p>Noise mitigation has been considered during the design of the route, which has been designed at the lowest practicable height in the surrounding landscape, which includes the use of cuttings and false cuttings.</p> <p>Low-noise surfacing would be used where appropriate. Where additional mitigation is considered necessary and effective, noise barriers alongside the carriageway have been included. The Applicant consulted on the locations of noise mitigation measures during Design Refinement Consultation in July 2020, which is described in Chapter 7 of this report.</p> <p>The heights and locations of the barriers were determined through modelling of the predicted traffic noise that would be generated by the Project when in operation and consideration of sensitive receptors such as properties and population centres.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs Area of Outstanding Natural Beauty (AONB).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Additionally, the A2/M2 upgrade proposed at Statutory Consultation would now use lower-noise surfacing compared to the previous proposals. The Applicant has assessed the impact of removing this noise barrier and found that there would be no significant impacts on sensitive receptors, such as residential properties, as a result of the change. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road. In addition, the low-noise surfacing that the Applicant proposed at the Community Impacts Consultation in July 2021, would be effective at reducing the sound of traffic from the A2 at this location. This mitigation would be secured as part of the DCO application.</p> <p>For more information about the proposed noise barriers, see ES Chapter 12: Noise and Vibration; and ES Figure 2.4: Environmental Masterplan (Application Document 6.2). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>There is the potential for some significant noise and vibration impacts in some locations during the construction phase as a result of construction traffic and onsite activities. Construction noise would, however, be</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>mitigated using best practice measures set out in the CoCP and the REAC.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
EN153	Comments highlighting the benefits of the Project in reducing noise and vibration.	-	-	1	6	These comments have been noted.	No
EN154	Comments in support of the Project's noise and vibration assessments, or some parts of those assessments, as well as some comments	Kent Downs AONB Unit, Public Health England, Marine	London Borough of Havering	0	4		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	highlighting the benefits of more detailed assessments being carried out.	Management Organisation					
EN155	Comments in support of the Project on the grounds that its proposals regarding noise and vibration.	-	-	1	56		No
EN156	Comments supporting the proposed noise and vibration mitigation measures.	-	-	1	122		No
EN157	Comments in support of the Project's proposed waste and excavated materials mitigation measures, such as recycling and reuse, particularly excavated material from the tunnel.	-	Essex County Council	0	9		No
EN158	Comments expressing concern about the potential impacts of waste and excavated materials produced by the Project on the surrounding area. These included concerns about impacts on existing waste facilities such as landfill sites, and the	Forestry Commission England South East and London Area Office	Essex County Council, Kent County Council, Thurrock Council, Gravesham Borough Council,	4	46		The Preliminary Environmental Information Report (PEIR) provided high level information on the proposed approach to waste management in terms of excavated materials, and the impact on waste disposal facilities including the Waste Management section within Chapter 2. The PEIR provided information so consultees could take an informed view of the Project's impacts and respond to the consultation. More information

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	impacts of the Project's stored fuels or chemicals on the local ecology.		Southend-on-Sea City Council			about the PEIR, which was consulted on during the Statutory Consultation in October 2018, can be found in Appendix M of this report.	
EN159	Comments opposed to the Project's impact on waste and excavated materials, including those opposed to the Project depositing excavated materials in the local area and those calling for a Waste Management Plan.	-	Thurrock Council	4	19	An Excavated Materials Assessment (Application Document 6.3, Environmental Statement (ES) Appendix 11.1) has been carried out to identify appropriate sites to receive and manage excavated materials from tunnelling. The assessment has identified the availability of capacity in the local waste management infrastructure and evaluated potential sites against sustainability criteria, including distance from the Project and their accessibility to different transport modes. The assessment of Material Assets and Waste is documented in ES Chapter 11: Material Assets and Waste (Application Document 6.1). The appointed Contractor would produce a Site Waste Management Plan, which would be incorporated in the Environmental Management Plan.	No
EN160	Comments expressing concern about the Project's waste mitigation measures, or elements of them. Comments include those saying there is insufficient information as to how reuse of materials would reduce the amount of haulage needed to remove material from the site by road.	-	Thurrock Council	0	2	The Project would implement the waste hierarchy: prioritising the elimination of sources of waste, reusing site-derived wastes on site (including material excavated from cuttings), and minimising the volume sent off-site for recycling, recovery or disposal. This would reduce the number of vehicle movements required to service the construction phase.	Yes
EN161	Comments opposed to waste mitigation measures, or elements of them, on the grounds that they are inadequate and would not alleviate potential impacts.	-	-	4	9	In line with feedback received during Statutory Consultation in October 2018, the Applicant proposed that an informal public space, Chalk	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
EN162	Suggestions for measures to improve the Project's waste management, including calls for excavated materials to be reused on site or transported via the River Thames. Some consultees asked to be involved in developing a reuse strategy.	Network Rail, Environment Agency	Essex County Council, Kent County Council, Thurrock Council, Gravesham Borough Council, Southend-on-Sea City Council	2	40	<p>Park, would be created around the South Portal. This would use excavated material from the tunnel portal and its approach, as well as a mixture of chalk grassland, woodland and other suitable habitats to improve local biodiversity and ecological connectivity. A new landform, with woodland planting to the top, would create vantage points to the wider Thames Estuary.</p> <p>At the Community Impact Consultation in July 2021, the Applicant also consulted on landscaping proposals around the North Portal, called Tilbury Fields. The Applicant proposed new landforms with footpaths leading up to elevated viewpoints looking out to the south, east and west, from where Coalhouse and Tilbury forts would be visible. The landform design would be created using excavated material from the construction works.</p> <p>For more information, see the Design Principles (Application Document 7.5), which provides more information about the proposals to reuse excavated material at Chalk Park and Tilbury Fields as well as Project-wide landscaping proposals.</p> <p>The proposed reuse of excavated materials north and south of the river would reduce the amount that would need to be removed by road.</p> <p>Since the Statutory Consultation in 2018, amendments to the Applicant's designs have nearly halved the proposed numbers of Heavy Goods Vehicles (HGV) journeys during</p>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>construction. At Statutory Consultation, the proposed figure was an average of 17,500 HGV journeys a month (where a journey refers to a single HGV movement in or out of the construction area). At Supplementary Consultation, this figure had been reduced to an average of 13,300 HGV journeys per month. The reduction would be achieved by reusing excavated materials for landscaping features around the tunnel portals and other design changes. The Applicant consulted on revised proposals for HGV movements during the Community Impact Consultation of July 2021. These would mean a further reduction to an average of 10,350 HGV journeys per month Project-wide during the construction phase.</p> <p>Since the Community Impacts Consultation, the Applicant has further refined the designs to update landscaping at various locations around the proposed A13/A1089/A122 Lower Thames Crossing junction and at the proposed A122 Lower Thames Crossing/M25 junction. This would involve the reuse of clean excavated material for construction activities, reducing the number of HGV journeys which would have a reduction in noise and environmental impacts related to construction. These changes were consulted on in the Local Refinement Consultation in May 2022.</p> <p>The Applicant is also proposing to raise the new road in some locations, such as the proposed A122 Lower Thames Crossing/M25</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>junction and near North Road, where this can be achieved without increasing visual impacts or noise. More information was included in the Local Refinement Consultation in May 2022.</p> <p>The Applicant's latest proposals would mean a further reduction to an average of 9,500 HGV journeys per month across the whole Project during the construction phase, a 46% reduction on the original proposals at Statutory Consultation.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant provided a breakdown of daily average HGV movements to individual compounds during construction. This information was included in the Ward Impact Summaries document, with more information about the movement of excavated materials and materials required for construction also provided in the draft outline Site Waste Management Plan and the draft outline Materials Handling Plan. These consultation documents can be found in Appendix S of this report. Comments on those documents received during consultation are reported in Section 14.4 of this report, along with information as to how the Applicant had regard to those comments. Updated versions of the outline Site Waste Management Plan (Application Document 6.3, ES Appendix 2.2, Annex A) and outline Materials Handling Plan (Application Document 6.3, ES Appendix 2.2,</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>Annex B) are included as part of application for development consent.</p> <p>Excavated materials from the tunnels would be in the form of slurry pumped from the Boring Machine to the surface “Slurry Treatment Plant” equipment where the material is dewatered to form suitable spoil which is deposited at Tilbury Fields located on top of Goshems Farm, near to the North Portal. The vast majority of other excavated materials, such as from cuttings, would be used on site, with the remainder (for example, any contaminated material) removed by road or river.</p> <p>The Project recognises the opportunity that the use of the river for material transportation presents for reducing impacts of vehicle movements. As such the Project has committed to the use of port facilities for the delivery of bulk aggregates for works associated with the tunnel’s North Portal. Further detail of the commitment can be found in the outline Materials Handling Plan (Application Document 6.3, ES Appendix 2.2, Annex B) a draft of which was consulted on during the Community Impacts Consultation in July 2021.</p> <p>The percentage removed by river would be decided by the appointed Contractor taking account of factors such as available marine-accessible reception sites. The Applicant has carried out the necessary assessments to</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						allow for road and river transport (receiver sites have been analysed for different transport options in the Excavated Materials Assessment (Application Document 6.3, ES Appendix 11.1) and appropriate powers are sought under the draft Development Consent Order (Application Document 3.1). The use of railways to remove excavated materials or bring in materials is not practicable due to the lack of proximity to suitable railhead.	
EN163	Comments expressing concern about the way in which the Project's impact on water and drainage has been assessed, with comments including those saying relevant guidance has not been considered and that additional assessments are needed for the Environmental Statement.	-	Thurrock Council, Gravesham Borough Council	2	0	Chapter 15 of the Preliminary Environmental Information Report (PEIR) provided information and assumptions on the likely significant effects of the Project on drainage and the water environment, along with mitigation suggestions. The PEIR provided information so consultees could take an informed view of the Project's impacts and respond to the consultation. More information about the PEIR can be found in Appendix M of this report.  An assessment of the environmental impact of the design revisions presented at Supplementary Consultation in January 2020 were presented in the Environmental Impact Update. This document included an appropriate amount of information for the scale of the design revisions presented during that consultation.  For the Design Refinement Consultation, a further update on environmental impacts was prepared and published. As with the Supplementary Consultation, this information	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>was sufficient to enable consultees to understand the impacts of the proposed design changes and respond accordingly.</p> <p>In July 2021, the Applicant carried out a Community Impacts Consultation on construction and operational impacts, which included information about road drainage and water environment presented in the Construction Update and Operations Update documents.</p> <p>More information on those consultations, including the environmental updates and other material published at that time, can be found in Chapters 6, 7 and 8 of this report, along with Appendices Q, R and S.</p> <p>Since Statutory Consultation, the Project has been assessed for its potential impact on the water environment. The methodologies and findings of these assessments have been reviewed by the Environment Agency and appropriate action taken in response to their views.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments, which forms part of the CoCP.</p> <p>The impacts on flood risk and water management are assessed in ES Chapter 14: Road Drainage and the Water Environment (Application Document 6.1) which presents the assessment and mitigation measures designed to ensure that drainage from the Project's construction does not have any significant impact on the local water environment. The assessment includes information about how contaminated runoff during the route's operation would be controlled and cleaned before re-entering local water systems. It also sets out how any wastewater from construction would be managed.</p> <p>In terms of managing the impact of construction, surface water drainage would be provided for all surfaced roads and yards,</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>buildings and any other hard or impermeable surfaces within construction compounds or worksites. Berms and bunds would be constructed to manage surface water runoff where necessary to protect watercourses, prevent ponding and to keep general runoff separate from contaminated runoff. Rainfall runoff from areas where there is a risk of contamination would be managed using temporary drainage systems and would be subject to treatment prior to discharge to any surface watercourse or drain. Rainfall runoff from areas of low contamination risk would be captured and reused where reasonably practicable – for example, to supply wheel wash facilities or for dust suppression. Permits would be required for dewatering, discharges to surface or groundwater from construction and operational activities.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Marshes Special Protection Area and Ramsar site or any other European designated site. In addition, an assessment of the risk of flooding within the proposed Order Limits and other areas affected by the Project being constructed and operated, is contained within the Flood Risk Assessment (Application Document 6.3, ES Appendix 14.6). This also summarises all national, regional and local legislation directly or indirectly related to flood risk.	
EN164	Comments expressing concern about the impact of the Project on water and drainage. Concerns include the potential impacts of drainage and flooding on nearby rail infrastructure and other land, and the potential for pollutants to run off into the River Thames and other water courses.	Northumbrian Water (Essex and Suffolk Water operating area), HS1 Ltd, Environment Agency	Essex County Council, Thurrock Council, Gravesham Borough Council	5	31	The proposals have been designed to meet the policies in the National Policy Statement for National Networks (Department for Transport, 2014) and National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021). These documents set out Government policy on development and flood risk. In accordance with national policy, the Project would not increase flood risk, except in some predesignated areas known as Compensatory Flood Storage Areas. In these areas, the land would be lowered and would accommodate any flood water displaced by the Project. In line with best practice, all flood assessments and mitigation measures include the projected effects of climate change. Floor risk assessments include an assessment of the impact on railway lines, none of which would	No
EN165	Comments opposed to the impact of the Project on water and drainage. Some consultees objected due to the absence of a Flood Risk Assessment, while others expressed concern	Shorne Parish Council	Thurrock Council, Gravesham Borough Council	1	36		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	about the impact on the North Kent Marshes.					be affected by the Project during construction or operation.	
EN166	Comments expressing concern that the Project's water management and flood mitigation measures, or elements of them, are inadequate. Some consultees asked for more detail about compensation measures.	-	Essex County Council, Thurrock Council	2	1	Watercourses that are susceptible to flooding or are important for the dispersal of flood water are known as main rivers. Where it is necessary to cross a main river, the Project would be carried over the river by a bridge or viaduct, except in the Mardyke Valley where a large box culvert would convey the main river under the route. The route would be designed to ensure the performance of main rivers are not affected. This is secured in the Design Principles (Application Document 7.5), which sets out the use of clear spanning viaducts over the Mardyke and its tributaries, as well as in the Register of Environmental Actions Commitment which can be found in the CoCP (Application Document 6.3, ES Appendix 2.2), which includes commitments relating road drainage and the water environment.	No
EN167	Comments that the water management and flood mitigation measures, or elements of them, are unsuitable. Some consultees say measures proposed would not be effective, while others say proposals for mitigation areas are excessive. There were requests for a more comprehensive approach.	Environment Agency, Shorne Parish Council	Thurrock Council	5	12	Other watercourses, such as ordinary watercourses and drainage ditches, would be maintained by diverting them away from the works where necessary and routing them through culverts where they cross the route.	No
EN168	Suggestions for measures to improve water management and flood mitigation. Some consultees suggest further assessments and call for consideration of guidance	Port of London Authority, Anglian Water Services Ltd, Environment	Kent County Council, London Borough of Havering, Thurrock Council,	7	35	In addition, an assessment of the risk of flooding within the proposed development and elsewhere as a result of the Project being constructed and operated is contained within the Flood Risk Assessment (Application Document 6.3, ES Appendix 14.6).	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	in preparation for the Environmental Statement.	Agency, Natural England, Shorne Parish Council	Gravesham Borough Council, Southend-on-Sea City Council			ES Chapter 14: Road Drainage and the Water Environment (Application Document 6.1) presents the assessment and mitigation measures designed to ensure that drainage from the Project's construction would not have any significant impact on the local water environment. The assessment includes information about how contaminated runoff during the route's operation would be controlled and cleaned before re-entering local water systems. It also sets out how any wastewater from construction would be managed. In terms of managing the impact of construction, surface water drainage would be provided for all surfaced roads and yards, buildings and any other hard or impermeable surfaces within construction compounds or worksites. Berms and bunds would be constructed to manage surface water runoff where necessary to protect watercourses, prevent ponding and to keep general runoff separate from contaminated runoff. Rainfall runoff from areas where there is a risk of contamination would be managed using temporary drainage systems and would be subject to treatment prior to discharge to any surface watercourse or drain. Rainfall runoff from areas of low contamination risk would be captured and reused where reasonably practicable e.g. to supply wheel wash facilities or for dust suppression. Permits would be required for dewatering, discharges to surface	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>or groundwater from construction and operational activities.</p> <p>ES Chapter 14: Road Drainage and the Water Environment (Application Document 6.1) also includes information about how to protect Network Rail assets, while the Flood Risk Assessment (Application Document 6.3, ES Appendix 14.6) assesses the flood defences and any impacts on those protecting local rail infrastructure.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European-designated site.</p>	
EN169	Comments highlighting the benefits of the Project's water management proposals.	-	-	1	1	These comments have been noted.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
EN170	Comments in support of the proposed water management and flood mitigation measures, or elements of those measures. Comments include comments supporting measures to improve water quality.	Environment Agency	-	0	17		No



## Issues raised in response to open Question 7b

- 11.4.88 Table 11.15 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q7b in the consultation response form, which was as follows:
- 11.4.89 *Q7b: Please let us know the reasons for your response to Q7a and any other views you have on the land we require to build the Lower Thames Crossing.*
- 11.4.90 For reference, the closed Question 7a referred to in Q7b above was as follows:
- 11.4.91 *Q7a. Do you support or oppose the proposed area of land we require to build the Lower Thames Crossing?*
- 11.4.92 For more information about Q7a and how consultees responded to it and the other closed questions in the consultation response form, see Section 11.3 of this report.
- 11.4.93 The issues raised that relate to land use are summarised in Table 11.15 below. Where issues were raised in response to Q7b that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 11.4.94 The Applicant has fully considered all of the responses received, Table 11.15 explains how the Applicant has had regard to those issues raised and the Applicant's response is presented in the penultimate column of the table. The final column of the table identifies where the Applicant has made a change to the Project in line with the issues raised during this consultation.
- 11.4.95 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to them with a combined response.

## Information presented in Table 11.15

- 11.4.96 The information presented in Table 11.15 is the following:
- a. 'Code' is a unique code assigned to each issue for reference purposes.
  - b. 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q7b or to another question in the response form but covering similar topics.
  - c. 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - d. 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.
  - e. 's42(1)(d)' states how many respondents with a land interest raised that issue.
  - f. 's47 & s48' states how many members of the public raised that issue.

- g. 'The Applicant's response' presents the Applicant's response to the issue(s) raised and explains how the Applicant has had regard to the issue(s).
- h. 'Project change' states whether the issue(s) raised resulted in a change to the Project.
  - i. 'Yes' indicates that changes to the Project proposals have been made since Statutory Consultation in line with the issue(s) raised. Some changes have been made as a result of environmental or other assessments, as well as through consideration of consultation responses.
  - ii. 'No' indicates that the suggestions or requests did not result in a change to the Project proposals.

### **Summary of issues raised relating to land use and the Applicant's responses**

11.4.97 Table 11.15 below summarises the issues raised relating to land use and the Applicant's responses to those issues raised.

**Table 11.15 Summary of issues raised relating to land use and the Applicant's responses**

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
LU1	Comments expressing concern about the quality of communications between the Project and those whose land interests are affected. Comments include those saying changes to the Project's proposed land use plans over time have created uncertainty and confusion among some people with land interests.	-	-	10	136	As the design of the route has developed, there have been changes to the proposed land use. The Applicant acknowledges that this can cause uncertainty for some of those affected, but this design development process is appropriate for a project of this size and complexity. At all times, the Applicant has sought to minimise the land impacted or required for the Project, and whenever land use plans have changed, the Applicant has communicated this periodically, and at consultations, to those affected and their feedback has been sought.	No
LU2	Comments opposing the process of defining and communicating the land use plans. Comments include those dissatisfied with the lack of certainty among some people with land interests over whether their land is directly affected or not, or whether they have rights to make other claims for compensation. There are also criticisms from some consultees of the Project's communications with land interests, which some say has been	-	Thurrock Council	9	18	As well as notifying those directly affected by the Project, there was communication with those who would or might be entitled to make a relevant claim under Part 1 (compensation for impacts on a property from a new or altered road) or Section 10 (compensation for impacts where no land is taken) claims for compensation after the new road is open to traffic. At the launch of each consultation, the Applicant sent out letters to those with an interest in land affected by the Project. Measures were taken to ensure these notification letters were accurate and timely. It is acknowledged that occasional errors or delays occurred. Once identified, the Applicant sought to rectify these as soon as possible.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	characterised by errors and delays.					<p>These measures are outlined in more detail in Chapter 4 of this report.</p> <p>Each person with an interest in land listed in the Book of Reference (Application Document 4.2) has been provided at least the statutory minimum (as defined by Section 45 of the Planning Act 2008) of 28 days to consider and provide comments on the consultation proposals. If through diligent enquiry any new persons with an interest in the land are identified, the Applicant would inform those parties that they would in due course be able to provide comments on the Project as part of the next stage of the planning process, if the DCO application were accepted for examination by the Planning Inspectorate.</p> <p>Further information on the Applicant's engagement with people with an interest in land across successive phases of pre-application consultation is set out in Chapter 5 of the report. Each of Chapters 4 (Statutory Consultation in October 2018), 6 (Supplementary Consultation in January 2020), 7 (Design Refinement Consultation in July 2020), 8 (Community Impacts Consultation in July 2021) and 9 (Local Refinement Consultation in May 2022) provides further information on the identification and notification of land interests for each respective consultation, Chapters 11, 12, 13, 14 and 15 explain how the issues raised by those consultees in the respective consultations were</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						considered by the Applicant. There is a list of land interests in Appendix J of this report.	
LU3	Comments asking for more information on the Project's proposed land use. Comments include those from consultees asking how the Project would permanently or temporarily affect land in which they have an interest.	Natural England	Kent County Council, Thurrock Council	26	107	At Statutory Consultation in October 2018, the Applicant wrote to stakeholders and individuals who had been identified as having an interest in land affected by the Project and, as part of the consultation materials, published a set of maps (Statutory Consultation Map Book 2: Land Use Plans) illustrating the proposed land use in an area. Requests for further information on land use were handled by the Applicant's land and property specialists.	No
LU4	Comments asking for more information about compensation.	-	-	3	6	The consultation materials also included information about compensation and compulsory acquisition with links to the Applicant's information booklets included as part of consultation materials.	No
LU5	Comments asking for more information about compulsory acquisition.	-	-	3	3	As part of the application for a Development Consent Order, the Applicant has published its Statement of Reasons (Application Document 4.1), which sets out the reasons why each parcel of land is needed for the Project, and the Book of Reference (Application Document 4.2), which lists all parcels of land and their respective interested parties.  Further information on the Applicant's engagement with people with an interest in land across successive phases of pre-application consultation is set out in Chapter 5 of the report. Each of Chapters 4 (Statutory Consultation in October 2018), 6	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						(Supplementary Consultation in January 2020), 7 (Design Refinement Consultation in July 2020), and 8 (Community Impacts Consultation in July 2021) and 9 (Local Refinement Consultation in May 2022) provides further information on the identification and notification of land interests for each respective consultation, Chapters 11, 12, 13, 14 and 15 explain how the issues raised by those consultees in the respective consultations were considered by the Applicant. There is a list of land interests in Appendix J of this report.	
LU6	Comments opposed to the Project's proposed land use, saying local views had not been adequately taken into consideration.	-	-	3	16	The Applicant has consulted extensively with local people and their feedback has informed the Project's design development. Consultation and engagement activities are presented in Chapters 3 to 9 of this report, while this chapter sets out responses to the issues raised during Statutory Consultation, including information about where changes were made to the Project in response to feedback.	No
LU7	Suggestions that local opinion should be considered with regard to the Project's proposals for land use.	-	Dartford Borough Council, Medway Council, Kent County Council, Thurrock Council	5	199	The Applicant has engaged with people with an interest in land within the Order Limits and previous versions of the Project's Order Limits. This included writing to individual landowners and business owners at each stage of the consultation process.  Each person with an interest in land listed in the Book of Reference (Application Document 4.2) has been provided at least the statutory minimum (as defined by Section 45 of the	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Planning Act 2008) of 28 days to consider and provide comments on the consultation proposals.</p> <p>Further information on the Applicant's engagement with people with an interest in land across successive phases of pre-application consultation is set out in Chapter 5 of the report. Each of Chapters 4 (Statutory Consultation in October 2018), 6 (Supplementary Consultation in January 2020), 7 (Design Refinement Consultation in July 2020), 8 (Community Impacts Consultation in July 2021) and 9 (Local Refinement Consultation in May 2022) provides further information on the identification and notification of land interests for each respective consultation, Chapters 11, 12, 13, 14 and 15 explain how the issues raised by those consultees in the respective consultations were considered by the Applicant. There is a list of land interests in Appendix J of this report.</p>	
LU8	<p>Suggestions about how the Project could more effectively define its land use plans and engage with land interests. Comments include those saying it is important to work collaboratively with landowners and others with land interests. Suggestions also include many specific</p>	<p>Network Rail, Kent Downs AONB Unit</p>	<p>Medway Council, Thurrock Council, Gravesham Borough Council</p>	9	107	<p>At all times, the Applicant has sought to minimise the land impacted or required for the Project and whenever land-use plans have changed, this has been communicated to those affected periodically, and at consultations, and their feedback sought. All land use plans published for consultation have been clear and accurate, with well-defined maps showing the proposals.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	issues that those with an interest in land say need further discussion.					<p>The Applicant has engaged with people with an interest in land within the Order Limits and previous versions of the Project's Order Limits periodically and at public consultations. This included writing to individual landowners and business owners at each stage of the consultation process.</p> <p>Consultation responses from people with an identified interest in land affected by the Project proposals have been reviewed. The issues they contained – in particular, the issues concerning potential impacts on their land – have informed the Applicant's engagement with the relevant individuals and organisations. In addition, the responses have helped inform the Applicant's design and to mitigate the impacts of the Project, where possible.</p> <p>Each person with an interest in land listed in the Book of Reference (Application Document 4.2) has been provided at least the statutory minimum (as defined by Section 45 of the Planning Act 2008) of 28 days to consider and provide comments on the consultation proposals.</p> <p>Further information on the Applicant's engagement with people with an interest in land across successive phases of pre-application consultation is set out in Chapter 5 of the report. Each of Chapters 4 (Statutory Consultation in October 2018), 6 (Supplementary Consultation in January 2020), 7 (Design Refinement Consultation in July</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						2020), 8 (Community Impacts Consultation in July 2021) and 9 (Local Refinement Consultation in May 2022) provides further information on the identification and notification of land interests for each respective consultation, Chapters 11, 12, 13, 14 and 15 explain how the issues raised by those consultees in the respective consultations were considered by the Applicant. There is a list of land interests in Appendix J of this report.	
LU9	Comments expressing concern that the Project's land use plans would not be implemented as proposed, and that temporary land would not be restored to former use.	-	-	0	10	Where land would be needed temporarily, condition surveys would be carried out before construction starts to ensure that it could be restored to a similar standard once construction is complete.  Under article 35 of the draft Development Consent Order (DCO) (Application Document 3.1), before returning possession of temporary use land to the owner, the Applicant would be required to restore the land to the reasonable satisfaction of the owner. This obligation is subject to the exceptions set out in article 35(6), which include the right to retain any permanent works constructed on the land, such as diverted utilities.	No
LU10	Comments opposed to the Project's land use plans on the grounds they would not be implemented as proposed. Comments include those saying temporary land would not be restored to former use and that environmental mitigation would not be implemented.	-	-	1	16	The same conditions would apply to land designated by the Project as environmental mitigation as part of the DCO. Further details of the environmental mitigation including details of the planting, establishment of habitats and ongoing maintenance requirements can be	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						found in the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7), the Design Principles (Application Document 7.5) and the Environmental Masterplan (Application Document 6.2, ES Figure 2.4).	
LU11	Neutral comments about the Project's proposed land use.	-	Gravesham Borough Council	0	0	These comments have been noted.	No
LU12	Comments in support of the proposed land use, with consultees saying it is necessary for the Project to go ahead	-	-	0	2		No
LU13	Comments in support of the proposed land use, with consultees saying the benefits of the Project outweigh the impacts.	-	-	0	215		No
LU14	Comments in support of the proposed land use, with consultees saying the plans are necessary to implement the Project.	-	-	1	1807		No
LU15	General comments in support of the proposed land use.	Cobham Parish Council	Tonbridge and Malling Borough Council	2	1940		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
LU16	General comments opposed to the proposed land use.	-	Thurrock Council	17	204	<p>At all phases of design development, the Applicant has sought to minimise the land impacted or required for the Project, while ensuring there is sufficient land to build and operate the road. Between Statutory Consultation in October 2018 and Supplementary Consultation in January 2020, the Order Limits increased. In the main, this was due to the additional land needed to complete utility works, along with further developed proposals for establishing natural habitat areas, including planting trees and vegetation. Land within the Order Limits is required for both temporary and permanent use, this would be sought by voluntary agreement where practicable.</p> <p>Following Supplementary Consultation, the Applicant continued to work with stakeholders including the utility companies, to refine proposals and minimise the land required for works and consulted on a revised Order Limits (23km<sup>2</sup>) during Design Refinement Consultation in July 2020. This reduced the amount of land needed for the Project from what was proposed at Supplementary Consultation (26km<sup>2</sup>), while remaining above what was proposed at Statutory Consultation (21km<sup>2</sup>).</p> <p>During the Community Impacts Consultation in July 2021, the Applicant reduced the Order Limits to an area of 22km<sup>2</sup>, which is 3% less than that consulted on during the Design Refinement Consultation. The Applicant was</p>	No
LU17	Comments expressing concern that the amount of land used by the Project is too great.	Port of London Authority	Thurrock Council	4	77		No
LU18	Comments opposed to the amount of land used by the Project, with consultees saying it is too great.	Higham Parish Council	Thurrock Council	35	263		No
LU19	Comments opposed to the Project's proposed land use because the cost of acquiring the necessary land or properties would be too high.	-	-	1	4		No
LU20	Suggestions that the Project should use more land, with consultees saying this would ensure the Project is prepared for future demand. Some say the proposed land use is insufficient to complete the Project successfully.	-	-	2	124		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>able to reduce the amount of land within the Order Limits over which it is seeking permanent rights. This means the proposals would now include a higher proportion of land required temporarily, compared to previously.</p> <p>During the Local Refinements Consultation in May 2022, the land within the revised Order Limits has increased from 22.2km<sup>2</sup> (as presented at the Community Impacts Consultation in July 2021) to 24.35km<sup>2</sup>. This is largely due to the inclusion of approximately 279ha of compensatory planting to offset the predicted impacts of nitrogen deposition on designated habitats.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>The Applicant has set out the land needed for the Project in the Land Plans (Application Document 2.2) and explained the reason each plot is required in the Statement of Reasons (Application Document 4.1) and the Special Category Land Plans (Application Document 2.4).</p> <p>Persons with an interest in land who would be affected by the land acquisition powers</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>contained within the application for development consent, would be entitled to make a claim for compensation.</p> <p>Information about the compensation offered to those affected by Project can be found in Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers and guide 4 – Compensation to Residential Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a; 2021c).</p> <p>Chapter 2 of the Project's Funding Statement (Application Document 4.3) sets out the costs of any compensation as a result of compulsory acquisition and how this would be funded.</p>	
LU21	Suggestions that land used temporarily by the Project should be restored to former use and returned to its owners.	-	Kent County Council	9	212	The Applicant's Land Plans (Application Document 2.2) set out clearly whether land is needed permanently or temporarily. Under article 35 of the draft Development Consent Order (Application Document 3.1), before giving up possession of land of which temporary possession has been taken to construct the Project, the Applicant would be required to restore the land to the reasonable satisfaction of the owner. This obligation is subject to the exceptions set out in article 35(6), which include the right to retain any permanent works constructed on the land, such as diverted utilities.	No
LU22	Comments opposed to the plans to restore land used temporarily by the Project to its former condition, with consultees saying that this would not be possible. Comments include those saying changes to the landscape during construction would limit future use of some land,	-	Thurrock Council	2	12	<p>Reinstatement of land and the timescales for this would be agreed with the relevant</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	while others say new obligations on landowners would limit the extent to which restored land could be used. Some consultees cited an example of land near the M25 not being returned to its former state after completion of a construction project.					landowner, with details varying depending on the type of land being used temporarily.	
LU23	Comments expressing concern that land used for the Project must be adequately maintained, including comments from consultees whose land or property is in the vicinity of the planned works.	-	-	0	4	The Applicant would work closely with the appointed Contractors to ensure that land used for the Project would be secured and maintained appropriately throughout the Project.  The Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement (ES) Appendix 2.2) includes information about how land would be properly managed during the construction phase, such as keeping compounds secure, avoiding contamination from works into neighbouring land, keeping areas in the vicinity of compounds tidy and free from mud or litter, along with other measures designed to reduce the impacts of construction on local communities.	No
LU24	Comments opposed to the Project's proposed land use, with consultees saying land would not be adequately maintained during or after construction. Concerns included land being used for illegal dumping or being left abandoned after works are complete.	-	-	0	8	The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>Before any works start, land condition surveys would be commissioned to ensure that land</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>used temporarily for the Project would be reinstated to the reasonable satisfaction of the landowner once construction was complete.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (Application Document 3.1), and the Environmental Statement (ES) including ES Figure 2.4: Environmental Masterplan (Application Document 6.2), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1)</p> <p>Further information on the Applicant's engagement with people with an interest in land across successive phases of pre-application</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						consultation is set out in Chapter 5 of the report. Each of Chapters 4 (Statutory Consultation in October 2018), 6 (Supplementary Consultation in January 2020), 7 (Design Refinement Consultation in July 2020), 8 (Community Impacts Consultation in July 2021) and 9 (Local Refinement Consultation in May 2022) provides further information on the identification and notification of land interests for each respective consultation, Chapters 11, 12, 13, 14 and 15 explain how the issues raised by those consultees in the respective consultations were considered by the Applicant. There is a list of land interests in Appendix J of this report.	
LU25	Comments in support of the proposal to return land used temporarily by the Project to its former wherever possible.	Cadent Gas	-	0	21	These comments have been noted.	No
LU26	Comment highlighting the benefits of the Project's proposed land use, saying it has been minimised and that land would be used efficiently.	-	-	1	0		No
LU27	Comments in support of the Project's proposed land use, saying it has been	-	-	1	217		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	minimised and that land has would be used efficiently.						
LU28	Comments in support of the Project's proposed land use, saying that land has little value currently.	-	-	0	85		No
LU29	Comments expressing concern about the impact of the Project's proposed land use on businesses, saying some would lose money or be forced to shut down. Comments include concerns about the Willow Garden Nursery and the Southern Valley Golf Club.	-	Kent County Council, London Borough of Havering	3	24	Where the land needed for the Project directly affects a business, the Applicant has engaged with that business to identify ways to mitigate any adverse impacts if possible. Where it is not feasible for the business to continue operating during construction or after the new road is open, then appropriate compensation would be available, in accordance with the Compensation Code.  Under article 35 of the draft Development Consent Order (Application Document 3.1), before giving up possession of land of which temporary possession has been taken to construct the Project, the Applicant would be required to restore the land to the reasonable satisfaction of the owner. the Applicant would be required to restore the land to the reasonable satisfaction of the owner. This obligation is subject to the exceptions set out in article 35(6), which include the right to retain any permanent works constructed on the land, such as diverted utilities.	No
LU30	Comments opposed to the impact of the Project's proposed land use on businesses, saying some would lose money or be forced to shut down. Comments include concerns about Orsett Showground and Brentwood Enterprise Park.	-	Brentwood Borough Council, Thurrock Council	13	24	The Applicant has engaged with people with an interest in land within the Order Limits and previous versions of the Project's Order Limits	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>periodically and at public consultations. This included writing to individual landowners and business owners at each stage of the consultation process.</p> <p>Each person with an interest in land listed in the Book of Reference (Application Document 4.2) has been provided at least the statutory minimum (as defined by Section 45 of the Planning Act 2008) of 28 days to consider and provide comments on the consultation proposals. If through diligent enquiry any new persons with an interest in the land are identified, the Applicant would inform those parties that they would in due course be able to provide comments on the Project as part of the next stage of the planning process, if the DCO application were accepted for examination by the Planning Inspectorate.</p> <p>The Applicant's Statement of Reasons (Application Document 4.1) sets out the reason why each parcel of land would be required to construct and operate the Project.</p> <p>At Statutory Consultation in October 2018, the Applicant proposed realigning Rectory Road to the east of its current route in order to accommodate the then-proposed alignment of the A13/A1089/A122 Lower Thames Crossing junction slip roads, with the new Rectory Road passing through the Orsett Showground. These proposals would have permanently affected the land in which the Orsett Show usually operates. Since Statutory Consultation, the Applicant's</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>proposals in this area have been revised several times. The proposals submitted as part of the application for development consent feature realigned slip roads and keep Rectory Road on its current alignment, reducing the impacts on the Showground. A smaller area of the Showground near the A13 would be required permanently to accommodate the new slip roads. Additional land near the A13 would be required temporarily to divert a gas pipeline, with permanent rights acquired allowing for access and maintenance of the pipeline.</p> <p>The Applicant consulted on these revised highways and utilities proposals during subsequent consultations, including Supplementary Consultation in January 2020 and the Community Impacts Consultation in July 2021. More information about the land needed in this area can be found in the Land Plans (Application Document 2.2).</p> <p>At Statutory Consultation in October 2018, the Applicant proposed realigning Rectory Road to the east of its current route in order to accommodate the then-proposed alignment of the A13/A1089/A122 Lower Thames Crossing junction slip roads, with the new Rectory Road passing through the Orsett Showground. These proposals would have permanently affected the land in which the Orsett Show usually operates. Since Statutory Consultation, the Applicant's proposals in this area have been revised several times. The proposals submitted as part</p>	

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						<p>of the application for development consent feature realigned slip roads and keep Rectory Road on its current alignment, reducing the impacts on the Showground. A smaller area of the Showground near the A13 would be required permanently to accommodate the new slip roads. Additional land near the A13 would be required temporarily to divert a gas pipeline, with permanent rights acquired allowing for access and maintenance of the pipeline. The Applicant consulted on these revised highways and utilities proposals during subsequent consultations, including Supplementary Consultation in January 2020 and the Community Impacts Consultation in July 2021. More information about the land needed in this area can be found in the Land Plans (Application Document 2.2).</p> <p>The Applicant is engaging with the landowner and developer of the proposed Brentwood Enterprise Park and has identified a preferred solution for a joint access from the B186 and to the interface with the proposed new bridge over the A127 from the north-eastern corner of junction 29. The Applicant is actively engaging with the developer to finalise legal agreements regarding these interfaces to ensure the construction of Brentwood Enterprise Park can proceed with minimal disruption if and when planning permission for the development is granted.</p>	

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						<p>The diversion of a high-pressure gas pipeline south-east of M25 junction 29 is no longer needed, reducing the works near Brentwood Enterprise Park and therefore reducing the impact on future development in this location, in line with consultation feedback. Permanent access rights would be required from Warley Street for UK Power Networks, although it is expected access would be infrequent.</p> <p>More information about engagement with Brentwood Enterprise Park and other major developments in the vicinity of the Project can be found in the Interrelationships with Other Nationally Significant Infrastructure Projects and Major Development Schemes document (Application Document 7.17).</p> <p>Further information on the Applicant's engagement with people with an interest in land across successive phases of pre-application consultation is set out in Chapter 5 of the report. Each of Chapters 4 (Statutory Consultation in October 2018), 6 (Supplementary Consultation in January 2020), 7 (Design Refinement Consultation in July 2020), 8 (Community Impacts Consultation in July 2021) and 9 (Local Refinement Consultation in May 2022) provides further information on the identification and notification of land interests for each respective consultation, Chapters 11, 12, 13, 14 and 15 explain how the issues raised by those consultees in the respective consultations were</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						considered by the Applicant. There is a list of land interests in Appendix J of this report.	
LU31	Comments expressing concern about the impact of the Project's proposed land use on farmland, with comments saying too much farmland would be affected.	-	Thurrock Council	4	27	The Order Limits have been restricted to only that which is necessary for the operation or construction of the Project. Where it is being proposed to use land temporarily, wherever possible this land would be returned to a condition suitable to continue with current use on completion of the Project.	No
LU32	Comments opposed to the impact of the Project's proposed land use on farmland or the amount of farmland needed to build the Project.	Shorne Parish Council	Thurrock Council	15	94	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The EIA includes Agricultural Land Classification	No
LU33	Suggestions about how to reduce the impact of the Project's proposed land use on farmland.	-	-	1	2		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>surveys, the results of which are in described ES Chapter 10: Geology and Soils (Application Document 6.1). These surveys assess the Project's impact on the best and most versatile land (Grades 1, 2 and 3a) and explain how impacts would be minimised wherever practicable.</p> <p>The Applicant has also assessed the impact of the Project on the viability of farm businesses (see ES Chapter 13: Population and Human Health (Application Document 6.1)), including aspects such as the proportion of land taken (temporarily and permanently), changes to access routes, and disruption to drainage and water supplies.</p> <p>Soils would be handled and stored to allow their sustainable reuse in line with guidance in ES Chapter 10: Geology and Soils (Application Document 6.1).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant amended the amount of land required for ecological mitigation to a field south of HS1 following concerns raised by the landowner. The changes provided a curved rather than stepped</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>edge to the area of proposed ecological habitat creation, allowing the land to be farmed while still providing a suitable area of ecological mitigation.</p> <p>Information about compensation offered to eligible owners and occupiers of agricultural land affected by the Project can be found in Compulsory Purchase and Compensation: guide 3 – Compensation to Agricultural Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021b).</p>	
LU34	Comments expressing concern about the impact of the Project's proposed land use on local amenities. Locations mentioned included Orsett Showground, Southern Valley Golf Course and Thames Chase Forest Centre.	-	Kent County Council	1	17	<p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation</p>	Yes
LU35	Comments opposed to the impact of the proposed land use on local amenities. Locations mentioned included Coalhouse Fort, Orsett Showground, Southern Valley Golf Course, Cranham Golf Course and Thames Chase Forest Centre	-	Thurrock Council	13	69		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
LU36	Comments expressing concern about the impact of the Project's proposed land use on local communities.	Essex Police	Kent County Council	3	170	<p>within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 13: Population and Human Health (Application Document 6.1) includes an assessment of the impact on local amenities north of the river, including Orsett Showground, Thames Chase Forest Centre and Coalhouse Fort.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Chalk Park and Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such as</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p> <p>The CoCP and REAC set out the good practice and location-specific measures that would be used to reduce the impact of the Project's construction and operation on local people. These include measures to reduce noise, dust and light impacts on local communities.</p> <p>Local people would benefit from work and training opportunities provided by the Project during construction, which are likely to have positive impacts on mental health. However, while construction impacts have been mitigated as far as reasonably practicable, there would be temporary negative impacts on communities from construction activities. These could result in mental health impacts on local people – for example, due to anxiety around perceived changes in air quality or as a result of changes to noise levels. Longer journey times due to traffic management and road closures, reduced access to green spaces and closures of walking, cycling and horse riding routes could also impact people's health and wellbeing. Some local businesses, including farms, would have land temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of 30 residential and 5 commercial properties.</p> <p>Once the Project is operational, there would be beneficial impacts on journey times for local</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse riding routes; as well as access to new areas of recreational land at Chalk Park and Tilbury Fields. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which could have positive and negative mental health outcomes (such as anxiety as a result of increases in noise levels).</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>Following further investigations and in response to feedback received during Statutory Consultation in October 2018, changes were</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>made to reduce the Project's impacts on local amenities.</p> <p>At Statutory Consultation in October 2018, the Applicant proposed realigning Rectory Road to the east of its current route in order to accommodate the then-proposed alignment of the A13/A1089/A122 Lower Thames Crossing junction slip roads, with the new Rectory Road passing through the Orsett Showground. These proposals would have permanently affected the land in which the Orsett Show usually operates. Since Statutory Consultation, the Applicant's proposals in this area have been revised several times. The proposals submitted as part of the application for development consent feature realigned slip roads and keep Rectory Road on its current alignment, reducing the impacts on the Showground. A smaller area of the Showground near the A13 would be required permanently to accommodate the new slip roads. Additional land near the A13 would be required temporarily to divert a gas pipeline, with permanent rights acquired allowing for access and maintenance of the pipeline.</p> <p>The Applicant consulted on these revised highways and utilities proposals during subsequent consultations, including Supplementary Consultation in January 2020 and the Community Impacts Consultation in July 2021. More information about the land needed in this area can be found in the Land Plans (Application Document 2.2).</p>	

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						<p>After the Design Refinement Consultation in July 2020, the alignment of a proposed high pressure gas pipeline diversion either side of Rectory Road was revised to locate it closer to the earthworks that would form part of the new road. The relocated pipeline aims to minimise the temporary and permanent disruption to the Orsett Showground and as well as any future proposed development in this area.</p> <p>The Southern Valley Golf Club is a privately owned business and the Applicant is seeking to permanently acquire the site for the Project. The Applicant has been working with the owners of the Southern Valley Golf Club regarding compensation for the impact of the Project.</p> <p>There is no proposal to replace the golf club, but the Applicant would create a new parkland area as part of the Project, near the South Portal, which would be accessible to the public once the Project is operational.</p> <p>Gravesend Golf Centre consists of a nine-hole golf course with a driving range. The Applicant proposes to permanently acquire the site of the nine-hole course to form part of the proposed area of public recreational land, Chalk Park, a landscaped area around the South Portal accessible via a network of new and existing Public Rights of Way. The Applicant is also seeking powers through the Development Consent Order (Application Document 3.1) to relocate the golf facility to the south-east of</p>	



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						<p>Cascades Leisure Centre, on part of the site of the existing Southern Valley Golf Club. However, the Applicant recognises that there are broader proposals for the redevelopment of the leisure centre site and that Gravesham Borough Council, which owns the site, has been exploring the feasibility of alternative locations for the relocated golf facility in order to maximise the future potential of the site. The Applicant is engaging with Gravesham Borough Council in this regard and is willing to support it in relation to any feasibility work. If an alternative location for the relocated golf facility were identified and progressed as a result, it would be delivered separately to the Project.</p> <p>At Thames Chase Forest Centre, the Applicant has proposed replacement land, which would be adjacent to the affected site, with planting, landscaping and Public Rights of Way designed to integrate the new land into the existing site. This proposal was presented during the Design Refinement Consultation in July 2020. More information about this proposal can be found in the Special Category Land Plans (Application Document 2.4). In addition, a new bridge for walking, cycling and horse riding would link the sections of Thames Chase Forest Centre either side of the M25. This proposal was presented during Supplementary Consultation in January 2020.</p> <p>During the Design Refinement Consultation in July 2020, the Applicant provided more</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>information about how the Project would impact existing areas of special category land, and the proposals for each site. More information about the Design Refinement Consultation can be found in Chapter 7 of this report. Consideration of special category land is set out in Appendix D of the Planning Statement (Application Document 7.2).</p> <p>During the Community Impacts Consultation, the Applicant included details, in the Operations Update, on how the Project would impact areas of special category land. This included changes to proposals at Shorne Woods Country Park, Cyclopark, Ron Evans Memorial Field, Orsett Fen and Thames Chase Forest Centre.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on proposals at Thames Chase Forest Centre for a reduced amount of replacement open space land, removing a previously proposed area of land on the eastern side of the M25. Now, all the proposed replacement land would be on the western side of the M25. The land would be designed to match the existing forest and is being developed in collaboration with stakeholders. The replacement land covers approximately 15.6ha compared with the 14.5ha that would be acquired or subject to rights. Further information about the Thames Chase Forest Centre compensation land can be found the outline Landscape and Ecology Management Plan (oLEMP) (Application</p>	

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						<p>Document 6.7). The Applicant consulted on a draft oLEMP during the Community Impacts Consultation. More information about that consultation can be found in Chapter 8 of this report.</p> <p>The Applicant's Statement of Reasons (Application Document 4.1) sets out the reason why each parcel of land would be required to construct and operate the Project. The Applicant removed a small area to the north-east of the Cranham Golf Club site from the Order Limits, while another small area of land owned by the club remains in the Order Limits, along an existing watercourse. The Applicant has engaged with people with an interest in land within the Order Limits and previous versions of the Project's Order Limits periodically and at public consultations. This included writing to individual landowners and the business owner at each stage of the consultation process.</p> <p>Each person with an interest in land listed in the Book of Reference (Application Document 4.2) has been provided at least the statutory minimum (as defined by Section 45 of the Planning Act 2008) of 28 days to consider and provide comments on the consultation proposals.</p> <p>Further information on the Applicant's engagement with people with an interest in land across successive phases of pre-application consultation is set out in Chapter 5 of the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>report. Each of Chapters 4 (Statutory Consultation in October 2018), 6 (Supplementary Consultation in January 2020), 7 (Design Refinement Consultation in July 2020), 8 (Community Impacts Consultation in July 2021) and 9 (Local Refinement Consultation in May 2022) provides further information on the identification and notification of land interests for each respective consultation, Chapters 11, 12, 13, 14 and 15 explain how the issues raised by those consultees in the respective consultations were considered by the Applicant. There is a list of land interests in Appendix J of this report.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant also proposed new routes to link the heritage assets of Coalhouse Fort and Bowaters Farm Battery to East Tilbury. Following feedback from the consultation about linking Tilbury Fields to Coalhouse Fort and providing access for all users, the Applicant proposed to include new Public Rights of Way and permissive path links to the heritage sites of Coalhouse Fort and Bowaters Farm Battery, and to East Tilbury. These new connections would create a variety of alternative routes that walkers, cyclists and horse riders in the local area could use. These changes also address feedback from Thurrock Council about active travel routes around the Coalhouse Fort area.</p> <p>During the Local Refinement Consultation, following feedback from the London Borough of</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Havering and local cycling groups, the Applicant proposed a new bridge for walkers, cyclists and horse riders across the A127 west of M25 junction 29, linking Moor Lane in the south to Folkes Lane in the north. This change addresses consultation feedback about connectivity between the north and south footways and cycleways alongside the A127, to both east and west sides of M25.</p> <p>In addition, following consultation feedback from the British Horse Society and Essex County Council, and safety concerns about horses sharing routes with motor traffic, the Applicant proposed an upgrade to the previously proposed A127 walking-cycling bridge east of junction 29, so it could also accommodate horse riders and to would include a link to bridleway BR183. This means horse riders would no longer be dependent on the existing vehicle bridge across the A127, which is shared with motor traffic, including Heavy Goods Vehicles. The Applicant would be required to deliver this new bridge for walking, cycling and horse riding, unless alternative facilities for walking, cycling and horse riding are constructed and open for use. These commitments are set out in the Design Principles (Application Document 7.5). Under Requirement 3 of the draft Development Consent Order (Application Document 3.1), the Applicant would be required to carry out the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						authorised development in accordance with the Design Principles.  More information about the Design Refinement Consultation can be found in Chapter 7 of this report.	
LU37	Comments expressing concern about potential disruption caused by construction to local communities outside the area directly affected by the land use. Concerns include impacts from construction traffic, with references to locations such as East Tilbury, Grays and Romford.	-	Gravesham Borough Council	4	75	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the	No
LU38	Comments opposed to the potential disruption caused by construction to local communities outside the area directly affected by the land use. Concerns include congestion and other impacts from construction traffic, with references to locations such as Linford, Thong Lane and East Tilbury.	-	Thurrock Council	19	93		No

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LU39	Comments opposed to the impact of the proposed land use on local communities. Comments include those saying communities would be divided or severely disrupted, with locations mentioned including Grays and East Tilbury.	-	Thurrock Council	36	356	CoCP. ES Chapter 13: Population and Human Health (Application Document 6.1) documents the impacts on communities, including communities in the immediate vicinity of land to be used by the Applicant during construction and operation of the Project. The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.  The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.	No
LU40	Comments opposed to the impact of the land use on local schools and children.	-	-	2	11		No
LU41	Suggestions about how to minimise the disruptive impact of the land use on local communities. Suggestions included keeping Hornsby Lane open and maintaining Rectory Road along its current route.	-	Kent County Council	8	63		No
LU42	Comments expressing concern about the impact of the Project on land and property. Comments include those concerned about the disruption they would experience during and after construction.	Anglian Water Services Ltd	Thurrock Council	24	4		No

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LU43	Comments opposed to the impact of the Project on land and property. Comments include those concerned about the disruption local people would experience during and after construction.	-	Thurrock Council	93	50	<p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Chalk Park and Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such as</p>	No



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						<p>cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p> <p>The CoCP and REAC set out the good practice and location-specific measures that would be used to reduce the impact of the Project's construction and operation on local people. These include measures to reduce noise, dust and light impacts on local communities.</p> <p>Local people would benefit from work and training opportunities provided by the Project during construction, which are likely to have positive impacts on mental health. However, while construction impacts have been mitigated as far as reasonably practicable, there would be temporary negative impacts on communities from construction activities. There would be mental health impacts on local people due to increased noise and vibration, longer journey times due to traffic management and road closures, and reduced access to green spaces and closures of walking, cycling and horse riding routes. Some local businesses, including farms, would have land temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of 30 residential and 5 commercial properties.</p> <p>Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the</p>	

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						<p>positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse riding routes; as well as access to new areas of recreational land at Chalk Park and Tilbury Fields. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which would have positive and negative mental health outcomes.</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2</p>	

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						<p>Requirement 10 of the draft Development Consent Order (DCO) (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of temporary traffic management.</p> <p>Local people and communities, including schools and children, have been considered throughout the design and development of the Project, and the Applicant has consulted with individuals and stakeholders at appropriate stages of the development. The Applicant would continue to consider local people during construction.</p> <p>The Project has sought to reduce severance of roads and Public Rights of Way once the Project is operational. All roads crossing the Project would be maintained, with the exception of Hornsby Lane. This closure would avoid having to move some overhead lines closer to properties in Chadwell St Mary. Alternative routes to Hornsby Lane would be available via the A1013 and Heath Road.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant also proposed new routes to link the heritage assets of Coalhouse Fort and Bowaters Farm Battery to East Tilbury. Following feedback from the consultation about linking Tilbury Fields to Coalhouse Fort and providing access for all users, the Applicant is proposing to include new Public Rights of Way</p>	

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						<p>and permissive path links to the heritage sites of Coalhouse Fort and Bowaters Farm Battery, and to East Tilbury. These new connections would create a variety of alternative routes that walkers, cyclists and horse riders in the local area could use. This change also addresses feedback from Thurrock Council about active travel routes around the Coalhouse Fort area.</p> <p>During the Local Refinement Consultation, following feedback from the London Borough of Havering and local cycling groups, the Applicant proposed a new bridge for walkers, cyclists and horse riders across the A127 west of M25 junction 29, linking Moor Lane in the south to Folkes Lane in the north. This change addresses consultation feedback about connectivity between the north and south footways and cycleways alongside the A127, to both east and west sides of M25.</p> <p>In addition, following consultation feedback from the British Horse Society and Essex County Council, and safety concerns about horses sharing routes with motor traffic, the Applicant proposed an upgrade to the previously proposed A127 walking-cycling bridge east of junction 29, so it could also accommodate horse riders and to would include a link to bridleway BR183. This means horse riders would no longer be dependent on the existing vehicle bridge across the A127, which is shared with motor traffic, including Heavy Goods Vehicles. The Applicant would be</p>	

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						<p>required to deliver this new bridge for walking, cycling and horse riding, unless alternative facilities for walking, cycling and horse riding are constructed and open for use. These commitments are set out in the Design Principles (Application Document 7.5). Under Requirement 3 of the draft Development Consent Order (Application Document 3.1), the Applicant would be required to carry out the authorised development in accordance with the Design Principles.</p> <p>More information about the Local Refinement Consultation in May 2022 can be found in Chapter 9 of this report.</p> <p>For information regarding other permanent stoppings up of roads and Public Rights of Way that do not cross the Project, see Schedule 4 of the draft DCO and the Rights of Way and Access Plans (Application Document 2.7).</p> <p>Once the Project is operational, connectivity along all existing walking, cycling and horse riding routes in the vicinity of the Project would be maintained, either following their existing route or being diverted to maintain the quality of the route.</p> <p>A new bridge would be built over the A127 for Rectory Road which would be maintained on its existing alignment, reducing impact on Orsett Showground. These changes were presented during Supplementary Consultation in January 2020. More information about the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Supplementary Consultation can be found in Chapter 6 of this report.</p> <p>As part of the efforts to generate benefits for local communities, the Applicant intends to provide opportunities for local people that might enable them to work on the construction or operation of the route and would also seek to help local businesses form part of the supply chain that would build and operate the route. The Applicant is working with stakeholders to develop these plans and put them into action.</p> <p>The Applicant's Benefits and Outcomes Document (Application Document 7.20) provides a framework to communicate what is being delivered within the Project's DCO and some of the wider activities undertaken by the Applicant (both already and planned for the future) in the local area of the Project to support the local people and environment.</p>	
LU44	Comments in support of the proposed land use plan, with consultees saying impacts on local communities have been minimised	-	-	1	217	These comments have been noted.	No
LU45	Neutral comments about the Project's land use, saying disruptive impacts on local communities are unavoidable.	-	-	0	119		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
LU46	Comments expressing concern that compensation for those whose land is affected by the Project is inadequate on the grounds that compensation is too low or the process for claiming it is flawed.	-	-	3	7	Those affected by the Project may be entitled to make a claim for compensation, in accordance with the Compensation Code. Each claim for compensation would be considered on its own merits, in line with the Code.  Further information about the compensation offered to those affected by the Project can be found in Compulsory Purchase and	No
LU47	Comments objecting to the compensation for those affected by the Project, on the grounds that the compensation is too low or the process for claiming it is flawed.	-	-	15	49	Compensation: guide 2 – Compensation to Business Owners and Occupiers and guide 4 – Compensation to Residential Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a; 2021c). Guide 4 includes information about compensation for when the value of someone's home has been affected by the construction or operation of the Project.	No
LU48	Suggestions related to compensation for those whose land is affected by the Project. Comments ranged from general requests for compensation to be more generous to specific discussion points with people, businesses and organisations that have an interest in land and are seeking financial agreements in relation to those interests.	HS1	Kent County Council, London Borough of Havering, Gravesham Borough Council	15	473	The Applicant has engaged with people with an interest in land within the Order Limits and previous versions of the Project's Order Limits periodically and at public consultations. This included writing to individual landowners and the business owner at each stage of the consultation process.  Where the land needed for the Project directly affects a business, the Applicant has engaged with those businesses to identify ways to mitigate any adverse impacts if possible.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
LU49	Comments in support of the proposed land needed by the Project, but with caveats to their support such as that landowners must be compensated properly.	-	-	1	147	Where it is not feasible for the business to continue operating during construction or after the new road is open, then appropriate compensation would be available, in accordance with the Compensation Code.	No
LU50	Comments expressing concern that the Project would have a negative impact on property values in the area and on people's ability to sell their homes.	-	-	7	8		No
LU51	Comments opposed to the Project's proposed land use, with consultees saying it would have a negative impact on property values in the area and their ability to sell their homes.	-	Thurrock Council	36	40		No
LU52	Suggestions relating to the compulsory acquisition of land and property, with consultees saying individuals should be compensated generously or with the full value of their property.	-	Kent County Council, London Borough of Havering	10	92		No
LU53	A comment highlighting the benefits of the compensation offered to	-	-	0	1	These comments have been noted.	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	those affected by the land take on the grounds that it has been discussed directly with them.						
LU54	Comments in support of the compensation offered to those affected by the Project's proposed land use on the grounds that it would be adequate or generous.	-	-	2	48		No
LU55	Comments in support of the Project's proposed land use on the grounds that the environmental impact has been minimised.	-	-		40		No
LU56	Comments in support of the Project's proposed land use, saying it would encourage development in the local area, such as house building or commercial development.	-	-	0	36		No
LU57	Comments expressing concern about the Project's compulsory land acquisition or the displacement of people from properties. Comments include those raising specific land issues and those who oppose	Port of London Authority, Transport for London	-	8	93		The Applicant has sought to minimise the land impacted or required for the Project, while ensuring there is sufficient land to build and operate the road. Persons with an interest in land who would be affected by the land acquisition powers contained within the

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	compulsory acquisition in principle.					application for development consent, would be entitled to make a claim for compensation.	
LU58	Comments opposed to the Project's compulsory land acquisition or the displacement of people from properties being demolished. Comments include those raising specific land issues and those who oppose compulsory acquisition in principle.	-	Thurrock Council	24	154	<p>The reasons why the Project needs each parcel of land are set out in the Statement of Reasons (Application Document 4.1).</p> <p>Since the Preferred Route Announcement in 2017, owner-occupiers of residential properties within the Order Limits have been able to ask the Applicant to acquire their properties by serving a Blight Notice under the Town and Country Planning Act 1990 (as amended). The Applicant has received a number of Blight Notices and has purchased several properties. More information about the blight process can be found in the booklet Your Property and Blight (National Highways, 2022d).</p> <p>The Applicant has engaged with people with an interest in land within the Order Limits and previous versions of the Project's Order Limits periodically and at public consultations. This included writing to individual landowners and business owners at each stage of the consultation process.</p> <p>Each person with an interest in land listed in the Book of Reference (Application Document 4.2) has been provided at least the statutory minimum (as defined by Section 45 of the Planning Act 2008) of 28 days to consider and provide comments on the consultation proposals.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Further information on the Applicant's engagement with people with an interest in land across successive phases of pre-application consultation is set out in Chapter 5 of the report. Each of Chapters 4 (Statutory Consultation in October 2018), 6 (Supplementary Consultation in January 2020), 7 (Design Refinement Consultation in July 2020), 8 (Community Impacts Consultation in July 2021) and 9 (Local Refinement Consultation in May 2022) provides further information on the identification and notification of land interests for each respective consultation, Chapters 11, 12, 13, 14 and 15 explain how the issues raised by those consultees in the respective consultations were considered by the Applicant. There is a list of land interests in Appendix J of this report.	
LU59	Comments expressing concern about the impact of the Project's proposed land use on existing properties, with comments including those objecting to the demolition of properties or the harm posed to future housing developments.	-	Kent County Council, London Borough of Havering	7	43	The relevant local planning authorities are responsible for planning for future developments, details of which are included in their local plans. To understand future aspirations for housing growth the Applicant has assessed the development plans within those local plans that are relevant and that are sufficiently advanced. For more information about how the Applicant has assessed developments in the Application Site, see Environmental Statement Chapter 16: Cumulative Effects Assessment (Application Document 6.1).	No
LU60	Comments opposed to the impact of the Project's proposed land use on existing properties, with	-	Thurrock Council	24	126		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	comments including those saying it harms future housing developments, such as at South Ockendon, and that demolishing homes is unwelcome given the current housing shortage.					Assessments of the relevant local plans can be found in the Planning Statement (Application Document 7.2). In all instances, the land impacted or required for the Project has been minimised, including the number of properties that would be demolished, while ensuring there is sufficient land to build and operate the road.  At Statutory Consultation in October 2018, the Applicant presented proposals that required 3 commercial properties and 24 residential properties to be demolished.	
LU61	Comments opposed to the demolition of properties as a result of the proposed land use plans, saying it is a waste of housing.	-	-	4	17	Following Statutory Consultation revised proposals for some parts of the Project were consulted on during the Supplementary and Design Refinement Consultations in January and July 2020 respectively and the Community Impacts Consultation in July 2021. See Chapters 6, 7 and 8 of this report for more information about these consultations.  At Supplementary Consultation at the Design Refinement Consultation the Applicant presented proposals that would require the demolition of seven residential properties and four commercial properties to be demolished south of the River Thames. Most of these are located at the proposed M2/A2/A122 Lower Thames Crossing junction.  At the same consultation the Applicant also presented proposals that would require, 27 residential properties and one commercial property to be demolished north of the River	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Thames, mostly around the proposed A13/A1089/A122 Lower Thames Crossing and A122 Lower Thames Crossing/M25 junctions.</p> <p>Following the Design Refinement Consultation the Applicant revised their proposals. At the Community Impacts Consultation and the Local Refinement Consultation in July 2021 and May 2022 respectively, the Applicant presented proposals that would require the demolition of 4 commercial properties and 4 residential properties south of the river 1 commercial properties and 26 residential properties would require demolition north of the river.</p> <p>The number of properties to be demolished has increased from the initial proposals at Statutory Consultation primarily due to adjustments to the design of the Project route alignment. More information about properties that are required for the Project and the reasons for these are set out in the Statement of Reasons (Application Document 4.1). Of the 30 properties, 3 are Grade II listed properties, which would need to be demolished to enable the construction of the proposed A13/A1089/A122 Lower Thames Crossing junction and its associated link roads.</p> <p>Since the Preferred Route Announcement in 2017, owner-occupiers of residential properties within the Order Limits have been able to ask the Applicant to acquire their properties by serving a Blight Notice under the Town and Country Planning Act 1990 (as amended). The Applicant has received a number of Blight</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Notices and is processing these. More information about the blight process can be found in the booklet Your Property and Blight (National Highways, 2022d).	
LU62	Comments expressing concern that the Project's land use would result in the local area becoming urbanised.	-	-	2	34	The relevant local planning authorities are responsible for planning for future developments, details of which are included in their local plans. To understand future aspirations for growth the Applicant has assessed the development plans within those local plans that are relevant and that are sufficiently advanced. For more information about how the Applicant has assessed developments in the wider area, see Environmental Statement Chapter 16: Cumulative Effects Assessment (Application Document 6.1).  Assessments of the relevant local plans can be found in the Planning Statement (Application Document 7.2).  One of the ways in which the application for development consent will be assessed is the extent to which the proposals account for existing and proposed land uses in the vicinity of the Project.	No
LU63	Comments opposed to the Project's proposed land use, saying it would result in the area becoming urbanised.	Higham Parish Council	-	8	127		No
LU64	Suggestions about future development of the area around the Project when it has been constructed, such as improvements to public transport, sports and leisure	Higham Parish Council	Kent County Council	5	54	As part of the efforts to generate benefits for local communities, the Applicant intends to provide opportunities for local people that might enable them to work on the construction or operation of the route and would also seek to help local businesses form part of the supply	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	facilities, housing, and green spaces as well as job opportunities.					chain that would build and operate the route. The Applicant is working with stakeholders to develop these plans and put them into action. The Applicant's Benefits and Outcomes Document (Application Document 7.20) provides a framework to communicate what is being delivered within the Project's Development Consent Order and some of the wider activities undertaken by the Applicant (both already and planned for the future) in the local area of the Project to support local people and the environment.	
LU65	General comments expressing concerns about the impact of the proposed land use on the environment.	-	Kent County Council, Thurrock Council, Gravesham Borough Council	0	74	To assess the environmental impacts of the construction and operation of the Project, including the impact on land use, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation which is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as additional commitments within the Code of Construction Practice (CoCP) and the Register of Environmental Actions and Commitments (REAC) (Application Document 6.3, ES Appendix 2.2). ES Chapter 13: Population and Human Health (Application Document 6.1), considers the impacts of the Project on existing	No
LU66	General comments opposed to the impact of the proposed land use on the environment.	-	-	6	137		No
LU67	Suggestions that the amount of land needed for the Project should be minimised to reduce disruption and environmental impacts.	Port of London Authority	Kent County Council	9	183		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>and proposed land uses. The effects on agricultural land uses are described in ES Chapter 10: Geology and Soils (Application Document 6.1).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC, which forms part of the CoCP, brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project.</p> <p>Compliance with the CoCP and the REAC is a legally binding Requirement of the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Requirement 4(2) in the Schedule 2 Requirements of the draft DCO requires the preparation of an (EMP) (Second Iteration), in consultation with the relevant planning authority and Natural England and for its approval by the Secretary of State for each part of the authorised development. The EMP2 would also need to reflect the construction-related measures set out in the REAC.</p> <p>Following the construction of the relevant parts of the authorised development, Requirement 4(5) in the Schedule 2 Requirements of the</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>draft DCO provides for the replacement of the EMP (Second Iteration) with an EMP (Third Iteration). The EMP (Third Iteration) would address the matters set out in the EMP (Second Iteration) that are relevant to the operation and maintenance of that part of the authorised development (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with an EMP (Third Iteration).</p> <p>Draft versions of the CoCP and REAC were included in the material provided published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has acted on had regard to them.</p> <p>As part of the Community Impacts Consultation, the Applicant also consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2).</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as Sites of Special Scientific Interest, Local Nature Reserves, and Special Areas of Conservation.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition. The compensatory planting would be set across four areas: Hole Farm in Brentwood; Southfields in Thurrock; Gravesham and Shorne Woods; and the A2 corridor including Blue Bell Hill.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open, including the compensation package, can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
LU68	Suggestions that the land used by the Project should be landscaped when construction is complete.	-	-	0	43	The Applicant has developed a landscape strategy that aims to minimise a range of environmental impacts. To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The impacts of the Project on the landscape and visual features are reported in ES Chapter 7: Landscape and Visual (Application Document 6.1). The assessment methodology and baseline conditions are explained, as is the proposed landscape mitigation. Draft versions of the Design Principles, CoCP and REAC were published	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them</p> <p>Since Statutory Consultation in October 2018, the Applicant has developed plans to reuse excavated material in creating new landforms around the North Portal (Tilbury Fields) and South Portal (Chalk Park). These would be elevated areas, landscaped in keeping with the surrounding terrain, and accessible via Public Rights of Way and permissive paths. These proposals were consulted on during the Supplementary Consultation and Design Refinement Consultation in January and July 2020 respectively, and during the Community Impacts Consultation in July 2021. See Chapters 6, 7 and 8 of this report for more information about these consultations, and Chapter 9 for more information on the revised proposals that were included as part of the Local Refinement Consultation.</p> <p>At the Community Impacts Consultation from July 2021 to September 2021, the Applicant identified plans to mitigate against environmental impacts, including having ecological mitigation and the landscape designs focus on providing habitats of greater biodiversity value than those that would be affected. Excavated materials would also be</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>used elsewhere onsite to form embankments and other landscaped areas. For more information, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Design Principles explain how excavated material would be used to create Chalk Park south of the River Thames and Tilbury Fields to the north. Information about the movement of the excavated material and materials required for landscaping were provided during the Community Impacts Consultation in July 2021 in the draft outline Site Waste Management Plan and the draft outline Materials Handling Plan. These consultation documents can be found in Appendix S of this report. Comments on those documents received during consultation are reported in Section 14.4 of this report, along with information as to how the Applicant had regard to those comments. Updated versions of the outline Site Waste Management Plan (Application Document 6.3, ES Appendix 2.2, Annex A) and outline Materials Handling Plan (Application Document 6.3, ES Appendix 2.2, Annex B) are included as part of the application for development consent.</p> <p>Landscape mitigation measures are presented in ES Figure 2.4: Environmental Masterplan (Application Document 6.2). These would be permanent measures managed by the Applicant or its representatives. This would be initially for a period of five years from road</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>opening unless agreements are reached with other organisations or landowners. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (Application Document 3.1).</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant also consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2).</p>	
LU69	Comments expressing concern about the potential impact of the proposed land use on areas or buildings of	-	Gravesham Borough Council	0	21	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	historical significance. Locations mentioned included listed buildings, conservation areas, a mausoleum and emphasised the importance of archaeological finds.					Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The impacts of the Project on areas and buildings of historical significance can be found in ES Chapter 6: Cultural Heritage (Application Document 6.1) which includes information about the proposed mitigation to reduce adverse effects as far as practicable.	
LU70	Comments opposed to the potential impact of the proposed land use on areas or buildings of historical significance. Locations mentioned included Orsett Windmill, Coalhouse Fort, Thong Conservation Area, and St Mary's Church in Chalk.	Shorne Parish Council	Thurrock Council	15	47	<p>All impacts to buried archaeology would be subject to detailed assessment and a robust mitigation strategy for any historical asset would be informed through intrusive and non-intrusive investigations. This is detailed through</p>	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Requirement 9 of the draft Development Consent Order, which requires a Written Scheme of Investigation (WSI) to be produced that reflects the outline WSI (Application Document 6.3, ES Appendix 6.9). This would be submitted for approval ahead of any works commencing in areas of archaeological interest.</p> <p>Should any archaeological remains not previously identified be encountered during construction, construction works would stop within 10m of the remains and the local planning authority would be alerted. Should it be deemed necessary by the local planning authority, further investigation would be carried out before any works in that location could continue.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>To further reduce construction impacts on heritage assets, compounds would be fenced and screened, while dust and noise would be</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>minimised. Where archaeological remains or built heritage features need to be removed, a detailed cultural record would be created beforehand.</p> <p>There would be significant impacts on cultural heritage assets during construction. Three listed buildings in Orsett would be demolished, while most of the Orsett Cropmarks Scheduled Monument would also be removed. There would be complete or partial removal of over 300 non-designated and six low-value built heritage assets, as well as permanent or temporary effects on the setting of two additional Scheduled Monuments near Orsett, three Conservation Areas and seven non-designated archaeological features.</p> <p>During operation, as well as aligning and designing the Project to reduce impacts on cultural heritage assets, specific mitigation measures would include designing road lighting to have minimal impact, planting trees to preserve views of heritage assets, and reinstating land after construction to preserve field patterns.</p> <p>During the operation of the Project, there would be significant permanent impacts on some cultural heritage assets, including negative impacts on the settings of the Orsett Cropmarks Scheduled Monument; Conservation Areas in Thong, North Ockendon, East Tilbury and West Tilbury; the Grade II-listed Baker Street Windmill; Cobham Hall Registered Park and</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Garden; and the reclaimed landscape north of the River Thames.  The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.	
LU71	Comments expressing concern about the impacts of the Project's land use on the countryside, Green Belt and woodland, with consultees saying damage would be done to these areas. Locations mentioned included Thames Chase Forest Centre and Claylane Wood.	-	Medway Council, Essex County Council, Kent County Council	2	47	The Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats. Mitigation measures include safe crossing points for wildlife over or under the Project and translocation of protected species to suitable existing or new habitats. Habitat creation is proposed to compensate for the loss of habitat from within designated sites, including ancient woodland, to improve connectivity between existing habitats, to provide replacement habitats for protected species, and to compensate for the impacts of nitrogen deposition when the Project is operational. These measures would include the salvage of soils from ancient woodlands for beneficial reuse in new areas of compensatory woodland planting, and the planting of new woodland and other habitats on existing agricultural land. Overall, there would be several hundred hectares of new woodland and habitats created across the Project during the	Yes
LU72	Comments opposed to the impact of the proposed land use plans on the countryside, Green Belt and woodland, with consultees saying damage would be done to these areas. Areas mentioned include Thames Chase Forest Centre, Coalhouse Fort environs, East Tilbury and West Tilbury.	-	-	23	339		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
LU73	Comments expressing concern about the potentially harmful impact of the Project's land use on designated areas. Areas mentioned include the Kent Downs Area of Outstanding Natural Beauty, Cobham Wood and the Royal Society for Protection of Birds reserve at Shorne.	-	Gravesham Borough Council	0	14	<p>construction phase, providing biodiversity benefits.</p> <p>During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial invertebrates, and permanent habitat loss within ancient woodland and the loss of six veteran trees (three north of the River Thames and three to the south).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The ES includes a review and assessment of the impact</p>	Yes
LU74	Comments opposed to the potential impacts of the proposed land use plans on designated areas such as the Kent Downs Area of Outstanding Natural Beauty, Sites of Special Scientific Interest and the Royal Society for Protection of Birds reserve at Shorne.	-	Kent County Council	3	14		Yes
LU75	Comments expressing concern that the impact of the proposed land use plans on wildlife and the ecology of the local area would be harmful in nature. Many of these comments criticise the potential destruction of wildlife habitats.	-	-	1	41		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
LU76	<p>Comments opposed to the impact of the proposed land use plans on the wildlife and ecology of the local area. Many comments criticise the destruction of wildlife habitats and say an extensive programme of habitat creation is required. Locations mentioned include Coalhouse Fort and the area around the proposed North Portal.</p>	-	Thurrock Council	6	55	<p>of the Project on land designated as Green Belt, woodland and open space. For more information, see ES Chapter 7: Landscape and Visual, ES Chapter 8: Terrestrial Biodiversity, and ES Chapter 13: Population and Human Health (Application Document 6.1).</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft DCO.</p>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>In response to feedback received during Statutory Consultation in October 2018 and environmental considerations, the Applicant has removed the proposed roadside service facility and maintenance depot from the Project. This has reduced the impacts on the environment, including Green Belt and the countryside. More information about why the roadside service facility and maintenance depot were removed from the Project can be found in the Project Design Report (Application Document 7.4).</p> <p>In addition, in response to feedback received during Statutory Consultation, the proposed footprint of the upgraded section of the A2/M2 corridor (between the junction with the A122 and M2 junction 1) has been reduced by removing the hard shoulder along the eastbound A2 parallel connector road, reducing the width of lane four in the A2/M2 mainline, and reducing the width of the central reservation. These changes have reduced the impact of the road on the Kent Downs Area of Outstanding Natural Beauty, while still maintaining safety and traffic flow.</p> <p>The Design Refinement Consultation in July 2020 provided some information about how the Project would impact existing areas of special category land and the proposals for each site. This included Thames Chase Forest Centre and Tilbury Green. More information about the Design Refinement Consultation can be found in Chapter 7 of this report.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>During the Community Impacts Consultation in October 2021, the Applicant included details in the Operations Update on how the Project would impact areas of special category land. This included changes to proposals at Shorne Woods Country Park, Cyclopark, Ron Evans Memorial Field, Orsett Fen and Thames Chase Forest Centre. More information about the Community Impacts Consultation in October 2021 can be found in Chapter 8 of this report.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p> <p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs Area of Outstanding</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Natural Beauty (AONB). Additionally, the A2/M2 upgrade proposed at Statutory Consultation would now use lower-noise surfacing compared to the previous proposals. The Applicant has assessed the impact of removing this noise barrier and found that there would be no significant impacts on sensitive receptors, such as residential properties, as a result of the change. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road.</p> <p>For more information about the proposed noise mitigation see ES Chapter 12: Noise and Vibration (Application Document 6.1).</p> <p>At the Local Refinement Consultation in May 2022, the Applicant amended the proposals to include 279ha of compensatory planting to offset the potential impacts of nitrogen from vehicle emissions. This compensatory planting would provide new wildlife rich habitats using land that is currently mostly farmland a proportion of this land would be woodland.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>More information about the assessments of the impacts of nitrogen once the Project is open, including the compensation package, can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p> <p>One benefit of the new habitats would be to enhance the appearance of the local landscape by planting new trees and other plants. More information relating to the impact on landscape can be found in ES Chapter 7: Landscape and Visual (Application Document 6.1).</p> <p>With regards to impacts on terrestrial biodiversity during operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation.</p> <p>Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>During the Local Refinement Consultation, the Applicant also published updated proposals for the area of public recreational land near the North and South Portals. As well as providing open space and Public Rights of Way for leisure purposes, new habitats would be</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						created on the land with trees, shrubs and grasses providing new habitats to help improve the biodiversity of the area. More information about the Chalk Park and Tilbury Fields habitats can be found in the oLEMP (Application Document 6.7).	
LU77	Comments opposed to the impact of the proposed land use on air quality, with consultees saying air pollution would increase as a result of the Project. As well as general comments, areas of concern referred to by consultees include Riverview Park, Chalk and near the A122 Lower Thames Crossing/M25 junction.	-	Thurrock Council	3	39	<p>The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 5: Air Quality (Application Document 6.1), includes an assessment of the predicted changes to local air quality as a result of the Project.</p> <p>The construction phase is likely to affect air quality as a result of emissions of dust from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigations in place, the air quality impacts in relation to human health of</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the Project during construction are not expected to be significant.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition. The proposed compensation sites are in four areas: Hole Farm, Brentwood; Southfields, Thurrock; Gravesham and Shorne Woods; and the A2/M2 corridor, including Blue Bell Hill.</p> <p>If appropriate, the areas of compensatory land may be made publicly accessible in a way that complements their primary function as compensatory habitats. Other benefits of the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants; enhance</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>biodiversity by increasing the number of linked habitats; and planting new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>(except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The new road is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains where the air quality modelling was carried out and why.</p> <p>The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project. Overall, the Project is not expected to result in significant adverse impacts</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						on air quality in relation to human health when considering national and European air quality target levels, and the Design Manual for Roads and Bridges LA 105 standards (Highways England, 2019b). Given there are no significant adverse impacts on air quality in relation to human health from the Project during operation, then no mitigation for air quality human health effects is required.	

## Issues raised in response to open Question 8c

- 11.4.98 Table 11.16 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q8c in the consultation response form, which was as follows:
- 11.4.99 *Q8c: Please let us know the reasons for your responses to Q8a and Q8b and any other views you have on our proposals for a rest and service area, and for the maintenance depot.*
- 11.4.100 For reference, the closed Questions 8a and 8b referred to in Q8c above were as follows:
- 11.4.101 *Q8a: Do you support or oppose our proposals for a rest and service area in this location? Q8b: Do you support or oppose our proposals for the maintenance depot in this location?*
- 11.4.102 For more information about Q8a and 8b and how consultees responded to them and the other closed questions in the consultation response form, see Section 11.3 of this report.
- 11.4.103 The issues raised that relate to the roadside service facility and depot are summarised in Table 11.16 below. Where issues were raised in response to Q8c that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 11.4.104 The Applicant has fully considered all of the responses received, Table 11.16 explains how the Applicant has had regard to those issues raised and the Applicant's response is presented in the penultimate column of the table. The final column of the table identifies where the Applicant has made a change to the Project in line with the issues raised during this consultation.
- 11.4.105 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to them with a combined response.

## Information presented in Table 11.16

- 11.4.106 The information presented in Table 11.16 is the following:
- 'Code' is a unique code assigned to each issue for reference purposes.
  - 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q8c or to another question in the response form but covering similar topics.
  - 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.



- e. 's42(1)(d)' states how many respondents with a land interest raised that issue.
- f. 's47 & s48' states how many members of the public raised that issue.
- g. 'The Applicant's response' presents the Applicant's response to the issue(s) raised and explains how the Applicant has had regard to the issue(s).
- h. 'Project change' states whether the issue(s) raised resulted in a change to the Project.
  - i. 'Yes' indicates that changes to the Project proposals have been made since Statutory Consultation in line with the issue(s) raised. Some changes have been made as a result of environmental or other assessments, as well as through consideration of consultation responses.
  - ii. 'No' indicates that the suggestions or requests did not result in a change to the Project proposals.

### **Summary of issues raised relating to the roadside service facility and depot and the Applicant's responses**

11.4.107 Table 11.16 below summarises the issues raised relating to the roadside service facility and depot and the Applicant's responses to those issues raised.

**Table 11.16 Summary of issues raised relating to the roadside service facility and depot and the Applicant's responses**

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RF1	General comments expressing concern about the roadside service facility and the maintenance depot.	-	-	1	49	<p>After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities.</p> <p>If the Project is granted development consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the SRN. Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time – for example, commenting on what facilities should be provided.</p> <p>The Applicant reviews the provision of roadside service facilities across the network, including the South East, and</p>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>liaises with motorway operators accordingly. Motorway operators provide levels of capacity at their facilities in accordance with their perception of market demand.</p> <p>The Applicant has also concluded that a new dedicated maintenance depot is no longer required as part of the Project. As such, the depot near East Tilbury has been removed from the proposals, which has reduced the impacts on the environment, including the Green Belt and countryside. The maintenance depot is no longer considered necessary because the services it was expected to provide for the Project could be met by the maintenance depots that currently service the nearby SRN, either in their existing form or with expanded capacity.</p> <p>However, the area required for the maintenance depot would still be needed temporarily during construction. This area of land would be returned to agricultural use after construction.</p> <p>For more information about the decision to remove the roadside service facility and maintenance depot, see Project Design Report (Application Document 7.4).</p>	
RF2	General comments opposed to the roadside	-	-	16	171	As described in code RF1 above, after further investigation and consideration of the	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	service facility and the maintenance depot.					<p>issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility or the maintenance depot as part of the Development Consent Order application.</p> <p>For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).</p>	
RF3	General comments expressing concern about the roadside service facility.	-	-	0	25		Yes
RF4	General comments opposing the roadside service facility.	-	-	6	46		Yes
RF5	General comments opposing the maintenance depot.	-	-	1	17		Yes
RF6	Comments expressing concern that both or one of the roadside service facility or the maintenance depot might not be needed because these facilities already exist locally.	-	-	0	23		Yes
RF7	Comments opposing the roadside service facility and the maintenance depot, saying both or one of these facilities already exist locally.	-	-	5	138		Yes
RF8	Comments expressing concern that the	-	-	1	13		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	maintenance depot might not be needed because these facilities already exist locally.						
RF9	Comments opposed to the maintenance depot because this kind of site already exists elsewhere within the local network.	-	-	0	14		Yes
RF10	Comments expressing concern about the roadside service facility, saying it is not needed because this kind of facility already exists elsewhere on the local network.	-	-	0	57		Yes
RF11	Comments opposed to the roadside service facility, saying this kind of facility already exists elsewhere on the local network.	-	-	5	147		Yes
RF12	Comments expressing concern about the impact of the Project on existing roadside service facilities on the A2. Consultees say removing the Cobham facilities would	-	-	2	16		As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	have a negative impact on motorists.					or maintenance depot as part of the Development Consent Order application.	
RF13	Comments that are neutral about the proposal for a roadside service facility, although some consultees raise the issue of the removal of Cobham Services.	-	Gravesham Borough Council	0	1	This decision has taken into account the removal of the fuelling station at Cobham on the A2, which would be removed as part of the Project and cannot be replaced due to lack of available land or access.  For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).	No
RF14	Comments opposed to the decision-making that led to the proposals including a roadside service facility and maintenance depot. Consultees say the research and planning has been inadequate.	-	-	1	6	As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility or maintenance depot as part of the Development Consent Order application.  The decision to include the roadside service facility and maintenance depot at Statutory Consultation was taken after a thorough process of design development, which was subject to the appropriate level of governance.  For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RF15	Comments expressing concern that the proposals to build the roadside service facility and the maintenance depot may not come to fruition. Some suggest that these plans would be scrapped to achieve a compromise and it would be more complicated to add these facilities later.	-	-	0	6	<p>As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility or maintenance depot as part of the Development Consent Order application.</p> <p>If the Project is granted consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the strategic road network. Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time, for example, commenting on what facilities should be provided.</p> <p>For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RF16	Comment that does not express an opinion on the maintenance depot.	-	Gravesham Borough Council	0	0	This comment has been noted.	No
RF17	Comments in support of the siting of the maintenance depot close to the tunnel portal.	-	-	0	24	As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility or maintenance depot as part of the Development Consent Order application.  The maintenance depot is no longer considered necessary because the services it was expected to provide for the Project could be met by the maintenance depots that currently service the nearby strategic road network, either in their existing form or with expanded capacity.  For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).	No
RF18	Suggestions that either the roadside service facility or the maintenance depot (or both) are located closer to the tunnel.	-	-	1	6		No
RF19	Suggestions that the maintenance depot should be located closer to the tunnel.	-	-	0	1		No
RF20	Suggestions that the roadside service facility is sited closer to the tunnel.	-	-	0	3	As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility as part of the Development Consent Order application.	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>If the Project is granted consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the strategic road network. Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time, for example, commenting on what facilities should be provided.</p> <p>For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).</p>	
RF21	Comments expressing concern about siting the roadside service facility and the maintenance depot at the same location. Comments included those saying this would concentrate	-	-	0	7	As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility or maintenance depot as part of the Development Consent Order application.	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	negative impacts such as pollution in one area.					For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).	
RF22	Comments objecting to siting the roadside service facility and the maintenance depot at the same location. Comments included those saying this would concentrate negative impacts such as pollution in one area.	-	-	0	18		Yes
RF23	Comments in support of the siting of the roadside service facility and the maintenance depot at the same location. Comments include those saying this would minimise the land usage.	-	-	0	172	As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility or maintenance depot as part of the Development Consent Order application.  If the Project is granted consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the strategic road network (SRN). Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning	No
RF24	Comments in support of putting the maintenance depot in the same location as the roadside service facility. These consultees said this would minimise the land required.	-	-	0	42		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>authority, providing opportunities for interested parties to make their views known about those proposals at that time, for example, commenting on what facilities should be provided.</p> <p>The maintenance depot is no longer considered necessary because the services it was expected to provide for the Project could be met by the maintenance depots that currently service the nearby SRN, either in their existing form or with expanded capacity.</p> <p>For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).</p>	
RF25	Comments expressing concerns about where the roadside service facility and the maintenance depot have been sited.	-	-	0	15	As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility or maintenance depot as part of the Development Consent Order application.	Yes
RF26	Comments opposed to where the roadside service facility and the maintenance depot have been sited.	-	-	9	117	For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RF27	Comments opposed to where the maintenance depot has been sited.	-	-	2	38	Project Design Report (Application Document 7.4).	Yes
RF28	Comments opposed to the proposed site of the roadside service facility.	-	Thurrock Council	1	6		Yes
RF29	Comments opposed to one or both of the roadside service facility and the maintenance depot because consultees say there is no need for them.	-	-	5	86		Yes
RF30	Comments expressing concern about the maintenance depot because consultees say there is no need to have one.	-	-	0	15		Yes
RF31	Comments opposed to the roadside service facility because consultees say there is no need for one.	-	-	4	164		Yes
RF32	Suggestions that existing areas, including those at Thurrock, should be upgraded, to serve the Project rather than	-	-	0	34		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	building new roadside service facilities.						
RF33	Comments in support of the chosen location for the facilities.	-	-	2	683	<p>As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility or maintenance depot as part of the Development Consent Order application.</p> <p>If the Project is granted consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the strategic road network (SRN). Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time, for example, commenting on what facilities should be provided.</p> <p>The maintenance depot is no longer considered necessary because the services it was expected to provide for the Project could be met by the maintenance depots that currently service the nearby SRN, either in</p>	No
RF34	Comments in support of the chosen location for the roadside service facility.	-	Tonbridge and Malling Borough Council	0	150		No
RF35	Comments in support of the chosen location for the maintenance depot.	-	-	0	105		No
RF36	Suggestions for other alternative locations for the roadside service facility.	-	-	0	1		No
RF37	Suggestions for alternative locations for the maintenance depot.	-	-	0	1		No
RF38	Suggestions for alternative locations north of the Thames for both or one of the roadside service facility and the maintenance depot.	-	-	5	50		No
RF39	Suggestions for alternative locations	-	-	1	8		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	north of the Thames for the maintenance depot.					their existing form or with expanded capacity.	
RF40	Suggestions for alternative locations north of the Thames for the roadside service facility.	-	Thurrock Council	2	26	For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).	No
RF41	Suggestions for alternative locations south of the Thames for one or both of the roadside service facility and the maintenance depot.	-	-	3	82		No
RF42	Suggestions for alternative locations south of the Thames for the maintenance depot.	-	-	0	7		No
RF43	Suggestions for alternative locations south of the Thames for the roadside service facility.	-	-	1	45		No
RF44	Suggestions that there should be maintenance depots and roadside service facilities in both Thurrock and Kent.	-	-	0	26		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RF45	Suggestions that there should be maintenance depots or roadside service facilities in both Thurrock and Kent.	-	-	0	39		No
RF46	Suggestions that there should be more than one new roadside service facility on the Project route.	-	Dover District Council	0	143		No
RF47	Suggestions that the roadside service facility should provide access to local roads.	-	-	0	19	As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility or maintenance depot as part of the Development Consent Order application.  If the Project is granted consent, the Applicant would continue work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the strategic road network. Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known	No
RF48	Comments opposed to the impact of the roadside service facility and the maintenance depot on local roads.	-	-	2	11		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>about those proposals at that time, for example, commenting on what facilities should be provided.</p> <p>The roadside service facility proposals presented at Statutory Consultation in October 2018 intentionally did not provide a connection between the Project and the local road network to avoid negative traffic impacts on local roads that would likely arise if such a connection were provided.</p> <p>For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).</p>	
RF49	Comments opposed to the access arrangements for the roadside service facility and the maintenance depot.	-	-	0	2	<p>As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility or maintenance depot as part of the Development Consent Order application.</p> <p>For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).</p>	Yes
RF50	Comments expressing concern about one or both of the roadside service facility and the maintenance depot on the grounds that they would have a negative impact on congestion.	-	-	0	31		Yes
RF51	Comments expressing concern about the	-	-	0	6		Yes



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	maintenance depot on the grounds that it would have a negative impact on congestion.						
RF52	Comments opposed to the maintenance depot on the grounds that it would have a negative impact on congestion.	-	-	0	4		Yes
RF53	Comments expressing concern about the roadside service facility on the grounds that it would have a negative impact on congestion.	-	-	0	9		Yes
RF54	Comments opposed to the roadside service facility on the grounds that it would have a negative impact on congestion.	-	-	1	14		Yes
RF55	Comments opposed to one or both of the roadside service facility and the maintenance depot on the grounds that they would have a negative impact on congestion.	-	-	5	81		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RF56	Comments in support of the roadside service facility and the maintenance depot on the grounds that they would reduce congestion. Comments include those saying it would discourage parking at the side of the road, which can disrupt traffic flow, and others saying the maintenance depot would speed up recoveries and help to maintain traffic flow.	Essex County Fire and Rescue Service	-	0	76	As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility or maintenance depot as part of the Development Consent Order application.  If the Project is granted consent, the Applicant would work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the strategic road network (SRN). Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time, for example, commenting on what facilities should be provided.	No
RF57	Comments in support of the maintenance depot on the grounds that it would reduce congestion; some suggestions that it would speed up recoveries and help to maintain the smooth flow of traffic.	-	-	0	22	The maintenance depot is no longer considered necessary because the services it was expected to provide for the Project could be met by the maintenance depots that currently service the nearby SRN, either in their existing form or with expanded capacity.	No
RF58	Comments in support of potential enhanced network resilience resulting from the	Office of the Police and Crime Commis-	-	0	30		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	inclusion of a maintenance depot.	itioner for Essex				For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).	
RF59	Comments opposed to the roadside service facility and the maintenance depot, saying they would decrease road safety.	-	-	1	11	As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility or maintenance depot as part of the Development Consent Order application.	Yes
RF60	Comments opposed to the roadside service facility, saying it would decrease road safety.	-	-	0	7	For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).	Yes
RF61	Comments in support of the proposals to prevent Project traffic from joining local roads via the roadside service facility, and similarly to prevent local traffic joining the Project via the roadside service facility.	-	-	0	3		No
RF62	Suggestions that the roadside service facility and the maintenance depot should include	-	-	0	8	As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	features to improve safety.					not to progress the roadside service facility or maintenance depot as part of the Development Consent Order application.	
RF63	Comments in support of the proposals, saying a roadside service facility could help reduce road accidents.	-	-	0	63	If the Project is granted consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the strategic road network (SRN). Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time, for example, commenting on what facilities should be provided, such as heavy goods vehicle (HGV) parking and electric vehicle charging points.	No
RF64	Comments in support of the proposals, saying a roadside service facility could help improve safety, such as by providing drivers with opportunities for rest.	-	Dartford Borough Council, Kent County Council	1	419	The maintenance depot is no longer considered necessary because the services it was expected to provide for the Project could be met by the maintenance depots that currently service the nearby SRN, either in their existing form or with expanded capacity.	No
RF65	Suggestions for how the roadside service facility and the maintenance depot should be policed or made more secure.	Essex Police	-	0	16	For more information about the removal of the roadside service facility and the	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						maintenance depot from the Project, see the Project Design Report (Application Document 7.4).	
RF66	Comments expressing concerns about the roadside service facility and the maintenance depot based on the security of the sites including concerns about anti-social behaviour or vandalism.	Essex Police	-	2	37	As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility or maintenance depot as part of the Development Consent Order application.  For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).	Yes
RF67	Comments opposed to the roadside service facility and the maintenance depot based on the security of the sites including concerns about anti-social behaviour or vandalism.	-	-	4	25		Yes
RF68	Comments opposed to the roadside service facility based on the security of the site including concerns about anti-social behaviour or vandalism.	-	-	2	8		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RF69	Suggestions that the roadside service facility should be made larger.	-	-	0	15	As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility or maintenance depot as part of the Development Consent Order application.  If the Project is granted consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the strategic road network (SRN). Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time, for example, commenting on what facilities should be provided, such as Heavy Goods Vehicle (HGV) parking and electric vehicle (EV) charging points.  The maintenance depot is no longer considered necessary because the services it was expected to provide for the Project could be met by the maintenance depots that	No
RF70	Suggestions that the maintenance depot should be made larger.	-	-	0	7		No
RF71	Comments expressing concerns about the size of the sites. Some consultees suggested the sites are too large and would impact on the nearby area, while others stated that the sites are too small and would not meet the driver needs.	-	-	1	42		Yes
RF72	Suggestions that the maintenance depot should be smaller.	-	-	0	14		No
RF73	Suggestions relating to access of the roadside service facility. These include suggestions that the layout should be as simple as possible to facilitate easy access.	-	-	0	16		No
RF74	Comments in support of the facilities provided by	-	-	0	17		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	the roadside service facility.					<p>currently service the nearby SRN, either in their existing form or with expanded capacity.</p> <p>For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).</p>	
RF75	Suggestions relating to the operation of the roadside service facility. These include suggestions as to what facilities should be included and how these should be managed.	-	-	0	108		No
RF76	Suggestions about design features of the roadside service facility.	-	-	0	7		No
RF77	Suggestions that the roadside service facility should be 'French style' with outdoor picnic areas or green spaces.	-	-	0	63		No
RF78	Comments in support of the proposals to include electric charging points at the roadside service facility.	-	Dartford Borough Council, Basildon Borough Council	0	74		No
RF79	Suggestions that there should be more charging points at the roadside service facility than the number proposed.	-	Kent County Council	1	93		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
RF80	Comments expressing concerns about the quality of the facilities offered by the proposed roadside service facility.	-	-	0	38		Yes
RF81	Comments opposed to the facilities offered by the roadside service facility on the grounds they would be overpriced and commercialised.	-	-	0	39		Yes
RF82	Suggestions that facilities should include clear signage.	-	-	0	10		No
RF83	Suggestions that facilities at the roadside service facility should be sensitive to religious needs, including areas for prayer and food vendors which are compliant with various dietary requirements.	-	-	0	1		No
RF84	Suggestions that the roadside service facility should make special provision for caravans.	-	-	0	58		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RF85	Comments expressing concern that the facilities offered by the roadside service facility would be commercialised and overpriced.	-	-	0	87		No
RF86	Suggestions that there should be no restrictions on parking for users of the roadside service facility, or that parking should be free.	-	-	0	22		No
RF87	Suggestions that additional transport connections should be provided at this site, including park and ride schemes or coach and bus stops.	-	-	0	7		No
RF88	Comments in support of the emergency access provided at the roadside service facility.	Office of the Police and Crime Commissioner for Essex	-	0	3		No
RF89	Comments in support of the proposed Driving and Vehicle Standards Agency (DVSA) site to	-	-	0	5		As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	be included as part of the maintenance depot.					<p>not to progress the maintenance depot as part of the Development Consent Order application.</p> <p>The maintenance depot is no longer considered necessary because the services it was expected to provide for the Project could be met by the maintenance depots that currently service the nearby strategic road network, either in their existing form or with expanded capacity.</p> <p>If the Project is granted consent, the Applicant would continue to work with the Driving and Vehicle Standards Agency to ensure that it can make use of appropriate sites and facilities.</p> <p>For more information about the removal of the maintenance depot from the Project, including the rationale behind this decision, see the Project Design Report (Application Document 7.4).</p>	
RF90	Comments saying that the roadside service facility is needed because of a lack of these types of facilities within the local network.	-	Medway Council	0	644	As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility as part of the Development Consent Order application.	No
RF91	Comments that suggest that the roadside service facility is needed because the services at	-	-	0	163	If the Project is granted consent, the Applicant would continue to work with roadside service facility operators, the	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	Thurrock are in some way inadequate or unsatisfactory.					<p>haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the strategic road network. Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time, for example, commenting on what facilities should be provided.</p> <p>For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).</p>	
RF92	Comments in support of the Heavy Goods Vehicle (HGV) parking included in the roadside service facility proposals. These include observations that the local road network is currently lacking in HGV parking facilities.	-	Kent County Council	0	151	<p>As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility as part of the Development Consent Order application.</p> <p>If the Project is granted consent, the Applicant would continue to work with roadside service facility operators, the</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RF93	Suggestions that there should be more parking spaces.	-	Kent County Council, Ashford Borough Council, Dover District Council	1	122	<p>haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the strategic road network. Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time, for example, commenting on what facilities should be provided, such as HGV parking and EV charging points.</p> <p>For more information about the removal of the roadside service facility from the Project, including the rationale behind these decisions, see the Project Design Report (Application Document 7.4).</p>	No
RF94	Comments that expressed concerns about there not being enough parking spaces at the roadside service facility.	-	-	0	23		No
RF95	Comments that suggest that there would be too few parking spaces at the roadside service facility.	-	-	0	8		No
RF96	Suggestions that Heavy Goods Vehicles (HGVs) should be prioritised within the roadside service facility, such as providing more HGV parking.	-	-	0	121		No
RF97	Comments in support of the roadside service	-	-	0	12		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	facility on the grounds that it would reduce congestion. Some consultees said it would discourage parking at the side of the road, which can disrupt traffic flow.						
RF98	Comments in support of the need for the roadside service facility to meet demands after Brexit. These include the suggestion that it would alleviate the post-Brexit queues of lorries that would need to park before passing through customs.	-	-	0	1		No
RF99	Suggestions relating to the potential usage of the facilities during Operation Stack. These typically relate to the roadside service facility and the maintenance depot being used for extra parking or as somewhere for lorry drivers to rest while access to ports in Kent is limited.	-	-	0	17		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RF100	Comments expressing concern about the Heavy Goods Vehicle (HGV) parking offered by the proposed roadside service facility. Some consultees say the amount of parking is inadequate, while others say HGV parking in general is unwelcome because it is claimed it encourages pollution and littering.	-	-	0	32		No
RF101	Comments opposed to the Heavy Goods Vehicle (HGV) parking offered by the proposed roadside service facility. Some consultees say the amount of parking is inadequate, while others say HGV parking in general is unwelcome because it is claimed it encourages pollution and littering.	-	Thurrock Council	2	37		Yes
RF102	Comments expressing concerns about the impact of the roadside service facility and the	-	-	7	63	As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	maintenance depot on local communities in general.					not to progress the roadside service facility or the maintenance depot as part of the Development Consent Order application.	
RF103	Comments opposed to the impact of the roadside service facility and the maintenance depot on local communities in general.	-	Thurrock Council	32	251	For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).	Yes
RF104	Comments opposed to the impact of the maintenance depot on local communities in general.	-	-	0	22		Yes
RF105	Comments opposed to the impact of the maintenance depot on local communities in general.	-	-	3	16		Yes
RF106	Comments opposed to the impact of the roadside service facility on local communities in general.	-	-	4	19		Yes
RF107	Comments expressing concerns that the roadside service facility and the maintenance depot might cause	-	-	0	13		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	disruption to the local communities.						
RF108	Comments opposed to the roadside service facility and the maintenance depot because it is said they would cause disruption to the local communities.	-	-	5	37		Yes
RF109	Comments expressing concerns about the impact of the roadside service facility and the maintenance depot on local people's property or homes.	-	-	2	3		Yes
RF110	Comments opposed to the impact of the roadside service facility and the maintenance depot on people's property or homes.	-	Thurrock Council	20	50		Yes
RF111	Comments opposed to the impact of the roadside service facility and the maintenance depot on schools or children.	-	-	1	20		Yes



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
RF112	Comments in support of the roadside service facility and maintenance depot, saying the facilities would improve the local area or be better for local communities.	-	Kent County Council	0	20	As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility or the maintenance depot as part of the Development Consent Order application.	No
RF113	Comments in support of the roadside service facility and maintenance depot proposals on the grounds that the facilities would cause minimal disruption to the local communities.	-	-	0	83	If the Project is granted consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the strategic road network (SRN). Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time, for example, commenting on what facilities should be provided.	No
RF114	Comments in support of the roadside service facility and maintenance depot proposals on the grounds that the facilities would cause minimal disruption to the local communities.	-	-	0	6	The maintenance depot is no longer considered necessary because the services it was expected to provide for the Project could be met by the maintenance depots that currently service the nearby SRN, either in their existing form or with expanded capacity.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).	
RF115	Comments opposed to the facilities on the grounds that they may prompt urbanisation, industrialisation, or development of the land around the site.	-	-	1	25	As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility or the maintenance depot as part of the Development Consent Order application.	Yes
RF116	Comments opposed to the impact of the roadside service facility on the environment.	-	Thurrock Council	0	7	For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).	Yes
RF117	Comments opposed to the impact of the roadside service facility and the maintenance depot on the environment in general terms.	-	-	0	6		Yes
RF118	General comments expressing concerns about the impact of the roadside service facility and the maintenance	-	-	1	17		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	depot on the environment.						
RF119	General comments opposed to the impact of the roadside service facility and the maintenance depot on the environment.	-	-	6	74		Yes
RF120	Comments expressing concern about the impact of the maintenance depot on the environment.	-	-	0	8		Yes
RF121	Comments opposed to the impact of the maintenance depot on the environment.	-	-	0	7		Yes
RF122	Comments opposed to the impact of the roadside service facility and the maintenance depot on sites of archaeological or historical significance.	-	-	2	10		Yes
RF123	Comments opposed to the impact of the roadside service facility on sites of	-	-	0	1		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	archaeological or historical significance.						
RF124	Comments expressing concerns about the impact of the roadside service facility and the maintenance depot on carbon emissions or climate change.	-	-	0	3		Yes
RF125	Comments expressing concerns about potential pollution or deteriorating air quality associated with the roadside service facility and the maintenance depot.	-	-	1	17		Yes
RF126	Comments opposed to potential pollution or deteriorating air quality associated with the roadside service facility and the maintenance depot.	-	Thurrock Council	28	202		Yes
RF127	Comments opposed to potential pollution or deteriorating air quality associated with the roadside service facility.	-	-	3	13		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RF128	Comments opposed to the potential light pollution generated by the roadside service facility and the maintenance depot.	-	-	0	6		Yes
RF129	Comments expressing concerns about the potential noise and vibration associated with the facilities.	-	-	1	10		Yes
RF130	Comments opposed to the potential noise and vibration associated with the facilities.	-	Thurrock Council	27	134		Yes
RF131	Comments expressing concern about the potential noise and vibration associated with the maintenance depot.	-	-	0	2		Yes
RF132	Comments opposed to the potential noise and vibration associated with the maintenance depot.	-	-	1	2		Yes
RF133	Comments opposed to the potential noise and vibration associated with	-	-	3	14		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	the roadside service facility.						
RF134	Comments expressing concerns about a possible lack of cleanliness at the roadside service facility and the maintenance depot or to the rubbish they might generate.	-	-	0	13		Yes
RF135	Comments opposed to a possible lack of cleanliness at the roadside service facility and the maintenance depot or to the rubbish they might generate.	-	-	3	37		Yes
RF136	Comments opposed to a possible lack of cleanliness at the roadside service facility or to the rubbish it might generate.	-	-	0	15		Yes
RF137	Comments expressing concerns about the impact of the roadside service facility and the maintenance depot on the countryside, green	-	-	0	0		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	spaces or the Green Belt.						
RF138	Comments opposed to the impact of the roadside service facility and the maintenance depot on the countryside, green spaces or the Green Belt.	-	-	11	118		Yes
RF139	Comments expressing concerns about the visual impact of the roadside service facility and the maintenance depot on the landscape.	-	-	1	8		Yes
RF140	Comments opposed to the visual impact of the roadside service facility and the maintenance depot on the landscape.	-	-	7	44		Yes
RF141	Comments expressing concern about the visual impact of the maintenance depot on the landscape.	-	-	0	17		Yes
RF142	Comments opposed to the visual impact of the maintenance depot on the landscape.	Kent Downs AONB Unit	-	0	7		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RF143	Comments opposed to the visual impact of the roadside service facility on the landscape.	-	-	0	10		Yes
RF144	Comments opposed to the land take required to build the roadside service facility and the maintenance depot.	-	-	5	91		Yes
RF145	Comments opposed to the land take required to build the roadside service facility.	-	-	1	24		Yes
RF146	Comments opposed to the impact of the roadside service facility and the maintenance depot on wildlife and ecology.	-	-	2	31		Yes
RF147	Comments expressing concern about the impact of the roadside service facility on wildlife and ecology.	-	-	0	4		Yes
RF148	Comments opposed to the impact of the roadside service facility on wildlife and ecology.	-	-	0	1		Yes



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
RF149	Comments opposed to the impact of the roadside service facility and the maintenance depot on people's health, wellbeing or quality of life.	-	-	4	19		Yes
RF150	Comments in which support for the proposed roadside service facility and maintenance depot is conditional on something else being achieved, such as sufficient mitigation measures being introduced.	-	-	0	88		No
RF151	Comments in which support for the roadside service facility is conditional on something else being achieved, such as sufficient mitigation measures being introduced.	-	-	1	57		No
RF152	Suggestions about how the potential environmental impact of the roadside service facility and maintenance	-	-	1	60		As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	depot could be limited or mitigated.					or maintenance depot as part of the Development Consent Order application.	
RF153	Comments in support of the roadside service facility and the maintenance depot on the grounds that they would have minimal impact on the environment.	-	-	0	28	If the Project is granted consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the strategic road network (SRN). Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time, for example, commenting on what facilities should be provided, such as HGV parking and EV charging points.	No
RF154	Comments in support of the roadside service facility on the grounds that it would have minimal impact on the environment.	-	-	0	3	The maintenance depot is no longer considered necessary because the services it was expected to provide for the Project could be met by the maintenance depots that currently service the nearby SRN, either in their existing form or with expanded capacity.	No
RF155	Comments in support of the maintenance depot on the grounds that it would have minimal impact on the environment.	-	-	0	1	For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the	No
RF156	Comments in support of the roadside service facility, saying it would reduce pollution or improve air quality, in particular through encouraging electric vehicles and	-	Dartford Borough Council	0	1		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	discouraging Heavy Goods Vehicles (HGV) from using alternative routes.					Project Design Report (Application Document 7.4).	
RF157	Comments expressing concerns about the roadside service facility and the maintenance depot on the grounds that they would not achieve value for money or are too expensive.	-	-	1	9	As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility or maintenance depot as part of the Development Consent Order application.	Yes
RF158	Comments opposed to the roadside service facility and the maintenance depot on the grounds that they do not achieve value for money or are too expensive.	-	-	1	26	For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).	Yes
RF159	Comments objecting to the roadside service facility on the grounds that it does not achieve value for money or is too expensive.	-	-	0	25		Yes
RF160	Comments opposed to the impact of the roadside service facility and the maintenance	-	-	1	4		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	depot on local businesses, such as those in the nearby Thames Industrial Estate, with other consultees questioning any economic benefits such as job creation.						
RF161	Comments in support that suggest the roadside service facility and maintenance depot proposals might have a beneficial economic impact.	-	-	0	1	As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility or maintenance depot as part of the Development Consent Order application.	No
RF162	Comments in support which suggest that both the roadside service facility and the maintenance depot might have a beneficial impact on the local economy by providing jobs.	-	-	0	21	If the Project is granted consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the strategic road network (SRN). Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time, for	No
RF163	Comments that say both the roadside service facility and the maintenance depot would have a beneficial impact on the local	-	-	0	155		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	economy by providing jobs.					example, commenting on what facilities should be provided.	
RF164	Comments that suggest the roadside service facility might have a beneficial impact on the local economy by providing jobs.	-	-	1	52	The maintenance depot is no longer considered necessary because the services it was expected to provide for the Project could be met by the maintenance depots that currently service the nearby SRN, either in their existing form or with expanded capacity.	No
RF165	Comments in support, saying the roadside service facility and maintenance depot proposals would lead to development of the area.	-	-	0	61	<p>Although the roadside service facility and the maintenance depot have been removed, the Project is expected to benefit the local and regional economies, including helping to create new jobs.</p> <p>As part of the efforts to generate benefits for local communities, the Applicant intends to provide opportunities for local people that might enable them to work on the construction or operation of the route and would also seek to help local businesses form part of the supply chain that would build and operate the route. The Applicant is working with stakeholders to develop these plans and put them into action.</p> <p>The Applicant's Benefits and Outcomes Document (Application Document 7.20) provides a framework to communicate what is being delivered within the Project's Development Consent Order and some of the wider activities undertaken by the Applicant (both already and planned for the</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						future) in the local area of the Project to support local people and the environment. Further information about the benefits and costs of the Project can be found in the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table Report within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results. For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).	
RF166	Suggestions that jobs at the roadside service facility should be provided for local people or that local businesses should be offered the opportunity to showcase produce there.	-	-	0	11	As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility as part of the Development Consent Order application.	No
RF167	Suggestions relating to the financial management of the roadside service facility. These include the comments that profits	-	-	0	1	If the Project is granted consent, the Applicant would work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the strategic road network. Any	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	should contribute towards the overall Project budget.					<p>future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time, for example, commenting on what facilities should be provided.</p> <p>As it is the Applicant's policy (Department for Transport (2013d) Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development) that any future roadside service facility would be built and operated by a private sector company, this would not represent an additional cost to the public.</p> <p>For more information about the removal of the roadside service facility from the Project, including the rationale behind this decision, see the Project Design Report (Application Document 7.4).</p>	
RF168	Comments in support which suggest that the provision of such facilities are required by law.	-	-	0	28	As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility or maintenance depot as part of the Development Consent Order application.	No
RF169	Comments in support which suggest that both or one of the roadside	-	Gravesham Borough Council	1	1705		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	service facility and the maintenance depot are needed as part of the Project.					Neither a new roadside service facility nor a new maintenance depot are required by law.	
RF170	Comments in support which suggest the maintenance depot is needed as part of the Project.	-	London Borough of Redbridge	1	356	If the Project is granted consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider the most appropriate location for any further roadside service facilities on the strategic road network (SRN). Any facility proposed in the future would need planning consent from the local planning authority and there would be opportunities for interested parties to make their views known about those proposals at that time.	No
RF171	Comments in support which suggest the roadside service facility is needed as part of the Project.	-	Tonbridge and Malling Borough Council	2	489	The maintenance depot is no longer considered necessary because the services it was expected to provide for the Project could be met by the maintenance depots that currently service the nearby SRN, either in their existing form or with expanded capacity.  For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).	No
RF172	General comments in support of both or one of the proposed roadside	-	-	1	8	As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	service facility and the maintenance depot.					in October 2018, the Applicant has decided not to progress the roadside service facility or maintenance depot as part of the Development Consent Order application.	
RF173	General comments in support of both or one of the roadside service facility or the maintenance depot.	-	Essex County Council	3	1774	If the Project is granted consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the strategic road network (SRN). Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time, for example, commenting on what facilities should be provided.	No
RF174	Comments in support of the design of the proposed roadside service facility and the maintenance depot.	-	-	0	14	The maintenance depot is no longer considered necessary because the services it was expected to provide for the Project could be met by the maintenance depots that currently service the nearby SRN, either in their existing form or with expanded capacity.	No
RF175	General comments in support of the maintenance depot.	Essex County Fire and Rescue Service	Kent County Council	4	290	For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the	No
RF176	General comments in support of the roadside service facility.	-	Basildon Borough Council	0	414		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						Project Design Report (Application Document 7.4).	
RF177	Suggestions that consultees could only offer an adequate response once further information has been provided. Consultees said information about roadside service facility and maintenance depot were unavailable in the consultation materials or were not sufficiently detailed. Other comments said the documentation was not clear on the need for the roadside service facility or depot or the alternatives.	Environment Agency	-	3	117	As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility or maintenance depot as part of the Development Consent Order application.  Information about the roadside service facility and the maintenance depot was provided in the consultation materials, with information in Chapter 5 of the Guide to Consultation and Chapters 12 and 21 of the Approach to Design, Construction and Operation document. The latter includes information of the rationale behind the proposals and the alternatives considered. More information about the Statutory Consultation materials can be found in Chapter 4 of this report, with a link to the documents in Appendix M.	No
RF178	Comments in support of the roadside service facility, saying it would make the Project a more appealing route for drivers.	-	-	1	28	For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).	No
RF179	Comments in support of the way in which the plans have been created.	-	-	0	145	These comments have been noted.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	These include consultees willing to defer to expert opinion.						
RF180	Comments in which consultees do not express a strong opinion on the roadside service facility or the maintenance depot.	-	-	0	2		No

## Issues raised in response to open Question 9b

- 11.4.108 Table 11.17 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q9b in the consultation response form, which was as follows:
- 11.4.109 *Q9b: Please let us know the reasons for your response to Q9a and any other views you have on the Lower Thames Crossing's impact on traffic.*
- 11.4.110 For reference, the closed Question 9a referred to in Q9b above was as follows:
- 11.4.111 *Q9a. Do you agree or disagree with the view that the Lower Thames Crossing would improve traffic conditions on the surrounding road network?*
- 11.4.112 For more information about Q9a and how consultees responded to it and the other closed questions in the consultation response form, see Section 11.3 of this report.
- 11.4.113 The issues raised that relate to traffic modelling are summarised in Table 11.17 below. Where issues were raised in response to Q9b that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 11.4.114 The Applicant has fully considered all of the responses received, Table 11.17 explains how the Applicant has had regard to those issues raised and the Applicant's response is presented in the penultimate column of the table. The final column of the table identifies where the Applicant has made a change to the Project in line with the issues raised during this consultation.
- 11.4.115 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to them with a combined response.

## Information presented in Table 11.17

- 11.4.116 The information presented in Table 11.17 is the following:
- a. 'Code' is a unique code assigned to each issue for reference purposes.
  - b. 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q9b or to another question in the response form but covering similar topics.
  - c. 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - d. 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.
  - e. 's42(1)(d)' states how many respondents with a land interest raised that issue.
  - f. 's47 & s48' states how many members of the public raised that issue.

- g. 'The Applicant's response' presents the Applicant's response to the issue(s) raised and explains how the Applicant has had regard to the issue(s).
- h. 'Project change' states whether the issue(s) raised resulted in a change to the Project.
  - i. 'Yes' indicates that changes to the Project proposals have been made since Statutory Consultation in line with the issue(s) raised. Some changes have been made as a result of environmental or other assessments, as well as through consideration of consultation responses.
  - ii. 'No' indicates that the suggestions or requests did not result in a change to the Project proposals.

### **Summary of issues raised relating to traffic modelling and the Applicant's responses**

11.4.117 Table 11.17 below summarises the issues raised relating to traffic modelling and the Applicant's responses to those issues raised.

**Table 11.17 Summary of issues raised relating to traffic modelling and the Applicant's responses**

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
TR1	General comments expressing concern about the Project's traffic modelling forecasts, saying they are unreliable or inaccurate.	-	Gravesham Borough Council	1	229	The Applicant's traffic modelling has been carried out according to the latest transport analysis guidance (Department for Transport, 2021b) and is as reliable and accurate as possible within the limits of the discipline. The Project's transport model (the Lower Thames Area Model (LTAM)) has been produced by the Applicant's specialist traffic modelling team. An independent specialist assessor within National Highways has assessed the LTAM throughout its development. The independent specialist assessor has concluded that the LTAM is suitable to assess the Project.  The data used to determine the traffic model base year was collated two years before Statutory Consultation. The intervening period of time was needed to carry out the complex traffic modelling and the numerous other assessments required to allow the Applicant to undertake a Statutory Consultation in October 2018. The traffic modelling presented at Statutory Consultation was carried out according to best practice and in line with Government guidance, as were all subsequent rounds of traffic modelling, including that presented as part of the application for development consent.	No
TR2	General comments opposed to the Project's traffic modelling forecasts, saying they are unreliable or inaccurate.	-	-	11	306		No
TR3	Comments expressing concern about the accuracy or comprehensiveness of the Project's traffic modelling forecasts. Comments include those saying the forecasts are not detailed enough to predict impacts on local roads, or on residents and businesses. There were also questions about whether the predicted volumes of freight vehicles are correct.	Transport for London	London Borough of Redbridge, Kent County Council, Dover District Council, Southend-on-Sea City Council	1	30		No
TR4	Comments opposed to the Project's traffic modelling forecasts on the grounds that they are not accurate	Cobham Parish Council, Higham	Kent County Council, Thurrock	10	143		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	or comprehensive. Comments include those saying the underlying traffic data is out of date and the modelling fails to account for incident on the network, such as on the M25 or at the Dartford Crossing.	Parish Council, Shorne Parish Council, Port of Tilbury London Ltd	Council, Gravesham Borough Council			For more information about how the Applicant has carried out traffic modelling following industry best practice, see the Combined Modelling and Appraisal Report (Application Document 7.7), including Appendices A, B and C. A summary of the methodology is included in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).	
TR5	Comments that express the view that traffic forecasts are inherently uncertain and only time will tell if the predictions prove to be accurate.	-	-	6	319		No
TR6	Comments that express the view that the traffic benefits of the Project are uncertain, and the accuracy of the predictions would only become apparent after the Project has been built and additional time has passed.	-	-	0	69		No
TR7	Suggestions that the Project should have more lanes, with some consultees saying this would accommodate future growth in traffic volumes.	-	-	1	44		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>each direction for the Statutory Consultation in October 2018 proposals.</p> <p>A subsequent phase of traffic modelling confirmed the decision to have three lanes along the majority of the route but enabled the Applicant to reduce the number of lanes on the southbound section between the proposed A122 Lower Thames Crossing/M25 and A13/A1089/A122 Lower Thames Crossing junctions from three lanes to two, while still maintaining free-flowing traffic. This would reduce the footprint of the route at this location, thereby reducing its environmental impact and cost. This was presented at Supplementary Consultation in January 2020.</p> <p>More information on Supplementary Consultation can be found in Chapter 6 of this report. More information about the design of the route can be found in the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>Information about the Project's transport model can be found in the Transport Model Package, which is Appendix B of the</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Combined Modelling and Appraisal Report (Application Document 7.7).	
TR8	Comments expressing concern about the Project's traffic modelling forecasts, on the grounds that Brexit creates uncertainty over future traffic levels.	-	Dover District Council	0	25	The Government has been responsible for managing the process of leaving the EU and setting the policy objectives that its departments and agencies are expected to fulfil. As one of those agencies, the Applicant is continuing to develop its plans for the Project in line with the Scheme Objectives that were agreed with the Department for Transport. There is no evidence that Brexit removes the need for the Project or negates its benefits. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1). For more information about traffic modelling, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7).	No
TR9	Comments opposed to the Project's traffic modelling forecasts on the grounds that Brexit creates uncertainty over future traffic levels.	-	-	0	10		No
TR10	Suggestions as to how the Project's traffic modelling forecasts could be improved. These included suggestions to expand the scope of the forecasting to include more roads, to provide more information about the baseline data, and to assess the impact if	Cobham Parish Council	Dartford Borough Council, Harlow Council, Medway Council, Tonbridge and Malling Borough	2	99	The Applicant's transport model covers the whole of England, Scotland and Wales, but more comprehensively the area around the entire M25 and its junctions with major roads including the A1, M1, M3, M4, M11 and M40. It also covers Kent, Thurrock, Essex and Havering, as well as the eastern part of Greater London. This area is appropriate because it models all of the primary roads likely to be affected by the	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	the Project and the Dartford Crossings were both temporarily closed.		Council, Essex County Council, Kent County Council, London Borough of Havering, Gravesham Borough Council, Suffolk County Council, Brentwood Borough Council, London Borough of Redbridge, Port of Tilbury London Limited, Thurrock Council, Transport for London			<p>Project. While the modelling includes forecasts for some minor roads, it is outside the scope of this type of strategic road network (SRN) modelling to provide street-by-street predictions of how traffic flows would change once the Project is operational.</p> <p>For more information about how the Applicant has carried out traffic modelling following transport analysis guidance (Department for Transport, 2021b), see the Combined Modelling and Appraisal Report (Application Document 7.7), including Appendices A, B and C. A summary of the methodology is included in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant updated the traffic modelling forecasts for Supplementary Consultation in January 2020 and again for the Community Impacts Consultation in July 2021. Information about which roads have been included in the traffic modelling can be found in the Transport Model Package, which is Appendix B of the Combined Modelling and Appraisal Report, with information about the baseline data in Appendices A and B. The Project would add resilience to the SRN in the region, providing an alternative if the Dartford Crossing were closed and vice versa. It is expected that the number of incidents and</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>collisions at the Dartford Crossing would fall as a result of the reduced traffic flows, which would improve resilience at both crossings.</p> <p>The Project's traffic modelling forecasts are intended to provide indicative predictions for how the proposed route design would perform under normal circumstances, including during the peak and inter-peak hours. Forecasts include predictions for several future years to show how it would perform over time.</p> <p>The impact of both crossings being closed simultaneously has not been modelled because traffic modelling is not typically effective at predicting the outcomes of scenarios of this type. This is because of the multiple variables that make up any single incident, or set of incidents, that can affect the operation of the road network. Variables include the severity of the incident, its precise location, the length of carriageway and number of lanes affected, the time of day and the duration of the incident. Scenarios of this type do not lend themselves to being modelled to provide reliable data that can be used to reduce or avoid disruption to the network.</p>	
TR11	Comments expressing concern about the Project's traffic modelling forecasts,	-	Maidstone Borough Council,	1	23	The relevant local planning authorities are responsible for planning for future	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	saying they have not accounted for future developments, such as new housing or roads, which would lead to an increase in road use.		Dartford Borough Council, Medway Council, Swale Borough Council, Basildon Borough Council, Dover District Council			developments, details of which are included in their local plans.  The Applicant's traffic modelling forecasts include development and highway scheme assumptions supplied by local planning and highway authorities, and from local authority online planning databases. The decision as to whether or not a particular development should be included in the model is defined by transport analysis guidance (Department for Transport (DfT), 2021b). Information about which developments have been included in the traffic modelling can be found in the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7). This work was finalised at the end of September 2021 to allow for the development of the model within the programme's schedule.	
TR12	Comments opposed to the Project's traffic modelling forecasts, saying they have not accounted for future developments, such as housing or roads, which would lead to an increase in traffic beyond that forecast by the modelling.	-	Tonbridge and Malling Borough Council, Swale Borough Council, Kent County Council, Gravesham Borough Council	1	46	As the Project has developed over time, the traffic modelling has been updated to account for the latest design changes, as well as the most recent planning data and changes to the DfT guidance (DfT, 2021b). Housing developments near Bluewater and Ebbsfleet are included in the forecasts.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
TR13	Comments expressing concern about traffic congestion, saying it would become worse during the Project's construction. A commonly cited concern is that additional Heavy Goods Vehicles (HGVs) on the roads as a result of the Project's construction would worsen congestion.	Office of the Police and Crime Commissioner for Essex	-	2	101	Since the Statutory Consultation in October 2018, amendments to the Applicant's designs have nearly halved the proposed numbers of Heavy Goods Vehicle (HGV) journeys during construction. At Statutory Consultation, the proposed figure was an average of 17,500 HGV journeys a month (where a journey refers to a single HGV movement in or out of the construction area). At Supplementary Consultation, this figure had been reduced to an average of 13,300 HGV journeys per month.	Yes
TR14	Comments opposed to the Project on the grounds that traffic congestion would become worse during construction. A commonly cited concern is that additional Heavy Goods Vehicles (HGVs) on the roads as a result of the Project's construction would worsen congestion. There were concerns about specific roads, including the A127, A13, A2, A226 and A227.	-	-	10	71	<p>The reduction in HGV movements would be achieved by reusing excavated materials for landscaping features around the North Portal (Tilbury Fields) and South Portal (Chalk Park) and other design changes.</p> <p>The Applicant consulted on revised proposals for HGV movements during the Community Impacts Consultation in July 2021. These would mean a further reduction to an average of 10,350 HGV journeys per month Project-wide during the construction phase.</p> <p>Since the Community Impacts Consultation, the Applicant has further refined the designs to update landscaping at various locations around the proposed A13/A1089/A122 Lower Thames Crossing junction and at the proposed A122 Lower</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Thames Crossing/M25 junction. This would involve the reuse of clean excavated material for construction activities, reducing the number of HGV journeys which would have a reduction in noise and environmental impacts related to construction. These changes were consulted on in the Local Refinement Consultation in May 2022.</p> <p>The Applicant is also proposing to raise the new road in some locations, such as the proposed A122 Lower Thames Crossing/M25 junction and near North Road, where this can be achieved without increasing visual impacts or noise. The Applicant's latest proposals would mean a further reduction to an average of 9,500 HGV journeys per month across the whole Project during the construction phase, a 46% reduction on the original proposals at Statutory Consultation in October 2018.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant provided a breakdown of average daily HGV movements to individual compounds during construction. This information was included in the Ward Impact Summaries document, with more information about the movement of excavated materials and materials also provided in the draft outline Site Waste Management Plan and the draft outline Materials Handling Plan. These</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>consultation documents can be found in Appendix S of this report. Comments on those documents received during consultation are reported in Section 14.4 of this report, along with information as to how the Applicant had regard to those comments. Updated versions of the outline Site Waste Management Plan (Application Document 6.3, ES Appendix 2.2, Annex A) and outline Materials Handling Plan (Application Document 6.3, ES Appendix 2.2, Annex B) are included as part of the application for development consent.</p> <p>The Applicant has forecast the impact of construction traffic on the road network. See the Transport Assessment (Application Document 7.9). This includes information about predicted impacts on the M25 corridor, the A2/M2 corridor, the A226 Gravesend Road, and the A1089 corridor.</p> <p>Prior to construction, the Applicant would be required to submit a Traffic Management Plan (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft Development Consent Order (DCO)</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>(Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of any temporary traffic management.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p>	
TR15	Comments expressing concern that the Project would make traffic worse by encouraging more vehicles on to the road network.	-	Tonbridge and Malling Borough Council	3	172	<p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions</p>	No
TR16	Comments opposed to the Project, saying it would make traffic conditions worse by encouraging more vehicles on to the road network.	Higham Parish Council	Kent County Council	46	960		No
TR17	Comments expressing concern that traffic would become worse on the	Transport for London	Kent County Council,	2	122		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	existing road network, including concerns about local roads.		London Borough of Havering			<p>are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval</p>	
TR18	Comments opposed to the Project on the grounds that traffic would become worse on the existing road network, including concerns about conditions on local roads.	Higham Parish Council	-	22	311		No
TR19	Suggestions that there should be traffic control measures either to keep traffic moving along the Project route or to prevent the use of local roads as rat-runs.	-	Tonbridge and Malling Borough Council, Kent County Council, London Borough of Havering	1	44		No
TR20	Comments expressing concern that the traffic modelling for the Project forecasts an increase in traffic, with some areas or roads being worse off.	-	London Borough of Havering	0	5		No
TR21	Comments opposed to the Project on the grounds that it would cause a general increase in traffic, or	-	Essex County Council, Kent	3	37		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	because some specific roads are forecast to see an increase in traffic.		County Council			by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.	
TR22	Comments expressing concern that the traffic modelling forecasts increases in traffic at specific locations, including sections of the A13, connections between the M20 and M2, and junction 29 of the M25.	-	Maidstone Borough Council, Dartford Borough Council, London Borough of Bexley, London Borough of Havering, Dover District Council	0	38	The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities. While the Project would result in additional vehicle mileage being travelled, this is largely as a result of longer trips – particularly those across the River Thames. The number of new trips predicted as a result of the Project is relatively low.	No
TR23	Comments opposed to the Project because the traffic modelling forecasts increases in specific locations including sections of the A13, A228, A229, M2, M20 and M25.	-	Maidstone Borough Council, Essex County Council, Gravesham Borough Council	9	80	Junction 29 of the M25, the connections between the M2 and M20, and sections of the A13 are among those roads included in the assessment of the wider impacts of the Project. The A13 west of the proposed A13/A1089/A122 Lower Thames Crossing junction would see a significant reduction in traffic in both directions because a high proportion of motorists are expected to use	No
TR24	Comments expressing concern at the possibility of	-	Swale Borough Council	3	293		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	the Project moving traffic problems to new areas.					the Project to cross the Thames. The A13 east of the Project would see an increase in traffic.	
TR25	Comments opposed to the Project on the grounds that it would move traffic problems to new areas, rather than solving congestion.	-	-	26	559	<p>During the Community Impacts Consultation in July 2021, the Applicant presented a change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction, adding an extra lane to the link road connecting the Lower Thames Crossing northbound and southbound to the A13 eastbound. The extra lane on the link road east of Baker Street would provide additional capacity for traffic leaving the Lower Thames Crossing and accounts for the latest predicted traffic flows.</p> <p>In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design provides a direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the Project northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the Orsett</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road.</p> <p>While junction 29 of the M25 is forecast to see an increase in traffic once the Project is open, the proposals to upgrade this junction and the adjacent section of the M25 would compensate for the increased traffic. The upgrade would include new dedicated slip roads between the M25 and A127, as well as additional lanes and traffic lights on the roundabout. For more information about the design, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>For more information about the traffic modelling, see the Transport Model Package, which is Appendix B of the Combined Modelling and Appraisal Report (Application Document 7.7). The predicted impact of construction traffic on the road network has been modelled in the Transport Assessment (Application Document 7.9), which also includes information about the impacts on the M25, the A2/M2, the A226 Gravesend Road and the A1089 corridor.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
TR26	Comments in support of the Project, which it is said would improve traffic conditions on the road network in terms of reducing delays and congestion. These comments do not refer to the Project's traffic modelling forecasts.	-	-	0	386	These comments have been noted.	No
TR27	Suggestions around how the Project should be designed with the future in mind. Consultee suggestions include increasing the number of lanes and ensuring additional planning housing is included in the forecasts.	-	-	1	165	The traffic modelling submitted as part of the application for development consent assessed the Project in four future years: 2030, 2037, 2045 and 2051. The forecasts predict that the Project would remain free flowing for the foreseeable future, and that there would be improvements at the Dartford Crossing that would not be realised unless the Project was implemented. Traffic at Dartford is predicted to fall by 19% in 2030 and remain below current levels for the foreseeable future. Reducing congestion at the Dartford Crossing is in line with the Scheme Objectives set out in the Need for the Project (Application Document 7.1).  This would provide substantial benefits to users of the road network by cutting congestion on the Dartford Crossing and its approach roads, where journey times would be reduced and reliability increased.	No
TR28	Comments expressing concern that any additional road capacity created by the Project would be filled by traffic in the near future.	-	London Borough of Redbridge	2	348		No
TR29	Comments opposed to the Project because consultees say any additional road capacity created by the Project would be filled by traffic in the near future.	-	Gravesham Borough Council	6	236		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
TR30	General comments opposed to the idea that traffic would improve as a result of the Project.	-	-	1	88	The improved connectivity would benefit local economic growth and employment by making it easier for local businesses to interact with their customers and suppliers, and for them to retain and attract workers.	No
TR31	Comments expressing concern that the Project's traffic modelling forecasts do not show a satisfactory improvement in journey times compared with if the Project was not implemented.	Transport for London, Port of Tilbury London Ltd	Brentwood Borough Council, London Borough of Bexley, Dover District Council	0	42	The Applicant has considered the need to design the Project based on forecasts of future traffic levels. This has included consideration of the optimal number of lanes in each direction to keep the route free flowing for the foreseeable future.  During the development of the Project, the Applicant has sought to minimise the land impacted or required in order to reduce the impact on local people, the environment and to minimise costs. As such, the Project would not seek to acquire more land now than is needed to build the crossing to the necessary specification.	No
TR32	Comments opposed to the traffic modelling forecasts, with consultees saying they do not show a satisfactory improvement in journey times compared with if the Project was not implemented.	-	Tonbridge and Malling Borough Council, Gravesham Borough Council	9	114	The relevant local planning authorities are responsible for planning for future developments, details of which are included in their local plans. To understand future aspirations for growth the Applicant has assessed the development plans within those local plans that are relevant and that are sufficiently advanced. For more information about how the Applicant has assessed developments in the wider area, see Environmental Statement Chapter 16: Cumulative Effects Assessment (Application Document 6.1).	No
TR33	Comments expressing concern on the grounds that the Project would not deliver satisfactory improvements to traffic levels.	-	London Borough of Redbridge	1	167		No
TR34	Comments opposed to the Project on the grounds that it would not deliver	-	-	31	495		No

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	satisfactory improvements in traffic levels.					<p>Assessments of the relevant local plans can be found in the Planning Statement (Application Document 7.2).</p> <p>The traffic modelling forecasts submitted as part of the application for development consent include development and highway scheme assumptions supplied by local planning and highway authorities. The decision as to whether or not a particular development should be included in the model is defined by transport analysis guidance (Department for Transport, 2021b).</p> <p>For more information about traffic modelling, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7). For more information about the economic benefits, see Appendix D: Economic Appraisal Package, of the Combined Modelling and Appraisal Report.</p>	
TR35	Suggestions for measures that consultees say should be implemented to restrict Heavy Goods Vehicles (HGVs) using the Project, including limiting them to a single lane or restricting them to certain times of the day.	-	-	1	65	The Project would be designed as an all-purpose trunk road with a restriction on Heavy Goods Vehicles (HGVs) using lane three, similar to a motorway. There would be no other restrictions on HGVs, apart from oversized HGVs, because there is sufficient capacity along the route and its junctions for free-flowing traffic to be achieved in normal conditions.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						For more information about the road's classification and vehicle access, see the Classification of Roads Plans (Application Document 2.11), Schedules 5 and 6 of the draft Development Consent Order (Application Document 3.1) and the Traffic Regulation Measures Plans (Application Document 2.10).	
TR36	Comments highlighting the benefits for traffic at the Dartford Crossing if the Project is built.	-	Maidstone Borough Council, Medway Council	0	9	These comments have been noted.	No
TR37	Comments in support of forecasts that show traffic would improve at the Dartford Crossing if the Project is built.	-	-	0	23		No
TR38	Comments in support of the view that traffic would improve if the Project is built. Some consultees referred to the traffic model to support their view.	-	Dartford Borough Council	1	115		No
TR39	Comments that highlight the benefits of the Project, on the grounds that traffic would improve.	-	London Borough of Redbridge	2	114		No



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TR40	General comments in support of the Project on the grounds that it would improve traffic conditions.	-	-	6	2,816		No
TR41	Comments highlighting the benefits of traffic improving on certain roads, such as the sections of the A13, A127 and M25.	-	Maidstone Borough Council, Dover District Council, Gravesham Borough Council	0	11		No
TR42	Comments in support of the forecasts on the grounds that traffic would improve on certain roads, such as sections of the A13, A127 and M25.	Essex County Fire and Rescue Service	Brentwood Borough Council, Dartford Borough Council	0	28		No
TR43	Comments highlighting the benefits of the Project in relation to traffic conditions improving on certain roads, such as sections of at the A13, A127 and M25.	-	Dover District Council	0	63		No
TR44	Comments in support of traffic improving on certain roads, such as sections of the A13, A127 and M25.	-	-	2	803		No

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TR45	Comments in support of the predicted improvements to traffic at the Dartford Crossing. Some comments referred to the traffic modelling forecasts to support their view.	-	-	5	2,340		No
TR46	Comments highlighting the benefits should traffic improve at the Dartford Crossing. Some comments referred to the traffic modelling forecasts to support their view.	-	-	1	171		No
TR47	Comments in support of the traffic improving but also saying there might not be a significant difference in traffic conditions.	-	-	0	4		No
TR48	Comments expressing concern that the existing road network is not resilient enough, with existing flaws in the existing strategic road network reducing the potential benefits of the Project.	-	-	0	40	The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to	No

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TR49	Comments opposed to the Project on the grounds that the existing road network is not resilient enough, with existing flaws in the existing strategic road network reducing the potential benefits of the Project.	Shorne Parish Council	Gravesham Borough Council	10	141	<p>March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design. This would mean that many of the problems at the Dartford Crossing, such as vehicle escorts and closely spaced junctions, would not be a factor in causing delays. This would result in a safer, more efficient and reliable driving experience for all road users.</p> <p>It is expected that the number of incidents and collisions at the Dartford Crossing would fall as a result of the reduced traffic flows, which would provide improved resilience at both crossings.</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities,</p>	

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						<p>which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.</p>	
TR50	Suggestions that access to the Project and other major roads from local roads should be changed to improve traffic flow and prevent rat-runs.	-	-	0	33	<p>The route of the Project would connect to the existing strategic road network, with links to the M25, A13/A1089 and A2/M2, as well as direct links to local roads at the Gravesend East and Orsett Cock junctions. Traffic modelling forecasts that providing these connections to the strategic road network, along with selected direct links to local roads, would help attract traffic away from the Dartford Crossing. The improved connectivity would boost the productivity of local businesses by making it easier for them to interact with customers and suppliers and to retain and attract workers. This would boost employment and economic growth, with significant long-term benefits from the Project for businesses.</p> <p>The number of local links at the Project's junctions has been limited to provide a</p>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>balance between the desire to connect local areas and the need to limit the size and complexity of junctions and to ensure connections to the strategic road network are free flowing.</p> <p>In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design provides a direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the Project northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the Orsett Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road.</p> <p>Once the Project is operational, traffic impacts on the affected road network would be monitored, including local roads. The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) (Application Document 7.12) during the Community Impacts Consultation in July 2021. This</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						document provides further information about the proposed traffic monitoring once the Project is operational. Comments on the WNIMMP that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation of how the Applicant has had regard to those comments.  More information on the predicted traffic impacts on local roads is available in the Transport Assessment (Application Document 7.9).	
TR51	Suggestions that there should be real-time information about traffic conditions shown on road signs along the route, so drivers can make informed route choices.	-	-	0	27	Signage would be used where required to ensure the route performs safely and give drivers sufficient warning of the road layout and destinations. Variable speed limits on the main carriageway would be used to help to manage traffic flow and reduce congestion. Technology on the approaches to the route would be used to provide real-time journey information, which would include information about live incidents and journey times.  The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						March 2022. The detailed design all signage would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design. For more information, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5).	
TR52	Comments expressing concern that traffic would get worse at specific locations that consultees say were not made clear in the consultation material. Locations mentioned include the M25 and the Fairglen Interchange.	-	Harlow Council, Medway Council	3	223	Traffic modelling submitted as part of the application for Development Consent, shows the areas with the most significant changes in traffic levels across the Lower Thames area. The predicted traffic impacts on the M25 were included in the traffic modelling information provided during the Community Impacts Consultation in July 2021. Revised modelling forecasts are presented in the Traffic Forecasts Non-Technical Summary (Application Document 7.8). The Community Impacts Consultation materials can be found in Appendix S of this report. Comments received during that consultation are reported in Section 14.4 of this report, along with information as to how the Applicant had regard to those comments.  Impacts on the Fairglen Interchange were not included because it was outside of the scope of the information provided during all consultations, although it was included in the traffic modelling. The relevant data has been supplied to Essex County Council,	No
TR53	Comments opposed to the Project on the grounds that traffic would get worse at specific locations that consultees say were not made clear in the consultation materials, such as the A13, A2, A228, M25, and in Cranham, Thurrock and Upminster.	-	-	20	234		No
TR54	Suggestions that the existing road network should be upgraded to cope with additional traffic. Some	-	Maidstone Borough Council, London	0	63		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	of these consultees say that this should be done at the same time as building the Project.		Borough of Redbridge, Harlow Council, Basildon Borough Council, Kent County Council, London Borough of Havering, Brentwood Borough Council, Essex Council, Southend-on-Sea City Council, Transport for London			<p>which manages the interchange and is currently carrying out a significant upgrade at that location.</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
TR55	General comments in support of traffic improving.	-	-	0	1,089	These comments have been noted.	No
TR56	General comments in support of the traffic modelling forecasts, with many saying the traffic modelling has been carried out well.	Essex County Fire and Rescue Service	Brentwood Borough Council, London Borough of Havering	0	94		No
TR57	Requests for more information relating to traffic modelling forecasts.	Transport for London, Natural England, Port of Tilbury London Ltd	Essex County Council, London Borough of Bexley	3	111	At Statutory Consultation in October 2018, the Applicant published a Traffic Forecasts Non-Technical Summary, which provided an overview of the impacts of the Project on the road network. Two technical reports were also published, the Local Model Validation Report (LMVR) and the Traffic Forecasting Report (TFR). These provided technical insight into the development of both the 2016 base model and the future year models, both with and without the Project. For more information about Statutory Consultation, including the consultation materials, see Chapter 4 and Appendix M of this report.  Having made changes to the Project after Statutory Consultation, the Applicant carried out an additional phase of traffic modelling, which was presented during Supplementary Consultation in January 2020 in the Traffic Modelling Update.	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Supplementary Consultation materials can be found in Appendix Q of this report.</p> <p>The Applicant carried out a Community Impacts Consultation in July 2021 which provided updated traffic modelling output contained within the Operations Update and Ward Impacts Summaries. For more information about the Community Impacts Consultation, see Chapter 8 of this report.</p> <p>The traffic modelling provided at each consultation followed the relevant Department for Transport analysis guidance. The traffic modelling information provided was appropriate to the scale of the proposals and enabled consultees to reach an informed opinion on the traffic impacts of the Project.</p> <p>An updated Traffic Forecasts Non-Technical Summary (Application Document 7.8) forms part of the application for development consent, and this modelling reflects the latest changes to the Project, updated guidance and the most recent planning data. This document is accompanied by a Transport Model Package and Transport Forecasting Package (revised titles for the LMVR and TFR respectively), which form part of the Combined Modelling and Appraisal Report (Application Document 7.7).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>A Transport Assessment (Application Document 7.9) has also been submitted, which includes information in relation to, and the assessment of, the construction impact of the Project and the impact on walking, cycling and horse riding.</p> <p>The Applicant has engaged with relevant local authorities and other bodies about traffic modelling and the ways in which these models have informed development of the Project. The Statement of Engagement (Application Document 5.2) and the Statements of Common Ground (Application Document 5.4) provide further information on the Applicant's engagement with stakeholders, including local authorities.</p>	

## Issues raised in response to open Question 10

- 11.4.118 Table 11.18 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question 10 in the consultation response form, which was as follows:
- 11.4.119 *Q10: Please give us your views on our proposed approach to charging users of the crossing.*
- 11.4.120 The issues raised that relate to charging are summarised in Table 11.18 below. Where issues were raised in response to Q10 that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 11.4.121 The Applicant has fully considered all of the responses received, Table 11.18 explains how the Applicant has had regard to those issues raised and the Applicant's response is presented in the penultimate column of the table. The final column of the table identifies where the Applicant has made a change to the Project in line with the issues raised during this consultation.
- 11.4.122 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to them with a combined response.

## Information presented in Table 11.18

- 11.4.123 The information presented in Table 11.18 is the following:
- a. 'Code' is a unique code assigned to each issue for reference purposes.
  - b. 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q10 or to another question in the response form but covering similar topics.
  - c. 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - d. 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.
  - e. 's42(1)(d)' states how many respondents with a land interest raised that issue.
  - f. 's47 & s48' states how many members of the public raised that issue.
  - g. 'The Applicant's response' presents the Applicant's response to the issue(s) raised and explains how the Applicant has had regard to the issue(s).
  - h. 'Project change' states whether the issue(s) raised resulted in a change to the Project.
    - i. 'Yes' indicates that changes to the Project proposals have been made since Statutory Consultation in line with the issue(s) raised. Some

changes have been made as a result of environmental or other assessments, as well as through consideration of consultation responses.

- ii. 'No' indicates that the suggestions or requests did not result in a change to the Project proposals.

### **Summary of issues raised relating to charging and the Applicant's responses**

11.4.124 Table 11.18 below summarises the issues raised relating to charging and the Applicant's responses to those issues raised.

**Table 11.18 Summary of issues raised relating to charging and the Applicant's responses**

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
CH1	Comments opposed to charges at the Project.	-	-	36	3,122	<p>It is Government policy (National Policy Statement for National Networks, Department for Transport 2014) that estuarial crossings will normally be funded by tolls or road user charges. To align with this policy and to help the Project meet its objectives, it is proposed that vehicles would be charged for using the Project.</p> <p>There are no plans to operate the Project without a road user charge. It is expected that by lowering or removing the proposed charges, more traffic would use the new route, increasing congestion at the crossing and its approaches.</p> <p>If granted, the Development Consent Order (DCO) would provide powers for the Secretary of State to impose road user charges under the DCO at the new crossing equal to the charges that are in force at the Dartford Crossing.</p> <p>At Statutory Consultation in October 2018, the Applicant intended to seek 'flexible' charging powers. However, in line with feedback received during consultation, the Applicant made the charges for the Project the same as for the Dartford Crossing. This would help manage traffic demand, help customer understanding, provide better customer service, enable drivers to switch between crossings without needing to</p>	No
CH2	Comments opposed to charges at either the Project or the Dartford Crossing.	-	Gravesham Borough Council	6	835		No
CH3	Comments expressing concern that charging would discourage use of the crossing, negating its purpose.	-	London Borough of Havering	1	550		No
CH4	Comments opposed to charging because it would discourage people from using the crossing, negating its purpose.	-	-	3	180		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>consider differences in charges, and reduce operational complexity and cost.</p> <p>Therefore, the Applicant's approach evolved and at Supplementary Consultation in January 2020, the Applicant proposed to align charges and other details of the charging regime with those at the Dartford Crossing, such as hours in which the charges apply, discounts and exemptions.</p> <p>A road user charge is likely to discourage some people from using the crossing. However, the modelling results indicate that even with the charge, there would still be significant demand.</p> <p>For information as to how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6). This explains the proposed charging regime, including more information on the local resident discount scheme and how the charges would be set.</p>	
CH5	Comments expressing concern about charges at the Project because other crossings are free to use. Examples given include river crossings within Greater London and the Severn Bridge.	-	-	2	413	It is Government policy (National Policy Statement for National Networks, Department for Transport 2014) that estuarial crossings will normally be funded by tolls or road user charges. To align with this policy and to help the Project meet its objectives, it is proposed that vehicles would be charged for using the Project.	No
CH6	Comments opposed to charges at the Project	-	-	9	476	If granted, the DCO would provide powers for the Secretary of State to impose road	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	because other crossings are free to use. Examples given include river crossings within Greater London and the Severn Bridge.					<p>user charges under the DCO at the new crossing equal to the charges that are in force at the Dartford Crossing.</p> <p>Charges at the Dartford Crossing are used to manage congestion. Other crossings, such as those within Greater London and the Severn Bridge, are operated under different circumstances. For example, the Severn Bridge has no charge because of a Government decision in 2018. Although there are at present no explicit charges for using any Transport for London managed road river crossing, when the Silvertown Town crossing opens in 2025, it and the existing Blackwall Tunnel will both have charges applied to them to help with financing and manage demand.</p> <p>For information as to how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6). This explains the proposed charging regime, including more information on the local resident discount scheme and how charges would be set.</p>	
CH7	Comments expressing concern about charges because consultees say drivers are already paying for road infrastructure through 'road tax' and fuel duty.	-	-	3	142	Vehicle Excise Duty and fuel duty are collected by the Driver and Vehicle Licensing Agency and HM Revenue and Customs, with revenue going to the Treasury. The Applicant is not responsible for these charges and taxes, nor for how any	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
CH8	Comments opposed to charges because consultees say drivers are already paying for road infrastructure through 'road tax' and fuel duty.	-	-	9	1,154	revenues are subsequently used by Government. To help the Project meet its objectives of providing value for money, it is proposed that vehicles would be charged for using the new road. For more information about the rationale for applying road user charges at the Project, see the Road User Charging Statement (Application Document 7.6), which includes information about how the proposed charging system would be implemented and operated.	No
CH9	Comments in support of charging for the Project without providing further detail.	-	-	11	1,520	These comments have been noted.	No
CH10	Comments saying charges are inevitable without expressing support or opposition to them.	-	Essex County Council	5	166		No
CH11	Comments highlighting the benefits of charges, which consultees say are necessary to cover the costs of the Project.	-	-	0	88		No
CH12	Comments in support of charges, which consultees say are	-	-	6	821		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change	
	necessary to cover the costs of the Project.							
CH13	Comments highlighting the benefits of charges, which consultees say would deter unnecessary journeys, reducing congestion and air pollution.	-	-	1	50		No	
CH14	Comments in support of charges, which consultees say would deter unnecessary journeys, reducing congestion and air pollution.	Transport for London	Dartford Borough Council	0	114		No	
CH15	Comments in support of charging for the Project, but on the condition that the new crossing improves traffic flow.	-	-	0	147		No	
CH16	Comment opposing a variable charging model without giving a specific reason.	-	-	0	1		It is Government policy (National Policy Statement for National Networks, Department for Transport 2014) that estuarial crossings will normally be funded by tolls or road user charges. To align with this policy and to help the Project meet its Scheme Objectives, it is proposed that vehicles would be charged for using the Project.	Yes
CH17	Comments expressing concern about a variable charging model where charges are set according to vehicle	-	-	2	197			Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	emissions. Comments include those saying this would discourage some motorists from using the Project and others saying it puts at a disadvantage those who cannot afford a lower-emission vehicle.					If granted, the Development Consent Order (DCO) would provide powers for the Secretary of State to impose road user charges under the DCO at the new crossing equal to the charges that are in force at the Dartford Crossing.  This means that road user charging at the Project would be based on the vehicle classifications in place at Dartford, which are linked to size of vehicle, rather than emissions. As such, motorists who cannot afford a lower-emissions vehicle would not be disadvantaged when using the Lower Thames Crossing. Vehicles using the Dartford Crossing are grouped into four classifications, including motorcycles (not charged), cars, large goods vehicles and HGVs.	
CH18	Comments opposing a variable charging model where charges are set according to vehicle emissions. Comments include those saying this would discourage some motorists from using the Project and others saying it puts at a disadvantage those who cannot afford a lower-emission vehicle.	-	-	1	354	For more information about how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6). This includes information about exemptions, discounts and how the charges would be set and varied. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).	Yes
CH19	Comments expressing concern about a variable charging model dependent on time of day. Comments include	-	-	1	147	If granted, the Development Consent Order (DCO) would provide powers for the Secretary of State to impose road user charges under the DCO at the new crossing	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	consultees saying drivers who use the crossing at peak time should not pay more than those who use it at off-peak time because this penalises businesses, encourages more traffic at night, and would not reduce congestion.					equal to the charges that are in force at the Dartford Crossing. At Statutory Consultation in October 2018, the Applicant intended to seek 'flexible' charging powers. However, further modelling assessments demonstrated that making the charges for the Project the same as for the Dartford Crossing would be the most beneficial option. Therefore, the Applicant's approach evolved and at Supplementary Consultation in January 2020 the Applicant proposed to align charges and other details of the charging regime with those at the Dartford Crossing, such as hours in which the charges apply, discounts and exemptions.	
CH20	Comments opposing a variable charging model dependent on time of day. Consultees say they do not agree that drivers who use the crossing at peak time should pay more than those who use it at off-peak time because this would penalise businesses, encourage more traffic at night, and would not help with congestion.	-	Gravesham Borough Council	1	251	This means that road user charging at the Project would be based on the charging hours in place at Dartford, currently 06:00 to 22:00 every day, including weekends and bank holidays, with no charge applying for the overnight period. Making journeys free overnight provides an incentive for motorists to use crossings when they are less busy, which helps reduce demand during the day and encourages off-peak travel. For more information about how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6).	Yes
CH21	Comments expressing concern about using	-	-	0	52	Taking account of Scheme Objectives, responses to consultation, considerations	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	vehicle type to set the charging level. Comments include those saying this would be too complicated and others saying it is unfair because all vehicles occupy road space and should pay the same.					regarding fairness, customer satisfaction and ease of understanding, and ease of operability, the Development Consent Order (DCO) application provides for a power to impose road user charges at the Lower Thames Crossing being equal to those at the Dartford Crossing. This means that road user charging at the new crossing would be based on the vehicle classifications in place at Dartford, which are linked to size of vehicle, rather than emissions. Vehicles using the Dartford Crossing are grouped into four classifications, including motorcycles (not charged), cars, large goods vehicles and HGVs (A, B, C and D). Whether or not a vehicle is single occupancy is not a factor in setting the charge.	
CH22	Comments opposing using vehicle type to set the charging level. Comments include those saying this would be too complicated and others saying it is unfair because all vehicles occupy road space and should pay the same.	-	-	0	74	For more information about the Project's road user charges, see the Road User Charging Statement (Application Document 7.6). For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).	No
CH23	Comments highlighting the benefits of a variable charging model, where charges depend on vehicle type. Most consultees advocate charging larger vehicles (including Heavy Goods Vehicles) more, but some also call for higher rates for single-occupancy vehicles.	-	-	0	22		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
CH24	Comments in support of variable charging model depending on vehicle type (motorcycle, car, van, lorry and so on). Most of those focus on charging large vehicles (including Heavy Goods Vehicles) more but some also advocate higher rates for single-occupancy vehicles.	-	Dartford Borough Council	2	327		No
CH25	Suggestions that commercial vehicles should be charged at a different rate from private vehicles. Many of those comments advocate a higher rate for commercial vehicles on the grounds that the crossing would mainly benefit them, while others say the rates for commercial vehicles should be lower as a way to stimulate businesses.	-	-	2	84		No
CH26	Suggestions that everyone should pay the same price.	-	-	0	35	At Statutory Consultation in October 2018, the Applicant intended to seek 'flexible' charging powers. Further modelling assessments demonstrated that making the charges for the Project the same as for the	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Dartford Crossing would be the most beneficial option. Therefore, the Applicant's approach evolved and at Supplementary Consultation in January 2020 the Applicant proposed to align charges and other details of the charging regime with those at the Dartford Crossing, such as hours in which the charges apply, discounts and exemptions.</p> <p>This approach takes into account the Scheme Objectives, responses to consultation, considerations regarding fairness, customer satisfaction and ease of understanding, and ease of operability, the Development Consent Order (DCO) application provides for a power to impose road user charges at the Lower Thames Crossing equal to those at the Dartford Crossing.</p> <p>If granted, the DCO would therefore provide powers for the Secretary of State to impose road user charges under the DCO at the new crossing equal to the charges that are in force at the Dartford Crossing.</p> <p>In addition, where that charge is imposed, charging hours and vehicle classifications at the new crossing would be the same as those in place at Dartford.</p> <p>The draft DCO (Application Document 3.1) also includes powers enabling the Secretary of State to apply a local resident discount for charges imposed under the DCO to</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>residents of the local authorities in which the tunnel portals would be situated, which would mean those living in Gravesham and Thurrock. It is also expected that discounts would be offered to account holders, on the same terms as the account discounts that apply at the Dartford Crossing. The discount scheme would be in line with the system in place at the Dartford Crossing.</p> <p>For more information about how the charges would be implemented, see the Road User Charging Statement (Application Document 7.6).</p>	
CH27	Comments in support of a variable charging model in general without specifying what it should be based on. Consultees say that having some differentiation is fairer than having a flat rate.	-	-	0	7	At Statutory Consultation in October 2018, the Applicant intended to seek 'flexible' charging powers. Further modelling assessments demonstrated that making the charges for the Project the same as for the Dartford Crossing would be the most beneficial option. Therefore, the approach evolved and at Supplementary Consultation in January 2020 the Applicant proposed to align charges and other details of the charging regime with those at the Dartford Crossing, such as hours in which the charges apply, discounts and exemptions.	No
CH28	Comments highlighting the benefits of a variable charging model dependent on vehicle emissions, with more polluting vehicles paying a higher rate	-	-	0	15	The Applicant accepts that a road user charge is likely to discourage some people from using the crossing. However, the modelling results indicate that with the	No
CH29	Comments in support of a variable charging model dependent on	-	Gravesham Borough Council	5	386		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	vehicle emissions, with more polluting vehicles paying a higher rate					charge, there would still be significant demand.	
CH30	Comments highlighting the benefits of a variable charging model, with peak-time carrying a higher charge than off peak.	-	-	0	28	This takes into account the Scheme Objectives, responses to consultation, considerations regarding fairness, customer satisfaction and ease of understanding, and ease of operability, the Development Consent Order (DCO) application provides for a power to impose road user charges at the Lower Thames Crossing equal to those at the Dartford Crossing.	No
CH31	Comments in support of variable charging model, with peak-time carrying higher charge than off-peak time.	-	Dartford Borough Council, Kent County Council	2	515	If granted, the DCO would therefore provide powers for the Secretary of State to impose road user charges under the DCO at the new crossing equal to the charges that are in force at the Dartford Crossing.  This means that road user charging at the Project would be based on the same road user charges, charging hours and vehicle classifications that are in place at Dartford.  For more information about the proposed charging regime, see the Road User Charging Statement (Application Document 7.6). This also includes information about how charges would be implemented and operated.	No
CH32	Comments requesting further information on the proposed charging structure.	Higham Parish Council	Harlow Council, Essex County Council,	5	229	At the Statutory Consultation in October 2018, the Applicant announced its intention to charge for using the Project and asked for feedback on consultees' preferred charging methods. The level of detail presented at	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
			Gravesham Borough Council			<p>that time was appropriate for that stage of the Project's development and gave consultees the opportunity to provide informed feedback.</p> <p>The Applicant also intended to seek 'flexible' charging powers at the Statutory Consultation in October 2018. Further modelling assessments demonstrated that making the charges for the Project the same as for the Dartford Crossing would be the most beneficial option. Therefore, the Applicant's approach evolved and at the Supplementary Consultation in January 2020, the Applicant proposed to align charges and other details of the charging regime with those at the Dartford Crossing, such as hours in which the charges apply, discounts and exemptions.</p> <p>This takes into account the Scheme Objectives, responses to consultation, considerations regarding fairness, customer satisfaction and ease of understanding, and ease of operability, the Development Consent Order (DCO) application provides for a power to impose road user charges at the Lower Thames Crossing equal to those at the Dartford Crossing.</p> <p>If granted, the DCO would therefore provide powers for the Secretary of State to impose road user charges under the DCO at the new crossing equal to the charges that are in force at the Dartford Crossing.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						For more information about the proposed charging regime, see the Road User Charging Statement (Application Document 7.6). This includes information about how the charges would be set, implemented and operated. For more about the Scheme Objectives, see the Need for the Project (Application Document 7.1).	
CH33	Comments highlighting the benefits of using free-flow/e-charging without payment booths, usually because consultees say this would help with traffic flow.	-	-	1	47	These comments have been noted.	No
CH34	Comments in support of using free-flow/e-charging without payment booths, usually because consultees say this would improve traffic flow.	-	Dartford Borough Council	3	1,068		No
CH35	Comments expressing concern about the use of free-flow/e-charging without payment booths. These consultees mainly refer to their experience at the Dartford Crossing, where	-	-	2	128	The free-flow charging system was introduced at the Dartford Crossing in 2014. Since that time, there has been significant growth in the volume of traffic using the crossing, which has resulted in additional congestion, particularly at peak times. The free-flow charging system used at the Dartford Crossing allows traffic to flow as	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	they say the removal of booths has made congestion worse.					freely as conditions permit, helping to reduce delays for motorists. A similar free-flow charging system would benefit users of the Project in the same way.	
CH36	Comments opposed to the use of free-flow/ e-charging without payment booths. These consultees mainly refer to their experience at the Dartford Crossing, where they say the removal of booths has made congestion worse.	-	-	0	114	For more information about the Project's proposed charging regime, see the Road User Charging Statement (Application Document 7.6). This includes information about how the charges would be set, implemented and operated.	No
CH37	Suggestions that there should be barriers on the Project to prevent non-payment.	-	-	0	5	The free-flow-charging system used at the Dartford Crossing allows traffic to flow as freely as conditions permit, helping to reduce delays for motorists. A similar free-flow charging system would benefit the Project in the same way.  For more information about the rationale for applying road user charges at the Project and about how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6).	No
CH38	Suggestions that there should be an app for paying so the process is easier for drivers.	-	-	0	10	It is intended that the Project road user charging scheme would be a free-flow operation with Automatic Number Plate Recognition technology to detect and identify vehicles and to charge remotely without the need for toll booths or barriers.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>It is expected that the Project and Dartford Crossing road user charging schemes would be operated together. This would include the payment channels which allow payment in cash at selected locations, such as shops or post offices, or paying by setting up an account by post, online or on the phone. It would be possible to pay for the new crossing in the same ways. There is no current intention to set up a specific Dart Charge app because the website is designed to work on smart phones.</p> <p>For more information about how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6).</p>	
CH39	Suggestions that there should be payment booths at the Project either alongside or instead of free-flow charging to prevent non-payment or provide an alternative to those who are not familiar with online payment.	-	-	0	113	<p>Toll booths are not proposed because they would interrupt free-flowing traffic and therefore undermine one of the Scheme Objectives. It is also intended that the Project road user charging scheme would be a free-flow operation with Automatic Number Plate Recognition (ANPR) technology to detect and identify vehicles and to charge remotely without the need for toll booths or barriers.</p> <p>It is also expected that the Project and Dartford Crossing road user charging schemes would be operated together. This would include the payment channels which allow payment in cash at selected locations, or paying by setting up an account by post,</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>online or on the phone. It would be possible to pay for the Project in the same ways. For more information about payment methods, visit the Dart Charge website (GOV.UK, 2022).</p> <p>The Applicant uses an ANPR system which is capable of capturing both UK and non-UK vehicle registration marks. Where there is any doubt about the country of the registration, the image would be reviewed manually.</p> <p>If it is confirmed that the road user charge has not been paid, enforcement measures would be used to recover outstanding charges. Such measures include effective penalty and recovery processes and the use of a European debt recovery agency to support recovery of outstanding charges from non-UK vehicles. This approach has proven successful on existing charged roads, including the Dartford Crossing, and would be replicated at the Project.</p> <p>For more information about how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6).</p>	
CH40	Suggestions that the Project should use the same payment process as Dartford and that there should be a single	-	Tonbridge and Malling Borough Council, Southend-	4	1,862	It is intended that the Project road user charging scheme would be a free-flow operation with Automatic Number Plate Recognition technology to detect and identify vehicles and to charge remotely, without the need for toll booths or barriers. It is expected	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	account for both crossings.		on-Sea City Council			that the Project and Dartford Crossing road user charging schemes would be operated together. This would include the payment channels and how to set up an account. The Applicant is expecting to provide the facility to run a single account to pay for both crossings. For more information about how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6).	
CH41	Suggestions that drivers should have more time to pay the charge after using the crossing and fines for late payments should not be permissible. Consultees say the process at the Project should be more sympathetic to motorists.	-	-	0	34	<p>Users of the Dartford Crossing must pay the Dart Charge by midnight on the day after they use the crossing or become subject to enforcement.</p> <p>If granted, the Development Consent Order (DCO) would provide powers for the Secretary of State to impose road user charges under the DCO at the new crossing equal to the charges that are in force at the Dartford Crossing.</p> <p>It would also require that the Project road user charges are paid in accordance with the same requirements as the Dart Charge and would draw on the same enforcement regulations to issue penalty charge notices where payment has not been made in accordance with requirements for use of the crossing.</p>	No
CH42	Suggestions as to how the Project charging process should be better	Transport for London	Kent County Council	0	76	Taking account of the Scheme Objectives, responses to consultation, considerations regarding fairness, customer satisfaction and	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	managed. Comments include the need to keep the crossing as a UK asset, the benefits of having one account for both crossings, the need to make it easy to pay the charge in a hire car and calls for revenues to fund road improvements.					ease of understanding, and ease of operability, the Development Consent Order (DCO) application provides for a power to impose road user charges at the Lower Thames Crossing is equal to those at the Dartford Crossing. If granted, the DCO would therefore provide powers for the Secretary of State to impose road user charges under the DCO at the new crossing equal to the charges that are in force at the Dartford Crossing.	
CH43	Suggestions relating to how the charging process could be better designed, such as a prepayment scheme, a free period on the opening of the Project, a national crossing payment scheme, links to Transport for London Oyster accounts, and payment machines near the crossing.	Transport for London	Greater London Authority	0	196	It is intended that the Project road user charging scheme would be a free-flow operation with Automatic Number Plate Recognition (ANPR) technology to detect and identify vehicles and to charge remotely, without the need for toll booths or barriers. It is expected that the Project and Dartford Crossing road user charging schemes would be operated together and that it would be possible to hold a single account to pay for use of both crossings. It is also expected there would be a prepayment system, as there is for the Dartford Crossing. Vehicles are identified using ANPR and charges are applied to the keeper of the vehicle. If that keeper is a hire car company, it is their responsibility to pass on that charge to the driver. The Dartford Crossing is a Government asset managed by the Applicant and it has not been sold to any private company,	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>overseas or otherwise. The company, Emovis, that currently collects the Dart Charge on behalf of the Secretary of State is French.</p> <p>Although charging revenue would not directly fund the Project, it would go to the Government and hence distribute the cost of the Project between the taxpayer and users. This is aligned with paragraph 3.25 of the National Policy Statement for National Networks (Department for Transport, 2014). There are no plans currently to combine the operation of the Dart Charge and Project road user charging schemes with the schemes in Greater London (for example, the existing London Congestion Charge or the proposed Silvertown Tunnel charges) as these are or will be operated by Transport for London on behalf of the Mayor for London, via Oyster accounts or otherwise. The Applicant is not planning to install payment machines near the Project, given that a range of alternative payment options would be available.</p> <p>The traffic modelling and other assessments show that the approach to road user charging would provide congestion relief at the Dartford Crossing while making the Project affordable to Government and road users. There is high demand among motorists for greater crossing capacity, so use of the Project would not need to be</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>incentivised through reducing or removing the road user charges.</p> <p>For more information about how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6). For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p>	
CH44	<p>Suggestions that the Dart Charge system needs to be improved. Many comments focused on the fact that pre-pay account holders must keep a minimum balance of £10 in their account.</p>	-	-	0	32	<p>Pre-pay account holders benefit from a discount on all road user charges at the Dartford Crossing, and this system would also apply at the Project. Minimum balances on pre-pay accounts are designed to reduce the likelihood of account holders having insufficient funds to pay for a crossing, at which time a Penalty Charge Notice would be applied.</p> <p>Pay As You Go (PAYG) Dart Charge accounts do not benefit from discounted road user charges and are not subject to minimum balances.</p> <p>For more information about how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6).</p>	No
CH45	<p>Suggestions highlighting the need for clear, easy to understand signage that gives drivers sufficient information on</p>	-	Dartford Borough Council	0	97	<p>Traffic signage would be used where required to maximise safe use of the route and to ensure drivers are provided with sufficient warning of the road layout and destinations. Technology would be an</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	the approach to the Project route so they can decide which lane they should use.					<p>important part of the Project, with variable speed limits on the main carriageway to help to manage traffic flow and reduce congestion. Technology on the approaches to the route would be used to provide real-time journey information, which would include information about journey times and any incidents.</p> <p>The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design all signage would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design. For more information about the signage used for the Project, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5).</p>	
CH46	Suggestions that the charging process needs to be as simple as possible.	-	Dartford Borough Council	2	155	Taking account of the Scheme Objectives, responses to consultation, considerations regarding fairness, customer satisfaction and ease of understanding, and ease of operability, the Development Consent Order (DCO) application provides for a power to impose road user charges at the Lower	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Thames Crossing being equal to those at the Dartford Crossing.</p> <p>This means that road user charging at the Project would be based on the same road user charges, charging hours and vehicle classifications that are in place at Dartford.</p> <p>Replicating the established Dart Charge road user charging scheme at the Project has the benefit of making the requirements at the new crossing more understandable for road users. It is expected that the Project and Dartford Crossing road user charging schemes would be operated together and that it would be possible to hold a single account to pay for use of both crossings.</p> <p>For more information about how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6). For more about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p>	
CH47	Suggestions that the charge for the Project should be fixed, and not a variable model, with consultees saying a fixed charge is easier to implement and for road users to understand.	-	-	1	118	At Statutory Consultation in October 2018, the Applicant intended to seek 'flexible' charging powers. However, the approach changed and at Supplementary Consultation, the Applicant proposed to align charges and other details of the charging regime with those at the Dartford Crossing, such as hours in which the charges apply, discounts and exemptions.	Yes
CH48	Suggestions as to how much drivers should be	-	-	1	80		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	charged for using the Project, ranging from £0.50 to £15.					<p>This approach takes into account the Scheme Objectives, responses to consultation, considerations regarding fairness, customer satisfaction and ease of understanding, and ease of operability, the Development Consent Order (DCO) application provides for a power to impose road user charges at the Lower Thames Crossing equal to those at the Dartford Crossing.</p> <p>If granted, the DCO would therefore provide powers for the Secretary of State to impose road user charges under the DCO at the new crossing equal to the charges that are in force at the Dartford Crossing.</p> <p>Replicating the established Dart Charge road user charging scheme at the new crossing has the benefits of making the requirements at the new crossing more understandable for road users. It is intended that the Project's charging scheme would be a free-flow operation with Automatic Number Plate Recognition technology to detect and identify vehicles and to charge remotely, without the need for charging booths and barriers. It is expected that the Lower Thames Crossing and Dartford Crossing charging schemes would be operated together. This would include the payment channels and how to set up an account.</p>	
CH49	Suggestions that the charge for using the Project should be higher than the Dartford Crossing to pay for the Project or to reflect the time saved because of reduced congestion and a more direct route.	-	-	0	33		No
CH50	Suggestions that the charge for the Using the Project should be lower than the Dartford Crossing to encourage traffic to move away from Dartford and towards the new crossing.	-	-	1	230		No
CH51	Suggestions that the charge for using the Project should be priced the same as the Dartford Crossing, so the charge does not influence the choice of crossing.	Cobham Parish Council	London Borough of Redbridge, Medway Council, Tonbridge and Malling Borough Council, Essex County	16	3,274		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
			Council, London Borough of Havering, Gravesham Borough Council, Suffolk County Council			<p>The Applicant's traffic modelling and other assessments show that the approach to road user charging would provide congestion relief at the Dartford Crossing while making the Project affordable to Government and road users.</p> <p>For more information about how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6). This also explains the proposed charging regime, includes information about the local resident discount scheme and explains how charges would be set and changed. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p>	
CH52	Suggestions that the charge should be minimal or affordable as otherwise drivers would not use the crossing.	-	Tonbridge and Malling Borough Council	2	1,427		No
CH53	Suggestions on how other crossings, including but not limited to Dartford, should be priced in relation to the Project in order to distribute traffic across the network.	-	Gravesham Borough Council	2	215		No
CH54	Suggestions that local residents should be able to use the Project for free as a compensation for the disruption they would experience.	-	-	12	251		No
CH55	Suggestions that local residents should qualify	Cobham Parish	Kent County	26	942		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	for discounts for using the new crossing as compensation for the disruption they would experience.	Council, Higham Parish Council	Council, London Borough of Havering, Thurrock Council, Gravesham Borough Council				
CH56	Suggestions, including only charging for the Dartford Crossing, making the new crossing free for the first 12 months, waiving charges if the M25 is congested, and allowing road users to use Transport for London Oyster accounts.	-	-	0	21	<p>Road user charging at the Project would be based on the same road user charges, charging hours and vehicle classifications that are in place at Dartford. The Applicant's traffic modelling and other assessments show that the approach to road user charging would provide congestion relief at the Dartford Crossing while making the Project affordable to Government and road users. There is high demand among motorists for greater crossing capacity, so use of the Project would not need to be incentivised through reducing or removing the road user charges.</p> <p>The charging powers being sought in the Development Consent Order include provision for the Secretary of State to waive and suspend the charges in emergencies or exceptional circumstances, which may include management of incidents or road closures.</p> <p>Like the Dartford Crossing, the Project road user charges would be collected by the</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Applicant on behalf of the Secretary of State. There are no plans to combine the operation of the Dart Charge and Project's road user charging schemes with the schemes in Greater London (e.g. the existing London Congestion Charge, or the proposed new Silvertown Tunnel charges) as these are or will be operated by Transport for London on behalf of the Mayor for London, via Oyster accounts or otherwise.</p> <p>For more information about how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6).</p>	
CH57	Comments expressing concern that the current Dartford Crossing charge is too expensive and that the Project would be too.	-	-	4	400	<p>It is Government policy (National Policy Statement for National Networks (Department for Transport, 2014)) that estuarial crossings will normally be funded by tolls or road user charges. To align with this policy and to help the Project meet its objectives, it is proposed that vehicles would be charged for using the Project.</p> <p>Taking account of the Scheme Objectives, responses to consultation, considerations regarding fairness, customer satisfaction and ease of understanding, and ease of operability, the Development Consent Order (DCO) application provides for a power to impose road user charges at the Lower Thames Crossing equal to those at the Dartford Crossing.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>If granted, the DCO would therefore provide powers for the Secretary of State to impose road user charges under the DCO at the new crossing equal to the charges that are in force at the Dartford Crossing.</p> <p>The DCO also includes powers enabling the Secretary of State to apply a local resident discount for charges imposed under the DCO to residents of the local authorities in which the tunnel portals would be situated, which would mean those living in Gravesham and Thurrock. It is also expected that discounts would be offered to account holders, on the same terms as the account discounts that apply at the Dartford Crossing. The discount scheme would be in line with the system in place at the Dartford Crossing.</p> <p>The Applicant's traffic modelling and other assessments show that the approach to road user charging would provide congestion relief at the Dartford Crossing while making the Project affordable to Government and road users.</p> <p>For more information about the proposed charging regime, see the Road User Charging Statement (Application Document 7.6). This also includes information about how the charges would be implemented and operated. For information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
CH58	Suggestions that the price should be frozen for a given period, so drivers have some certainty about how much they would be paying to use the crossing.	-	-	0	22	<p>The Project charges would remain linked to the charges at the Dartford Crossing. Changes to the charges imposed at the Project would only occur if changes were made to the Dartford Crossing road user charging scheme. As is the case currently, the cost of crossing at Dartford would be periodically reviewed to ensure it accounts for the effects of inflation and remains effective in managing demand.</p> <p>The draft Development Consent Order (DCO) (Document Reference 3.1) includes powers enabling the Secretary of State to apply a local resident discount for charges imposed under the DCO to residents of the local authorities in which the tunnel portals would be situated, which would mean those living in Gravesham and Thurrock. It is also expected that discounts would be offered to account holders, on the same terms as the account discounts that apply at the Dartford Crossing. The discount scheme would be in line with the system in place at the Dartford Crossing.</p> <p>For more information about how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6). This also explains the proposed charging regime, including the local residents discount scheme, and how charges would be set and any changes made to them.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
CH59	Suggestions that there should be more transparency around how prices for using river crossings are decided and how the revenue is used. Comments related to both the Dartford Crossing and the Project.	-	Essex County Council	0	66	<p>Although charging revenue would not directly fund the Project, it would go to the Government and hence distribute the cost of the Project between the taxpayer and users. This is aligned with paragraph 3.25 of the National Policy Statement for National Networks (Department for Transport, 2014). The Project charges would be linked to the charges at the Dartford Crossing. Changes to the charges imposed at the Project would only occur if changes were made to the Dartford Crossing road user charging scheme. As is the case currently, the cost of crossing at Dartford would be periodically reviewed to ensure it accounts for the effects of inflation and remains effective in managing demand.</p> <p>For more information about Government policy on road user charging and how the charges at the Project would be set, see the Road User Charging Statement (Application Document 7.6).</p>	No
CH60	Suggestions that the Project should be free to use at night.	-	-	0	85	If granted, the Development Consent Order (DCO) would provide powers for the Secretary of State to impose road user charges under the DCO at the new crossing equal to the charges that are in force at the Dartford Crossing.	No
CH61	Suggestions that the Project should not be free to use at night as this would cause disruption to local	-	-	0	6	This means that road user charging at the Project would be based on the charging	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	communities during unsociable hours.					hours in place at Dartford, currently 06:00 to 22:00 every day, including weekends and bank holidays, with no charge applying for the overnight period. Making journeys free overnight provides an incentive for motorists to use crossings when they are less busy, which helps reduce congestion and the associated impacts on local communities during the day.	
CH62	Suggestions that it should be free to use the Project on weekends or bank holidays or that the charge should be reduced at those times.	-	-	0	14	<p>The Applicant's traffic modelling and other assessments show that the approach to road user charging would provide congestion relief at the Dartford Crossing while making the Project affordable to Government and road users.</p> <p>For more information about how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6).</p>	No
CH63	Suggestions that the crossing charge should be refunded in the event of delays at the crossing, in a similar way to the system that is in place for train journeys.	-	-	0	99	<p>Although charging revenue would not directly fund the Project, it would go to the Government and hence distribute the cost of the Project between the taxpayer and users. This is aligned with paragraph 3.25 of the National Policy Statement for National Networks (Department for Transport, 2014).</p> <p>The charging powers being sought in the draft Development Consent Order (Application Document 3.1) include provision for the Secretary of State to waive and suspend the charges in emergencies or exceptional circumstances, which may</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						include management of incidents or road closures. For information about how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6). This includes an explanation of the circumstances when road user charges could be waived or suspended.	
CH64	Suggestions that the Project should only charge traffic travelling in one direction, so the return journey is free.	-	-	0	3	Charging a proportionate amount in both directions is a more effective way of managing demand for the crossing than charging only in one direction and ensures that users pay equally for using the crossing. For more information about how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6).	No
CH65	Suggestions that certain users should receive discounted or free use of the Project. Those suggested to be eligible include Blue Badge holders, pensioners, those on income support, students, emergency service workers and business owners.	-	-	0	32	Certain vehicles are exempt from the existing Dartford Crossing road user charges, including emergency and military vehicles and vehicles that are tax-exempt because they are registered for the use of disabled people. It is expected that the same exemptions would apply in respect of Project charges. Exemptions based on vehicle tax class ensure that eligibility is well understood and easy to apply and operate through a free-flow charging scheme. For more information about charging exemptions, discounts and the local residents discount scheme, see the Road	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						User Charging Statement (Application Document 7.6).	
CH66	Suggestions that regular users or account holders should receive discounted rates because they would use the crossing for their commute.	Shorne Parish Council	London Borough of Havering	0	215	<p>Account-based road user charging schemes are more cost-effective to operate and increase compliance, so account take-up is often incentivised through the offering of discounts. As well as bringing savings on the road user charge for each crossing made, registering for an account brings the road user an additional benefit in terms of removing the risk of incurring a penalty charge as a consequence of failing to pay the road user charge.</p> <p>It is expected that discounts would be offered to account holders, on the same terms as the account discounts that apply at the Dartford Crossing.</p> <p>For more information about the proposed charging regime, including discounts, see the Road User Charging Statement (Application Document 7.6), which includes information about how the charges would be implemented and operated.</p>	No
CH67	Suggestions that certain vehicle types, such as electric vehicles or motorcycles, should be exempt of charging or receive a discount.	Essex County Fire and Rescue Service, Office of the Police and Crime Commis-	-	0	166	<p>Vehicle charging classes at the Project would replicate those already in place at Dartford, which are linked to size of vehicle. Mopeds, motorcycles, motor tricycles and quad bikes are currently permitted to use the Dartford Crossing for free. This is because Dart Charge is a congestion charge and</p>	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
		tioner for Essex				<p>motorcycles do not significantly add to congestion at the crossing.</p> <p>As at Dartford, motorcycles and other powered two-wheelers are expected to be able to use the Project free of charge, provided they satisfy the minimum power requirements to use the route. The restrictions on low-powered motorcycles are due to the high volumes of high-speed traffic expected to use the route.</p> <p>Given the current congestion-management scheme that is in place at the Dartford Crossing, there are no plans to make electric vehicles exempt because this could have an adverse impact on demand at both crossings.</p> <p>For information about charging exemptions and discounts, see the Road User Charging Statement (Application Document 7.6).</p>	
CH68	Comments expressing concern that drivers of vehicles registered in other countries would avoid paying the charges, saying this should be prevented. Consultees refer to the current situation at Dartford Crossing as a grounds for concerns.	-	-	3	407	<p>Non-UK based drivers are required to pay for their crossings in the same way as UK based drivers. The Dart Charge compliance rates show that the overwhelming majority of journeys are correctly paid for within the required timescales, by both UK and non-UK drivers. However, free-flow road user charging schemes are subject to non-compliance, both unintentional and deliberate, so enforcement measures are necessary for the scheme to be credible.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
CH69	Comments opposed to a situation where drivers of vehicles registered in other countries could avoid charges. Comments include suggestions as to how charges could be collected from such vehicles.	-	-	2	140	The Development Consent Order would, if granted, include powers to enforce the Project road user charges in the same way as the Dartford charges are enforced. As with domestic customers, the Applicant encourages compliance among non-UK customers and is serious about tackling cases of evasion. The Applicant uses an Automatic Number Plate Recognition system which is capable of capturing both UK and non-UK vehicle registration marks. Where there is any doubt about the country of the registration, the image would be reviewed manually.	No
CH70	Suggestions for how to enforce payment from drivers of vehicles registered in other countries.	-	-	0	577	If it is confirmed that the road user charge has not been paid, enforcement measures would be used to recover outstanding charges. Such measures include effective penalty and recovery processes and the use of a European debt recovery agency to support recovery of outstanding charges from non-UK vehicles. This approach has proven to be successful on existing charged roads, including the Dartford Crossing, and would be replicated at the Project.	No
CH71	Suggestions that greater effort needs to be put into pursuing those who do not pay the crossing charge because otherwise this would drive the price up for those who pay.	-	-	5	229	For information about how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6). This also includes information about non-compliance and enforcement, and the circumstances	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						when road user charges could be waived or suspended.	
CH72	Suggestions that drivers of vehicles registered in other countries should be charged at a higher rate so charges for drivers of UK-registered vehicles could pay a reduced or zero charge.	-	-	0	177	<p>If granted, the Development Consent Order (DCO) would provide powers for the Secretary of State to impose road user charges under the DCO at the new crossing equal to the charges that are in force at the Dartford Crossing.</p> <p>This means that road user charging at the Project would be based on the same road user charges at Dartford, where non-UK based drivers are required to pay for their crossings at the same rate and in the same way as UK based drivers.</p> <p>The Applicant's traffic modelling and other assessments show that the approach to road user charging would provide congestion relief at the Dartford Crossing while making the Project affordable to Government and road users. There is no requirement nor intention to charge non-UK users more than UK users of either crossing.</p> <p>For information about the proposed charging regime and how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6), which also includes information about non-compliance and enforcement.</p>	No
CH73	Suggestions that certain vehicle types should not	-	-	2	112	If granted, the Development Consent Order (DCO) would provide powers for the	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	<p>be exempt or should be charged more. The most frequent suggestions were that lorries should pay more, especially those registered in other countries.</p>					<p>Secretary of State to impose road user charges under the DCO at the new crossing equal to the charges that are in force at the Dartford Crossing.</p> <p>This means that road user charging at the Project would be based on the vehicle classifications in place at Dartford, which are linked to size of vehicle, rather than emissions. At Dartford there are four classes (A, B, C and D, with A including smaller vehicles and D the largest) with increasing charges from A to D. As such, lorries and coaches would pay more, especially those with more than two axles.</p> <p>Non-UK based drivers are required to pay for their crossings at the same rate and in the same way as UK-based drivers. The Applicant's traffic modelling and other assessments show that the approach to road user charging would provide congestion relief at the Dartford Crossing while making the Project affordable to Government and road users. There is no requirement nor intention to charge non-UK users more than UK users of either crossing.</p> <p>Certain vehicles are exempt from the existing Dartford Crossing road user charges, including emergency and military vehicles and vehicles that are tax-exempt because they are registered for the use of disabled people. It is expected that the same exemptions would apply to the Project</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						charges. Exemptions based on vehicle tax class ensure that eligibility is well understood and easy to apply and operate through a free-flow charging scheme.  For information about the proposed charging regime and how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6).	
CH74	Comments expressing concern about the possibility of private companies profiting from the charges payable by users of the Project. Consultees insist that the crossing should not be a money-making venture.	-	-	3	427	The Dartford Crossing is a Government asset managed by the Applicant. The company, Emovis, that currently collects the Dart Charge on behalf of the Secretary of State is a specialist company that provides toll road services.  Although charging revenue would not directly fund the Project, it would go to the Government and hence distribute the cost of the Project between the taxpayer and users. This is aligned with paragraph 3.25 of the National Policy Statement for National Networks (Department for Transport (DfT), 2014).  The payment that Emovis receives for providing the charging and enforcement services for Dart Charge was agreed by the Applicant and has been the subject of appropriate scrutiny by the DfT and the Treasury. The Applicant currently manages the operation of the Dartford Crossing road user charging scheme and enforcement on behalf of the Secretary of State under a	No
CH75	Comments opposing private companies profiting from charges. Consultees insist the revenue should not be used to generate profit.	-	Kent County Council	3	133		No
CH76	Suggestions that the Project should not generate profit and no revenue from the road user charges should be used for profit.	-	-	0	32		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						protocol arrangement (DfT, 2015c). A similar arrangement would be in place for the Project charges. For information about the proposed charging regime, see the Road User Charging Statement (Application Document 7.6).	
CH77	Suggestions that the Project should be built using profits from the Dartford Crossing. Consultees say the Dartford Crossing generates large profits and these should fund other infrastructure improvements.	-	Kent County Council	0	109	It is Government policy (National Policy Statement for National Networks, Department for Transport 2014) that estuarial crossings will normally be funded by tolls or road user charges. To align with this policy and to help the Project meet its objectives, it is proposed that vehicles would be charged for using the Project. If granted, the Development Consent Order (DCO) would provide powers for the Secretary of State to impose road user charges under the DCO at the new crossing equal to the charges that are in force at the Dartford Crossing.	No
CH78	Suggestions that profits from the Project should be reinvested and used for maintenance of the general road network.	-	-	0	62	Although charging revenue would not directly fund the Project, it would go to the Government and hence distribute the cost of the Project between the taxpayer and users.	No
CH79	Suggestions that profits from the Project should be reinvested and used for maintenance of the Project.	-	-	0	257	This is aligned with paragraph 3.25 of the National Policy Statement for National Networks (Department for Transport, 2014).	No
CH80	Suggestions that profits from the Project should be reinvested and used to offset any negative environmental and	-	-	3	133	For information about the proposed charging regime, see the Road User Charging Statement (Application Document 7.6).	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	community impacts of the Project by funding a range of different initiatives.						
CH81	Suggestions for how profits from the Project should be spent, including setting up a community fund, giving a proportion to charities, and funding additional road crossings east of the Project.	-	Gravesham Borough Council	0	25	<p>Although charging revenue would not directly fund the Project, it would go to the Government and hence distribute the cost of the Project between the taxpayer and users. This is aligned with paragraph 3.25 of the National Policy Statement for National Networks (Department for Transport, 2014).</p> <p>As part of the efforts to generate benefits for local communities, the Applicant intends to provide opportunities for local people that might enable them to work on the construction or operation of the route and would also seek to help local businesses form part of the supply chain that would build and operate the route. The Applicant is working with stakeholders to develop these plans and put them into action.</p> <p>The Applicant's Benefits and Outcomes Document (Application Document 7.20) provides a framework to communicate what is being delivered within the Project's Development Consent Order and some of the wider activities undertaken by the Applicant (both already and planned for the future) in the local area of the Project to support local people and the environment.</p> <p>The Applicant is responsible for managing the strategic road network (SRN) in England.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						The statutory process for assessing investment needs across the SRN is through the established Road Investment Strategy (RIS), which identified the Project as a nationally important scheme. Road Investment Strategy 2 (RIS 2): 2020 to 2025 (Department for Transport, 2020a) sets out the Government's priorities for road investment for the period 2020-25. There are no current plans to build a new river crossing east of the Project.	
CH82	Suggestions that profits from the Project should be used to improve public transport in the area because it would be better for the environment.	-	-	0	10	Although charging revenue would not directly fund the Project, it would go to the Government and hence distribute the cost of the Project between the taxpayer and users. This is aligned with paragraph 3.25 of the National Policy Statement for National Networks (Department for Transport (DfT), 2014). Strategic development of national transport infrastructure, such as public transport, is the responsibility of the DfT.	No
CH83	Comments expressing concern that the Project is following a precedent set by the Dartford Crossing for charging when the latter's charge was intended to be temporary.	-	-	10	2,390	It is Government policy (National Policy Statement for National Networks (Department for Transport, 2014)) that estuarial crossings will normally be funded by tolls or road user charges. To align with this policy and to help the Project meet its objectives, it is proposed that vehicles would be charged for using the Project. If granted,	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
CH84	Comments objecting to the Project on the grounds that it is following a precedent set by the Dartford Crossing for charging when the latter's charge was intended to be temporary.	-	-	21	2,216	<p>the Development Consent Order would provide the Secretary of State with powers to impose road user charges at the Project tunnels equal to the charges that are in force at the Dartford Crossing.</p> <p>Toll charges were levied at the Dartford Crossing until 2003 when the debts associated with the Queen Elizabeth II Bridge had been discharged. A road user charge has been applied since then in order to manage traffic demand on the crossing. Without the charge, traffic volumes at the Dartford Crossing would increase and the economic benefits from the crossing would reduce significantly because of increased congestion.</p> <p>There are no plans to operate the Project without a road user charge. It is expected that by lowering or removing the charge more traffic would be likely to use the new route, with the potential for increased congestion at the crossing and its approaches. For more information about how the charging scenario was modelled, see The Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7). For more information the proposed charging regime, see the Road User Charging Statement (Application Document 7.6).</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
CH85	Suggestions that the charges for the Project should stop at some point in the future, such as once construction costs are recouped.	-	-	0	1,101	<p>If granted, the Development Consent Order (DCO) would provide powers for the Secretary of State to impose road user charges under the DCO at the new crossing equal to the charges that are in force at the Dartford Crossing.</p> <p>There are no plans in the foreseeable future to operate the Project without a road user charge. It is expected that by lowering or removing the charge more traffic would be likely to use the new route, with the potential for increased congestion at the crossing and its approaches. For more information about how the charging scenario was modelled, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7). For more information the proposed charging regime, see the Road User Charging Statement (Application Document 7.6).</p>	No

## Issues raised in response to open Question 11b

- 11.4.125 Table 11.19 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q11b in the consultation response form, which was as follows:
- 11.4.126 *Q11b: Please let us know the reasons for your response to Q11a and any other views you have on our initial plans on how to build the Lower Thames Crossing.*
- 11.4.127 For reference, the closed Question 11a referred to in Q11b above was as follows:
- 11.4.128 *Q11a: Do you support or oppose our initial plans for how to build the Lower Thames Crossing?*
- 11.4.129 For more information about Q11a and how consultees responded to it and the other closed questions in the consultation response form, see Section 11.3 of this report.
- 11.4.130 The issues raised that relate to construction are summarised in Table 11.19 below. Where issues were raised in response to Q11b that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 11.4.131 The Applicant has fully considered all of the responses received, Table 11.19 explains how the Applicant has had regard to those issues raised and the Applicant's response is presented in the penultimate column of the table. The final column of the table identifies where the Applicant has made a change to the Project in line with the issues raised during this consultation.
- 11.4.132 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to with a combined response.

## Information presented in Table 11.19

- 11.4.133 The information presented in Table 11.19 is the following:
- a. 'Code' is a unique code assigned to each issue for reference purposes.
  - b. 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q11b or to another question in the response form but covering similar topics.
  - c. 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - d. 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.
  - e. 's42(1)(d)' states how many respondents with a land interest raised that issue.
  - f. 's47 & s48' states how many members of the public raised that issue.

- g. 'The Applicant's response' presents the Applicant's response to the issue(s) raised and explains how the Applicant has had regard to the issue(s).
- h. 'Project change' states whether the issue(s) raised resulted in a change to the Project.
  - i. 'Yes' indicates that changes to the Project proposals have been made since Statutory Consultation in line with the issue(s) raised. Some changes have been made as a result of environmental or other assessments, as well as through consideration of consultation responses.
  - ii. 'No' indicates that the suggestions or requests did not result in a change to the Project proposals.

### **Summary of issues raised relating to construction and the Applicant's responses**

11.4.134 Table 11.19 below summarises the issues raised relating to construction and the Applicant's responses to those issues raised.

**Table 11.19 Summary of issues raised relating to construction and the Applicant's responses**

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
BU1	Comments in support of the proposed Project working hours, with consultees saying these are in line with expectations.	-	-	0	6	These comments have been noted.	No
BU2	Comments in support of the proposed tunnelling working hours, with consultees saying these are in line with expectations.	-	Kent County Council	0	21		No
BU3	Comments expressing concern about 24-hour works on the tunnel.	-	-	1	5	Tunnelling works would be carried out 24/7 because operating the tunnel boring machines and lining the tunnels continuously reduces the risks associated with, among other things, ground movement and water ingress.  Under normal circumstances, 24/7 tunnel activities would be confined to the worksite and tunnel, with deliveries and external operations taking place during the daytime.  Working hours are set out in the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2). The Applicant consulted on a draft CoCP during the Community Impacts Consultation in July	No
BU4	Comments objecting to the proposed 24-hour works on the tunnel.	-	-	.04	11		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>2021, at which time other areas of 24/7 working were also consulted on.</p> <p>ES Chapter 12: Noise and Vibration (Application Document 6.1) includes an assessment of the impact of constructing and operating the Project in relation to noise and vibration, and sets out any appropriate mitigation.</p> <p>As part of the Communities Impacts Consultation in July 2021, the Applicant provided updated information on the noise and vibration impacts of the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p> <p>In addition to the measures in the Environmental Statement and following feedback from stakeholders, the control measures for lighting, noise and vibration along with more information about proposed mitigation are detailed in the CoCP and the REAC.</p> <p>These include but are not limited to: installing and maintaining hoarding around the construction areas likely to generate noise; siting noise generating activities away from noise-sensitive receptors such as schools and hospitals where practicable; traditional warning alarms will be avoided in</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>favour of less obtrusive alternatives such as white noise; use of loudspeakers or loudhailers will be avoided except in emergencies; turning off plant machinery when not in use; maintaining all vehicles and equipment such that loose fittings do not rattle or vibrate; using silenced equipment where available, in particular silenced power generators and pumps; no music or radios played outdoors on-site; plan site layout to ensure that reversing is kept to a reasonably practicable minimum; non-percussive demolition techniques would be adopted where practicable.</p> <p>A Noise and Vibration Management Plan (NVMP) or equivalent would be prepared for each part of the construction works subject to Section 61 control for consideration by the relevant planning authority.</p> <p>Out-of-hours working would also be necessary for some works on the existing utility, road and rail networks to reduce disruption. Prior notice and information would be given for planned works outside of normal hours.</p> <p>The assessments outlined in ES Chapter 12: Noise and Vibration (Application Document 6.1) indicate that there is the potential for some significant noise and vibration impacts in some locations during the construction phase as a result of construction traffic and onsite activities. Construction noise would,</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						however, be mitigated using the measures outlined above. The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.	
BU5	Suggestions relating to 24-hour construction, with consultees saying they are in favour because it would help complete the Project more quickly.	-	-	1	148	Construction would mainly be carried out during the core working hours, as set out in the Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement (ES) Appendix 2.2). To maximise the use of daylight hours during construction, the proposed core working hours have been increased from those presented during Statutory Consultation, which were 08:00 to 18:00 on weekdays and 08:00 to 16:00 on Saturdays. A draft CoCP was included in the Community Impacts Consultation in July 2021. Comments in responses to that consultation are set out in Section 14.4 of this report. The proposal is to carry out most of the construction between the following core working hours: 07:00 and 19:00 on weekdays (excluding bank holidays) and between 07:00 and 16:00 on Saturdays. During the summer, to take advantage of the extended daylight hours and good weather, work would be carried out between 07:00 and 22:00 Monday to Saturday. Crews may	No
BU6	Suggestions that construction works should be limited to normal working hours, such as 09:00 to 17:00 or daylight hours.	-	-	1	17		No
BU7	Suggestions that working hours should be longer than currently proposed (including carrying out works overnight) to complete the Project more quickly.	-	-	0	29		No
BU8	Comments expressing concern about the building approach	-	-	0	7		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	because of concerns about the proposed working hours.					work for up to an hour before and after the times specified to prepare and close the site.	
BU9	Comments objecting to the proposed building approach because of concerns about the working hours.	-	-	13	40	Works outside of normal hours would be needed for some construction activities. For example, tunnelling works and other underground works would be carried out 24/7 because operating the tunnel boring machines and lining the tunnel continuously are required to minimise the risks associated with, among other things, ground movement and water ingress.	No
BU10	Suggestions works should be carried out overnight to limit traffic disruption.	-	-	0	44	Out-of-hours working would also be necessary for some works on the existing utility, road and rail networks to reduce disruption. Prior notice and information would be given for planned works outside of normal hours.	No
BU11	Suggestions about what the working hours should be, including shortening the hours to avoid disrupting local communities.	Natural England	-	4	20	The Applicant consulted on revised working hours during Supplementary Consultation in January 2020. For more information on that consultation, see Chapter 6 of this report.	No
BU12	Comments objecting to construction work outside of normal weekday hours.	-	-	1	2	The Applicant subsequently consulted on additional areas requiring 24/7 working hours during the Community Impacts Consultation in July 2021. For more information on the proposals for 24/7 working can be found in the submission documents.  To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>ES (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>ES Chapter 13: Population and Human Health (Application Document 6.1), describes how local communities might be affected by the construction of the Project and the ways that these impacts would be reduced.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The Applicant has assessed the predicted impact of construction traffic on the road network in the Transport Assessment (Application Document 7.9).</p>	
BU13	Comments objecting to construction on Saturdays.	-	-	0	6	The Project's core working hours are set out in the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2). These hours would include reduced hours on Saturdays, apart from tunnelling	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>and other works consulted on during the Community Impacts Consultation in July 2021, which would take place 24/7. Under normal circumstances, 24/7 tunnel activities would be confined to the worksite and tunnel, with deliveries and external operations taking place during the daytime. Saturday working would be used to reduce the overall period of construction and to bring the Project into operation sooner so that the benefits would be realised sooner.</p> <p>While this could cause some disturbance to local communities, the Applicant's appointed contractors would aim to keep noise and light pollution to a minimum, using the measures set out in the CoCP.</p>	
BU14	Suggestions that the Project should not carry out works during peak hours to avoid disruption to traffic.	-	Kent County Council, Gravesham Borough Council	0	22	<p>The Project's core working hours would be limited to those set out in the Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement (ES) Appendix 2.2), apart from tunnelling and other works consulted on during the Community Impacts Consultation in July 2021, which would take place 24/7.</p> <p>These working hours include periods of the day that experience rush hour traffic. The Applicant has assessed the predicted impact of construction traffic on the road network in the Transport Assessment (Application Document 7.9).</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft Development Consent Order (DCO) (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p>	
BU15	Comments expressing concern about the proposed construction methods for reasons including concerns about	HS1 Ltd, Shorne Parish Council	Thurrock Council, Gravesham	1	28	The Applicant has considered the suggestions raised during consultation in the development of the plans and these have informed how the Project would be built. During construction, the Applicant would	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	how the excavated materials would be disposed of, the use of local roads for the transport of construction materials, and a lack of clarity at this stage about what the methods are.		Borough Council			continue to engage with stakeholders, including local authorities, emergency services, landowners, businesses and communities. Existing ground conditions have been determined through an extensive ground investigation programme. The results of this work have helped to inform both the design of the route and its structures, as well as the plans for how to build them.	
BU16	Comments objecting to the proposed construction methods for reasons including concerns about how the excavated materials would be disposed of, the use of local roads for the transport of construction materials, lack of clarity at this stage about what the methods are.	-	-	0	2	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix	No
BU17	Suggestions concerning the types of material that should be used during construction. These include suggestions about how excavated materials should be managed and about the need for greater sensitivity towards the	Shorne Parish Council, Royal Mail Group Ltd	Essex County Council, London Borough of Havering, Thurrock Council, Gravesham	8	58		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	surrounding environment.		Borough Council			<p>2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 11: Material Assets and Waste (Application Document 6.1), explains how material use has been optimised, with disposal the least favoured option after opportunities to reuse, repair and recycle have been explored. The relevant legislation, best practice and British Standards would determine which materials would be used in construction. ES Chapter 13: Population and Human Health (Application Document 6.1), describes how local communities might be affected by the construction of the Project and the ways that these impacts would be reduced.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of</p>	
BU18	Suggestions about the building approach, including some on the need to reuse excavated materials on site, and on the importance of early engagement with affected parties.	Essex County Fire and Rescue Service, HS1 Ltd, Transport for London, Kent Downs AONB Unit, Office of the Police and Crime Commissioner for Essex, Shorne Parish Council	Essex County Council, Kent County Council, London Borough of Havering, Thurrock Council, Gravesham Borough Council	9	353		No
BU19	Suggestions that more materials should be transported by river.	Cobham Parish Council, Port of London Authority, Royal Mail Group Ltd, Port of Tilbury London Ltd	Medway Council, Kent County Council, London Borough of Havering, Thurrock Council, Gravesham	2	58		Yes



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
			Borough Council			<p>the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 144 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>ES Appendix 11.1: Excavated Materials Assessment (Application Document 6.3), outlines the plans for landscaping and reinstatement of land. Since Statutory Consultation in October 2018, plans have been developed to reuse excavated materials in creating new landforms around the North Portal (at Tilbury Fields) and South Portal (Chalk Park). These would be elevated areas, landscaped in keeping with the surrounding terrain, and accessible via Public Rights of Way. These proposals were consulted on during subsequent consultations, with the final proposals presented during the Local Refinement Consultation in May 2022. See Chapter 9 of this report for more information about that consultation.</p> <p>Excavated materials would be used elsewhere on site to form embankments and other landscaped areas. Excess excavated materials would be transported off site via a suitable method. For more information, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5), which include information about the proposals at Chalk Park (south of the River Thames) and Tilbury Fields (north of the river).</p> <p>Excavated materials from the tunnels would be in the form of slurry pumped from the Tunnel Boring Machine to the surface Slurry</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Treatment Plant equipment where the material is dewatered to form suitable spoil which is deposited at Tilbury Fields located on top of Goshems Farm, near to the North Portal.</p> <p>The bulk of other excavated materials, such as from cuttings, would be used onsite, with the remainder (for example, any contaminated material) removed for appropriate disposal.</p> <p>The Applicant has committed to a target for use of port facilities for the import of bulk aggregates. These targets are now contained in the oMHP. The tunnel boring machine removal method and route would be selected by the appointed Contractor in accordance with the restrictions of the Development Consent Order. Further discussions would take place with relevant stakeholders when the execution-level plans (the MHP and TMP) are being prepared.</p> <p>For more information, please see the outline Materials Handling Plan, a draft of which was published during the Community Impacts Consultation in July 2021, and an updated version is included with this application for development consent (Application Document 6.3, ES Appendix 2.2, Annex B).</p> <p>Since Statutory Consultation in October 2018, amendments to the Applicant's designs have nearly halved the proposed</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>numbers of Heavy Goods Vehicle (HGV) journeys during construction. At Statutory Consultation, the proposed figure was an average of 17,500 HGV journeys a month (where a journey refers to a single HGV movement in or out of the construction area). At Supplementary Consultation in January 2020, this figure had been reduced to an average of 13,300 HGV journeys per month. The reduction would be achieved by reusing excavated materials for landscaping features around the tunnel portals and other design changes. The Applicant consulted on revised proposals for HGV movements during the Community Impacts Consultation of July 2021. These would mean a further reduction to an average of 10,350 HGV journeys per month Project-wide during the construction phase.</p> <p>Since the Community Impacts Consultation, the Applicant has further refined the designs to update landscaping at various locations around the proposed A13/A1089/A122 Lower Thames Crossing junction and at the proposed A122 Lower Thames Crossing/M25 junction. This would involve the reuse of clean excavated material for construction activities, reducing the number of HGV journeys which would have a reduction in noise and environmental impacts related to construction. These</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>changes were consulted on in the Local Refinement Consultation in May 2022.</p> <p>The Applicant is also proposing to raise the new road in some locations, such as the proposed A122 Lower Thames Crossing/M25 junction and near North Road, where this can be achieved without increasing visual impacts or noise. More information was included in the Local Refinement Consultation in May 2022.</p> <p>The Applicant's latest proposals would mean a further reduction to an average of 9,500 HGV journeys per month across the whole Project during the construction phase, a 46% reduction on the original proposals at Statutory Consultation in October 2018.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant provided a breakdown of daily average HGV movements to individual compounds during construction. This information was included in the Ward Impact Summaries document, with more information about the movement of excavated materials and materials for construction also provided in the draft outline Site Waste Management Plan and the draft outline Materials Handling Plan. These consultation documents can be found in Appendix S of this report. Comments on those documents received during consultation are reported in Section 14.4 of this report, along with information as to how</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the Applicant had regard to those comments. Updated versions of the outline Site Waste Management Plan (Application Document 6.3, ES Appendix 2.2, Annex A) and outline Materials Handling Plan (Application Document 6.3, ES Appendix 2.2, Annex B) are included as part of application for development consent.</p> <p>Access routes for construction traffic would be limited, as far as practicable, to the strategic road network (SRN) and main roads on the local road network. The appointed contractors would seek to take construction traffic off local roads by building and using temporary haul roads that link the SRN directly to construction compounds. These haul routes would only be in place during the construction phase, apart from some instances where they may be adapted for maintenance purposes.</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the oTMPfC (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments. For more information about the predicted impacts of construction traffic, see the Transport Assessment (Application Document 7.9).</p>	
BU20	Comments in support of the proposed building approach/methods. These are either general in nature or refer to specific elements such as the use of river transport, boring the tunnel from the north, and the development of the Code of Construction Practice.	Natural England, Public Health England	Gravesham Borough Council	0	20	These comments have been noted.	No
BU21	Comments in support of building the different sections of the Project at	-	-	0	26		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	the same time because it would be completed faster.						
BU22	Comments expressing concern about the proposed building approach because of expectations that costs would rise above forecasts due to delays and other issues. Some consultees cast doubt on the cost forecasts, saying it was too early to predict the final cost of the Project.	-	Thurrock Council	0	293	<p>The Applicant has a good record of delivering projects on time and to budget, such as the A14 Cambridge to Huntingdon Upgrade (National Highways, n.d.) and the lessons learned from those projects would be applied to the Project.</p> <p>The Applicant has developed the Project timescale and budget using industry-standard planning methods. These are supported by realistic development, design and construction durations verified against other schemes of similar scale and complexity. Internal and external budget and timescale reviews would continue throughout the lifetime of the Project.</p>	No
BU23	Comments objecting to the proposed building approach because of expectations that costs would rise above forecasts due to delays and other issues. Some consultees cast doubt on the cost forecasts, saying it was too early to predict the final cost of the Project.	-	-	3	85	<p>The Applicant would follow Government guidelines for procurement to achieve value, while ensuring all commitments and obligations arising from the DCO would be met.</p>	No
BU24	Comments objecting to the proposed building methods because of	Transport for London, Shorne	Kent County Council,	20	331	Local people, communities and community assets have been considered throughout the design and development of the Project. The	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	concerns they would be disruptive to local communities including, schools, businesses, Public Rights of Way and community assets. Locations mentioned included Thong and Chalk.	Parish Council	London Borough of Havering, Thurrock Council, Gravesham Borough Council, Suffolk County Council			Applicant has consulted with local people and stakeholders at appropriate stages of the Project's development, with feedback influencing how the impacts on local people, schools, businesses, Public Rights of Way (PRoWs) and community assets would be mitigated.  The Applicant consulted on construction and operational impacts including plans to reduce these at a local ward level during the Community Impacts Consultation in July 2021. To find out more about this consultation, see Chapter 8 of this report.	
BU25	Comments objecting to the proposed building approach because of concerns that it would be severely disruptive to local communities including schools, businesses, Public Rights of Way and community assets. Locations mentioned include the area around Thames Rugby Football Club, Higham, Riverview Park, Brentwood, Condovers Scout Campsite, and Shorne.	Higham Parish Council, Shorne Parish Council	Brentwood Borough Council	37	344	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO)	No
BU26	Comments objecting to the proposed building approach because of the	-	-	36	249		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	<p>perceived environmental impact it would have on local communities. Concern included the impacts of the Project in terms of noise, air and light pollution as well as impact on local wildlife. Consultees comment that the proposed mitigation measures are not comprehensive enough or suggest that the information available at this stage about how the impacts would be managed is insufficient.</p>					<p>(Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>ES Chapter 13: Population and Human Health (Application Document 6.1), describes how local communities could be affected by the construction and operation of the Project and explains the ways in which these impacts would be reduced. The chapter describes the likely effects of the Project on community land and assets to the south and north of the River Thames. Businesses located within the study area, to the south and north of the River Thames respectively, are also listed. ES Chapter 13 lists PRowS north and south of the river crossed or potentially affected by activities associated with the construction or operation of the Project.</p> <p>The Applicant's assessments include consideration of the impacts of the Project on Thurrock Rugby Football Club, Higham, Riverview Park, Brentwood, Condovers Scout Campsite and Shorne. For more information, see ES Chapter 13.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>(HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Chalk Park and Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p> <p>The CoCP and REAC set out the good practice and location-specific measures that would be used to reduce the impact of the Project's construction and operation on local people. These include measures to reduce noise, dust and light impacts on local communities.</p> <p>Local people would benefit from work and training opportunities provided by the Project during construction, which are likely to have</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>positive impacts on mental health. However, while construction impacts have been mitigated as far as reasonably practicable, there would be temporary negative impacts on communities from construction activities. These could result in mental health impacts on local people – for example, due to anxiety around perceived changes in air quality or as a result of changes to noise levels. Longer journey times due to traffic management and road closures, reduced access to green spaces and closures of walking, cycling and horse riding routes could also impact people's health and wellbeing. Some local businesses, including farms, would have land temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of 30 residential and 5 commercial properties.</p> <p>For more information about the Project's construction impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>and operation of the Project to mitigate impacts identified in the ES.</p> <p>The Applicant would commit to mitigating the environmental impacts through plans to introduce landscaping, (for example Chalk Park) to reduce traffic using the network, and to minimise the carbon footprint by reusing material onsite, as well as providing green space for the local communities.</p> <p>As part of the EIA process, a Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) has been prepared. The CoCP sets out general and topic-specific principles and requirements for the control, mitigation and monitoring of potential construction impacts. The REAC, which forms part of the CoCP, lists all actions and commitments that would be carried out to mitigate the identified impacts of construction, including commitments relating to PRowS. These control, mitigation and monitoring measures have been incorporated in the assessments of impacts for all environmental topics presented in the ES.</p> <p>With regard to concerns about the impact on PRowS during construction, the Applicant would seek to minimise impacts as much as practicable. Where works mean it would be necessary to close a route, temporary diversions may be provided or newly constructed routes opened early. However,</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>in certain cases PRowS would need to be temporarily closed with no alternative provision. How the Applicant mitigates impacts on PRowS would depend on factors such as the type of works in the area and safety implications.</p> <p>The Applicant consulted on information about PRow closures during the Community Impacts Consultation in July 2021, setting out which routes would be closed and for how long. The consultation also included some information about possible diversions during construction, such as for the NCN177 cycle route.</p> <p>As a result of ongoing engagement with UK Power Networks, following the Community Impacts Consultation in July 2021, the Applicant made changes to their proposals that would avoid the need to close the NCN177 cycle route near Pepper Hill as proposed in the Community Impacts Consultation. For further information about this change see Chapter 8 of this report.</p> <p>Information about the impact of the Project on PRowS can be found in the Transport Assessment (Application Document 7.9). Further information about the permanent impacts on PRowS can be found in the Rights of Way and Access Plans (Application Document 2.7), which identify within the Order Limits boundary any new or altered means of access, stopping up of streets or</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>roads or any diversions, extinguishments or creation of rights of way. Temporary impacts are set out in Streets Subject to Temporary Restrictions of Use Plans (Application Document 2.8). More information about the proposals for walking, cycling and horse riding can be found in the Project Design Report (Application Document 7.4).</p> <p>The Applicant would expect to maintain accesses throughout construction. If there were any impacts, the Applicant would engage with affected parties and, where possible, give them advance notice about any temporary impacts on their access, However, in the case of an emergency (such as a burst pipe) the Applicant would work to neutralise any harmful impacts immediately for the benefit of all parties, even if this meant temporarily closing an access.</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the oTMPfC (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p> <p>There is the potential for some significant noise and vibration impacts in some locations during the construction phase as a result of construction traffic and onsite activities. Construction noise would, however, be mitigated using good practice measures set out in the CoCP and the REAC. More information about the outcome of the assessments and the proposed mitigation can be found in ES Chapter 12: Noise and Vibration (Application Document 6.1).</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
BU27	Comments in support of the proposed building	-	-	1	324	These comments have been noted.	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	approach on the grounds that it has been designed by experts and are content with the knowledge that professionals are involved.						
BU28	Comment in support of the proposed building approach on the grounds that it would create jobs and employment opportunities, especially for locals.	-	-	0	3		No
BU29	Comment in support of the proposed building approach on the grounds that it would create jobs and employment opportunities, especially for locals.	-	Basildon Borough Council	0	29		No
BU30	Comments in support of the proposed construction methods because sufficient mitigation measures have been put in place to minimise the impact on local communities.	-	-	1	178		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
BU31	Comments in support of proposed building approach on the grounds that it is important the Project goes ahead because of the transport benefits it would deliver. even if the construction process would cause inconvenience	-	-	0	367		No
BU32	Comments in support of the proposed building approach, which consultees say that even though construction would cause inconvenience, it is important that the Project goes ahead because of the benefits it would deliver.	-	Kent County Council	2	387		No
BU33	General comments in support of the building approach.	-	Essex County Council, Kent County Council	6	1,958		No
BU34	Suggestions about how construction should be managed to minimise the	Royal Mail Group Ltd, Port of	London Borough of Havering,	1	48		The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	impact on local communities by minimising road closures.	Tilbury London Ltd	Gravesham Borough Council			<p>following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the oTMPfC (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p> <p>For more information about predicted construction traffic impacts, see the Transport Assessment (Application Document 7.9).</p>	
BU35	Requests for more information about the proposed approach to building the Project.	Higham Parish Council, Kent Downs AONB Unit,	Essex County Council, Kent County	8	98	Following Statutory Consultation in October 2018, The Applicant developed the approach to building the Project and provided more information during Supplementary Consultation in January 2020. The	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
		Public Health England, Port of Tilbury London Ltd	Council, London Borough of Havering, Thurrock Council, Gravesham Borough Council, Suffolk County Council			<p>consultation materials available in Appendix Q of this report.</p> <p>The Applicant consulted on further information about the Project proposals including construction and operational impacts during the Community Impacts Consultation in July 2021. A series of documents were published providing information about the approach to building the Project including the Construction Update, Ward Impact Summaries and draft DCO application documents such as the Framework Construction Travel Plan and the outline Site Waste Management Plan. More information about the Community Impacts Consultation can be found in Chapter 8 of this document.</p> <p>The Applicant has continued to engage with the relevant local authorities and statutory undertakers, which enabled it to provide the comprehensive description of how the Project would be built that is submitted as part of the Development Consent Order application, including the following documents: Works Plans (Application Document 2.6), Engineering Drawings and Sections (Application Document 2.9), Design Principles (Application Document 7.5), and sections of the Environmental Statement (Application Documents 6.1, 6.2 and 6.3) such the Construction Supporting Information (Application Document 6.3, ES</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Appendix 2.1) and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2).	
BU36	General comments opposing the proposed approach to building the Project.	-	-	8	151	<p>Local people and communities have been considered throughout the design and development of the Project and consulted with at appropriate stages of development. The Applicant would continue to consider local people during the construction phase.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The ES describes how the environment might be affected by the construction and operation of the Project and the ways that these impacts would be reduced. ES Chapter 13: Population and Human Health (Application Document 6.1), describes how local communities could be affected by the construction and operation of the Project and explains the ways in which these impacts would be reduced.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The CoCP and REAC set out the good practice and location-specific measures that would be used to reduce the impact of the Project's construction and operation on local people. These include measures to reduce noise, dust and light impacts on local communities.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP),</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	
BU37	Comments expressing concern that construction traffic would cause congestion. Some of the locations mentioned include Heath Road, Brewers Road, Shorne village, the A12 in Havering, the A127 and the M25.	Shorne Parish Council, Royal Mail Group Ltd, Kent Police	Dartford Borough Council, Tonbridge and Malling Borough Council, Kent County Council, London Borough of Havering, Thurrock Council, Gravesham Borough Council, Suffolk	7	214	<p>Since Statutory Consultation in October 2018, amendments to the Applicant's designs have nearly halved the proposed numbers of Heavy Goods Vehicle (HGV) journeys during construction. At Statutory Consultation, the proposed figure was an average of 17,500 HGV journeys a month (where a journey refers to a single HGV movement in or out of the construction area). At Supplementary Consultation in January 2020, this figure had been reduced to an average of 13,300 HGV journeys per month. The reduction would be achieved by reusing excavated materials for landscaping features around the tunnel portals and other design changes. The Applicant consulted on revised proposals for HGV movements during the Community Impacts Consultation of July 2021. These would mean a further reduction</p>	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
			County Council			to an average of 10,350 HGV journeys per month Project-wide during the construction phase.	
BU38	Comments objecting to construction traffic on the grounds that it would cause congestion. Roads mentioned included Heath Road, Brewers Road, the A1089, A127 and M25.	-	Thurrock Council	19	303	<p>Since the Community Impacts Consultation, the Applicant has further refined the designs to update landscaping at various locations around the proposed A13/A1089/A122 Lower Thames Crossing junction and at the proposed A122 Lower Thames Crossing/M25 junction. This would involve the reuse of clean excavated material for construction activities, reducing the number of HGV journeys which would have a reduction in noise and environmental impacts related to construction. These changes were consulted on in the Local Refinement Consultation in May 2022.</p> <p>The Applicant is also proposing to raise the new road in some locations, such as the proposed A122 Lower Thames Crossing/M25 junction and near North Road, where this can be achieved without increasing visual impacts or noise. More information was included in the Local Refinement Consultation in May 2022.</p> <p>The Applicant's latest proposals would mean a further reduction to an average of 9,500 HGV journeys per month across the whole Project during the construction phase, a 46% reduction on the original proposals at Statutory Consultation in October 2018.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>During the Community Impacts Consultation, the Applicant provided a breakdown of daily average HGV movements to individual compounds during construction. This information was included in the Ward Impact Summaries document, with more information about the movement of excavated materials and materials also provided in the draft outline Site Waste Management Plan and the draft outline Materials Handling Plan. These consultation documents can be found in Appendix S of this report. Comments on those documents received during consultation are reported in Section 14.4 of this report, along with information as to how the Applicant had regard to those comments. Updated versions of the outline Site Waste Management Plan (Application Document 6.3, ES Appendix 2.2, Annex A) and outline Materials Handling Plan (Application Document 6.3, ES Appendix 2.2, Annex B) are included as part of application for development consent.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant consulted on a qualitative assessment of how construction traffic and traffic management would impact local roads. For the application for development consent, the Applicant assessed the predicted impact of construction traffic on the road network in the Transport Assessment (Application</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Document 7.9). This also sets out the mitigation measures to be taken where necessary to reduce the impact of construction traffic on the road network. The impacts of construction on Heath Road, Brewers Road, A1089, A127, A226 Gravesend Road, Peartree Lane, A12 and the M25 are all considered within the Transport Assessment.</p> <p>The new Brewers Road green bridge would maintain and improve the wildlife corridor by linking habitats to the north of the A2/M2 with those south of HS1.</p> <p>A long-term closure of Brewers Road would be necessary to demolish the existing structure and build the replacement bridge. A number of factors, including the A2/M2 widening works, make the Brewers Road bridge construction more complex than other bridge replacement schemes, where construction time can be minimised by building the new bridge alongside the existing one. In this case, the Brewers Road bridge will connect to the existing green bridge crossing the HS1 railway line. This means the appointed Contractors will need to remove the existing bridge and build the new one in situ, with an anticipated road closure of 19 months.</p> <p>Once the green bridge is built, the Applicant proposes to add more planting to make it more likely to be used by wildlife, along with</p>	

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						<p>features appropriate for Public Rights of Way. Vehicular access to Shorne Woods Country Park would be maintained at all times via Brewers Road north of the A2/M2. More information on road closures and diversions including at Brewers Road and Ockendon Road, is provided in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14) which was consulted on during the Community Impacts Consultation in July 2021.</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the oTMPfC (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft Development Consent Order (DCO) (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.	
BU39	Comments expressing concern that congestion would worsen because of the construction of the Project, including concerns about the combined impacts of the Project and other developments such as Tilbury 2.	Royal Mail Group Ltd	Essex County Council, Gravesham Borough Council	1	30	Since the Statutory Consultation in October 2018, amendments to the Applicant's designs have nearly halved the proposed numbers of Heavy Goods Vehicle (HGV) journeys during construction. At Statutory Consultation, the proposed figure was an average of 17,500 HGV journeys a month (where a journey refers to a single HGV movement in or out of the construction area). At Supplementary Consultation in January 2020, this figure had been reduced to an average of 13,300 HGV journeys per month. The reduction would be achieved by reusing excavated materials for landscaping features around the tunnel portals and other design changes. The Applicant consulted on revised proposals for HGV movements during the Community Impacts Consultation in July 2021. These would mean a further reduction to an average of 10,350 HGV journeys per month Project-wide during the construction phase.	No
BU40	Comments objecting to congestion that consultees say would worsen because of the Project construction, including concerns about the combined impacts of the Project and other developments such as Tilbury 2.	-	Thurrock Council	4	39	Since the Community Impacts Consultation, the Applicant has further refined the designs to update landscaping at various locations around the proposed A13/A1089/A122	No

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						<p>Lower Thames Crossing junction and at the proposed A122 Lower Thames Crossing/M25 junction. This would involve the reuse of clean excavated material for construction activities, reducing the number of HGV journeys which would have a reduction in noise and environmental impacts related to construction. These changes were consulted on in the Local Refinement Consultation in May 2022.</p> <p>The Applicant is also proposing to raise the new road in some locations, such as the proposed A122 Lower Thames Crossing/M25 junction to the west of North Road, where this can be achieved without increasing visual impacts or noise. More information was included in the Local Refinement Consultation in May 2022.</p> <p>The Applicant's latest proposals would mean a further reduction to an average of 9,500 HGV journeys per month across the whole Project during the construction phase, a 46% reduction on the original proposals at Statutory Consultation in October 2018.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant provided a breakdown of daily average HGV movements to individual compounds during construction. This information was included in the Ward Impact Summaries document, with more information about the movement of excavated materials and materials also</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>provided in the draft outline Site Waste Management Plan and the draft outline Materials Handling Plan. These consultation documents can be found in Appendix S of this report. Comments on those documents received during consultation are reported in Section 14.4 of this report, along with information as to how the Applicant had regard to those comments. Updated versions of the outline Site Waste Management Plan (Application Document 6.3, ES Appendix 2.2, Annex A) and outline Materials Handling Plan (Application Document 6.3, ES Appendix 2.2, Annex B) are included as part of application for development consent.</p> <p>The Applicant has assessed the predicted impact of construction traffic on the road network in the Transport Assessment (Application Document 7.9). The traffic forecasts account for future developments and growth in line with Government transport analysis guidance (Department for Transport, 2021b). The Transport Assessment shows the main future development areas included in the Project's transport model for 2030 and 2045 respectively.</p> <p>ES Chapter 16: Cumulative Effects Assessment (CEA) (Application Document 6.1) considers inter-project impacts, which are the combined action of a number of different schemes, in combination with the</p>	

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						<p>Project, on a single resource or receptor. Tilbury2 has been included within the traffic modelling but is not included in the CEA because its construction would be complete when construction of the Project is due to start. Tilbury2 forms part of the future baseline that has been assessed within the ES.</p> <p>The Applicant's inter-project effects assessment considers combined effects of the Project and other developments north and south of the River Thames. ES Chapter 16 concludes that no additional mitigation measures would be required by the Applicant during construction or operation beyond those proposed in the topic chapters of the ES. However, each of the other developments identified has the responsibility to include mitigation within their proposals to avoid or reduce adverse effects on the environment and comply with the relevant legislative requirements.</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Development Consent Order (DCO) (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p>	
BU41	Concerns about the use of Heavy Goods Vehicles (HGVs) and whether they can be accommodated by local roads.	Higham Parish Council, Kent Police	Dartford Borough Council, Kent County Council, London Borough of Havering	7	61	<p>Access routes for construction traffic would be limited, as far as practicable, to the strategic road network (SRN) and main roads on the local road network. The Applicant's appointed Contractors would seek to take construction traffic off local roads by providing temporary roads that link the SRN directly to construction compounds. These haul routes would only be in place during the construction phase, apart from some instances where they may be adapted for maintenance purposes. For more information about proposed haul routes, see</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the Project Design Report (Application Document 7.4).</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the oTMPfC (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p> <p>Since Statutory Consultation in October 2018, amendments to the Applicant's designs have nearly halved the proposed numbers of Heavy Goods Vehicles (HGV) journeys during construction. At Statutory</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Consultation, the proposed figure was an average of 17,500 HGV journeys a month (where a journey refers to a single HGV movement in or out of the construction area). At Supplementary Consultation in January 2020, this figure had been reduced to an average of 13,300 HGV journeys per month. The reduction would be achieved by reusing excavated materials for landscaping features around the tunnel portals and other design changes. The Applicant consulted on revised proposals for HGV movements during the Community Impacts Consultation of July 2021. These would mean a further reduction to an average of 10,350 HGV journeys per month Project-wide during the construction phase.</p> <p>Since the Community Impacts Consultation, the Applicant has further refined the designs to update landscaping at various locations around the proposed A13/A1089/A122 Lower Thames Crossing junction and at the proposed A122 Lower Thames Crossing/M25 junction. This would involve the reuse of clean excavated material for construction activities, reducing the number of HGV journeys which would have a reduction in noise and environmental impacts related to construction. These changes were consulted on in the Local Refinement Consultation in May 2022.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The Applicant is also proposing to raise the new road in some locations, such as the proposed A122 Lower Thames Crossing/M25 junction and near North Road, where this can be achieved without increasing visual impacts or noise. More information was included in the Local Refinement Consultation in May 2022.</p> <p>The Applicant's latest proposals would mean a further reduction to an average of 9,500 HGV journeys per month across the whole Project during the construction phase, a 46% reduction on the original proposals at Statutory Consultation in October 2018.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant provided a breakdown of daily average HGV movements to individual compounds during construction. This information was included in the Ward Impact Summaries document, with more information about the movement of excavated materials and materials also provided in the draft outline Site Waste Management Plan and the draft outline Materials Handling Plan. These consultation documents can be found in Appendix S of this report. Comments on those documents received during consultation are reported in Section 14.4 of this report, along with information as to how the Applicant had regard to those comments. Updated versions of the outline Site Waste Management Plan</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>(Application Document 6.3, ES Appendix 2.2, Annex A) and outline Materials Handling Plan (Application Document 6.3, ES Appendix 2.2, Annex B) are included as part of application for development consent.</p> <p>The Applicant has assessed the predicted impact of construction traffic on the road network in the Transport Assessment (Application Document 7.9).</p>	
BU42	Suggestions as to how the impact of construction on local communities, including traffic impacts, should be minimised.	Essex County Fire and Rescue Service, Higham Parish Council, Transport for London, Shorne Parish Council	Dartford Borough Council, Medway Council, Essex County Council, Kent County Council, Thurrock Council, Southend-on-Sea City Council	19	535	<p>Local people and communities have been considered throughout the design and development of the Project and consulted with at appropriate stages of development. The Applicant would continue to consider local people during construction.</p> <p>To reduce the impacts of construction compounds, the Applicant has refined their locations, in some cases moving them further from sensitive areas. The Applicant has proposed additional mitigation to lessen visual and noise intrusion in the form of hoarding or earth bunds. Fencing would also be provided for security purposes. Commitments to this effect are included within the Code of Construction Practice (CoCP) and Register of Environmental Actions and Commitments (REAC), which are part of this consultation.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the CoCP (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 13: Population and Human Health (Application Document 6.1), describes how local communities could be affected by the construction and operation of the Project and explains the ways in which these impacts would be reduced.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Chalk Park and Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p> <p>The CoCP and REAC set out the good practice and location-specific measures that would be used to reduce the impact of the Project's construction and operation on local people. These include measures to reduce noise, dust and light impacts on local communities.</p> <p>Local people would benefit from work and training opportunities provided by the Project during construction, which are likely to have positive impacts on mental health. However,</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>while construction impacts have been mitigated as far as reasonably practicable, there would be temporary negative impacts on communities from construction activities. These could result in mental health impacts on local people – for example, due to anxiety around perceived changes in air quality or as a result of changes to noise levels. Longer journey times due to traffic management and road closures, reduced access to green spaces and closures of walking, cycling and horse riding routes could also impact people's health and wellbeing. Some local businesses, including farms, would have land temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of 30 residential and 5 commercial properties.</p> <p>For more information about the Project's construction impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft Development Consent Order (DCO) (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p>	
BU43	Suggestions about how local roads should be managed during the construction process to minimise the impacts on local people using the road network.	-	-	0	2	The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft Development Consent Order (DCO)	No
BU44	Suggestions about how roads should be managed during	Royal Mail Group Ltd, Port of	Tonbridge and Malling Borough	2	66		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	construction, including comments from stakeholders, such as local authorities and businesses, expressing the need for them to be involved in the planning and have adequate notice of any disruption.	Tilbury London Ltd	Council, Kent County Council, London Borough of Havering, Thurrock Council, Gravesham Borough Council			(Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.  The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.	
BU45	Comments expressing concern about the siting of the construction compounds, with concerns including proximity to residential areas, the amount of land they would require, and lack of clarity about the proposals.	Kent Downs AONB Unit, Shorne Parish Council	Kent County Council, Gravesham Borough Council	9	8	Construction compounds have been kept as small and as far from homes and communities as possible, while ensuring the Project can be built safely and efficiently. After Statutory Consultation in October 2018, the Applicant made changes to compounds. Around the proposed A13/A1089/A122 Lower Thames Crossing junction, the impacts of compounds on nearby properties would be reduced. The Applicant consulted on these changes during the Supplementary Consultation in January 2020 and again in the Community Impacts Consultation of 2021. Further information on the responses to these consultations are provided in Chapters 12 and 14 of this report. A list of	Yes
BU46	Comments objecting to the siting of the construction compounds, with objections including their proximity to	-	-	16	47		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	residential areas, businesses and community assets. There were also objections to the land take from the Green Belt. Some respondents expressed concern at the lack of clarity about the proposals.					<p>construction compounds, their type and location, can be found in the Construction update July 2021, a supporting document to the Community Impacts Consultation.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP),</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The National Policy Statement for National Networks (Department for Transport, 2014) and the Draft Overarching National Policy Statement for Energy (EN-1) (Department for Business, Energy and Industrial Strategy, 2021) recognise that new roads or utility diversions through Green Belt may constitute inappropriate development. Where that is the case, there is a presumption against such development except in very special circumstances. The Applicant has developed the Project to ensure it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and the associated planning practice guidance to support the framework (Department for Levelling Up, Housing and Communities; and Ministry of Housing, Communities and Local Government, 2021). This assessment, which explains the very special circumstances, is set out in Appendix E of the Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Table.</p> <p>Under article 35 of the draft Development Consent Order, before returning temporary use land to a landowner, the Applicant would</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>be required to restore the land to the reasonable satisfaction of the owner. This obligation is subject to the exceptions set out in article 35(6), which include the right to retain any permanent works constructed on the land, such as diverted utilities.</p> <p>The Applicant would seek to minimise any long-term visual impacts as a result of construction, including utility works.</p> <p>For more information about proposed utility works, refer to ES Chapter 2: Project Description (Application Document 6.1). ES Chapter 13: Population and Human Health (Application Document 6.1), describes how local communities could be affected by the construction and operation of the Project and explains the ways in which these impacts would be reduced.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>For more information about the Project's construction impacts on local people, health,</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						wellbeing and equalities, see ES Chapter 13 and the HEqIA.	
BU47	Suggestions that if the contractors underperform, they should face penalties.	-	-	0	73	<p>The appointed Contractors would be required to submit plans for the construction work in accordance with the Code of Construction Practice (Application Document 6.3, Environmental Statement (ES) Appendix 2.2) and these plans would be reviewed and approved by the Applicant to ensure that they meet the specifications and expectations and are in line with information presented during statutory and subsequent consultations.</p> <p>The Applicant would follow Government guidelines for procurement to achieve value, while ensuring all commitments and obligations arising from the Development Consent Order are met.</p> <p>Costs of construction and operation are considered at every part of the design process. All parts of the Project, including links and structures, have been designed to be cost-efficient and the Project carries out periodic reviews to ensure that costs are controlled. The budget is also subject to close scrutiny by the Department for Transport, whose objectives include that the Lower Thames Crossing be affordable to government and users, and to achieve value for money. In assessing the three shortlisted options for a northern route, the Non-</p>	No
BU48	Comments expressing concern that the Project would not be constructed according to the plans that were presented at Statutory Consultation, including suggestions that the contractors may have different approaches to design and build, and that they may implement cost-cutting measures that could negatively affect the environment and local communities.	-	Gravesham Borough Council	3	91		No
BU49	Comments opposed to the Project because consultees say it would not be constructed according to the methods presented at Statutory Consultation. Consultees say contractors may have different	Higham Parish Council	-	19	166		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	approaches to design and build, and that they may implement cost-cutting measures that could negatively impact the environment and local communities.					Statutory Consultation in January 2016 assessed their relative costs, benefits, benefit-cost ratios (BCRs) and value for money. The Pre-Consultation Scheme Assessment Report (Highways England, 2016a), produced to inform the Non-Statutory Consultation, reported that Route 3 had the highest BCR, would provide the shortest route, the greatest improvement to journey times and would have the lowest environmental impact of the three options. Of the options presented at the Non-Statutory Consultation, Route 3 also proved to be the most popular.	
BU50	Suggestions about how construction could be managed effectively, including the need for regular reviews of the construction programme and costs.	-	Kent County Council, Thurrock Council, Gravesham Borough Council	3	47	The Applicant would use its Collaborative Performance Framework (CPF) to measure the appointed Contractor's performance proactively, following the processes set out in the CPF, which use scores to drive improved performance. The CPF is the primary tool used by the Applicant to monitor how well suppliers and contractors are meeting the requirements, as detailed in their contracts, throughout the delivery of projects.	No
BU51	Comments expressing concern there would be a shortage of skilled workers and this would affect the Project's construction schedule.	-	-	0	22	The Project would be adequately resourced during the construction phase. The Applicant is working with construction training bodies, the wider construction industry and its supply chain to ensure the necessary skills are available to deliver the Project.	No

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						<p>As part of the efforts to generate benefits for local communities, the Applicant intends to provide opportunities for local people that might enable them to work on the construction or operation of the route and would also seek to help local businesses form part of the supply chain that would build and operate the route. The Applicant is working with stakeholders to develop these plans and put them into action.</p> <p>The Applicant's Benefits and Outcomes Document (Application Document 7.20) provides a framework to communicate what is being delivered within the Project's Development Consent Order and some of the wider activities undertaken by the Applicant (both already and planned for the future) in the local area of the Project to support local people and the environment.</p>	
BU52	Suggestions that construction contracts should be awarded in such a way that provide local jobs and apprenticeships.	Port of London Authority	Medway Council, Kent County Council, Thurrock Council, Gravesham Borough Council, Southend-on-Sea City Council,	1	107	<p>The Applicant would follow Government guidelines for procurement to achieve value, while ensuring all commitments and obligations arising from the Project's development consent are met.</p> <p>As part of the efforts to generate benefits for local communities, the Applicant intends to provide opportunities for local people that might enable them to work on the construction or operation of the route and would also seek to help local businesses form part of the supply chain that would build</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
			Folkestone and Hythe District Council			and operate the route. The Applicant is working with stakeholders to develop these plans and put them into action.	
BU53	Comments expressing concern about a lack of commitment to employ local people to build the Project.	-	Thurrock Council	0	12	The Applicant's Benefits and Outcomes Document (Application Document 7.20) provides a framework to communicate what is being delivered within the Project's Development Consent Order and some of the wider activities undertaken by the Applicant (both already and planned for the future) in the local area of the Project to support local people and the environment.	No
BU54	Comments objecting to the proposed building approach because there is lack of commitment to employ local people or use local workforce.	-	-	0	8		No
BU55	Suggestions that public targets should be set in terms of time and cost for the construction of the Project, and the Applicant should commit to those.	-	-	0	43	The application for development consent is based on a 2030 opening year. This assumes consent is granted and work starts in 2025. Construction may take approximately five years but, as with all large projects, there is a level of uncertainty over the construction programme, which will be refined once contractors are appointed and the detailed design is developed. The anticipated opening date for the Project is 2030. The 2030 opening year has been selected for the basis of the assessments as representative of the reasonable worst case, and this has been used consistently across	No
BU56	Comments expressing concern about the proposed building approach, with consultees saying construction would go on for too long and could	-	Kent County Council, Gravesham Borough Council	5	854		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	overrun like other major infrastructure projects.					<p>the environmental assessments and the economic appraisal of the Project.</p> <p>As with all large infrastructure projects, the Applicant's proposed schedule for construction would be refined and become more certain once the contractors are appointed and the detailed design further developed.</p> <p>The Applicant has developed the Project timescale and budget using industry-standard planning methods. These are supported by realistic development, design and construction durations verified against other schemes of similar scale and complexity. Internal and external budget and timescale reviews would continue throughout the lifetime of the Project.</p> <p>The Applicant has a good record of delivering projects on time, such as the A14 Cambridge to Huntingdon upgrade (National Highways, n.d.) and the same or enhanced standards would be applied to the Project.</p> <p>The Applicant would follow Government guidelines for procurement to achieve value, while ensuring all commitments and obligations arising from the Development Consent Order would be met.</p>	
BU57	Suggestions that construction of the Project should be	-	-	0	296	The main construction phase for the Lower Thames Crossing would start in 2025, and continue for approximately 6 years, with the road being open for traffic in 2030. There are some minor preparatory	No

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	completed as soon as possible.					works, referred to in the draft DCO as preliminary works, which will take place in 2024 between the DCO being granted and the commencement of the main construction phase.  The Applicant has developed the Project timescale and budget using industry-standard planning methods. These are supported by realistic development, design and construction durations verified against other schemes of similar scale and complexity. Internal and external budget and timescale reviews would continue throughout the lifetime of the Project.	
BU58	Suggestions as to how the environmental impact should be minimised. Suggestions include where to locate bunds to reduce noise, minimising light pollution from construction compounds, how impacts on internationally designated sites could be reduced, and having a plan to decommission the Project in the future.	Public Health England	Kent County Council, London Borough of Havering, Thurrock Council	3	61	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP)	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>(Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>Information about translocation of species can be found in ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), which includes information on habitat creation.</p> <p>Good practice measures to reduce noise during construction would be implemented, such as putting earth bunds in key locations and having closed-board fencing installed around the construction compounds. These would be implemented along with other good practice noise-management measures such as using low-noise equipment and locating noisy activities as far away from local people as possible. Appropriate noise and vibration limits would be monitored and adjusted to ensure ongoing effectiveness.</p> <p>There is the potential for some significant noise and vibration impacts in some locations during the construction phase as a result of construction traffic and onsite activities. Construction noise would, however, be mitigated using good practice measures set out in the CoCP and the REAC.</p> <p>Further information about the noise assessments and mitigation measures can</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>be found in ES Chapter 12: Noise and Vibration (Application Document 6.1), with information about the location of noise barriers in the Environmental Masterplan (Application Document 6.2, ES Figure 2.4). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (Application Document 3.1).</p> <p>Assessments of the impact of construction lighting on the surrounding areas and mitigation measures can be found in ES Chapter 7: Landscape and Visual (Application Document 6.1), as well as the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2).</p> <p>Where needed and appropriate, lighting to site boundaries would be provided and would comply with the commitments in the CoCP. This would mean that lighting would be sufficient to provide a safe route for the passing public. Where appropriate, lighting would be activated by motion sensors to prevent unnecessary usage. Site lighting would comply with the Institution of Lighting Professionals' (2021) Guidance Note 01/21 – The Reduction of Obtrusive Light and would be designed, positioned and directed to prevent or minimise light disturbance to residents, habitats, as well as motorists and other transport users.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>There would be no significant impacts from the Project's lighting on the environment or local people during construction.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p> <p>As set out in Chapter 2 of the Preliminary Environmental Information Report, there are no plans to decommission the Project. The Project's design-life is 120 years and it is not intended that the permanent structures or the tunnel would be decommissioned in the</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						foreseeable future. As such, there is no environmental assessment for this scenario.	
BU59	General comments expressing concern about the proposed building approach because of the environmental impacts in terms of noise, air and light pollution as well as impacts on local wildlife. Comments include concerns that the proposed mitigation measures are not comprehensive enough and suggestions that the information available at this stage about how the impacts would be managed is insufficient.	Kent Downs AONB Unit	Kent County Council, London Borough of Havering, Gravesham Borough Council	2	24	The Applicant has taken steps to mitigate the potential impacts of construction on the local environment, including on wildlife and heritage sites, and construction impacts on noise, light pollution and air quality. Minimising environmental impacts wherever practicable is one of the Scheme Objectives as set out in the Need for the Project (Application Document 7.1). Further information about the costs and benefits of the Project can be found in the Need for the Project.  To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft	Yes
BU60	General comments objecting to the proposed building approach because of environmental impact in terms of noise, air and light pollution as well as impact on local wildlife. Consultees comment that the proposed	-	-	10	106		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	mitigation measures are not comprehensive enough or suggest that the information available at this stage about how the impacts would be managed is insufficient.					<p>Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>ES Chapter 8: Terrestrial Biodiversity, and ES Chapter 9: Marine Biodiversity (Application Document 6.1), set out the baseline conditions and explain how relevant flora and fauna have been valued and assessed. ES Chapter 5: Air Quality (Application Document 6.1) examines the potential likely significant effects on air quality during both the construction and operational phases. ES Chapter 7: Landscape and Visual (Application Document 6.1), assesses the impact of light from construction on the surrounding area, including measures that would be taken to reduce light pollution on sensitive areas. Construction mitigation techniques are in line with industry good practice. More information about construction impacts and mitigation is available in the ES than was during Statutory Consultation in October 2018 because the Project plans are more advanced.</p> <p>During the Community Impacts Consultation, the Applicant also provided additional information about the impacts on the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>environment and local people during construction and operation of the Project. This included information about how those impacts would be reduced either through good practice measures in use across the Project, such as dust-reduction practices during construction, or by specific measures intended to mitigate impacts at a particular location, such as installing noise barriers for when the road is open. Consultation materials such as the Ward Impact Summaries, Construction Update and Operations Update provided local and Project-wide information on impacts. These materials are available in Appendix S of this report, while comments received during consultation and information about how the Applicant had regard to these comments can be found in Section 14.4 of this report.</p> <p>ES Chapter 12: Noise and Vibration (Application Document 6.1), presents the assessment of the Project in terms of noise and vibration during construction and operation. For more information about the proposed noise mitigation measures, including a map showing locations where measures would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2).</p> <p>During construction, good practice measures would be implemented, such as closed-</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>board fencing installed around the construction compounds, the use of low-noise equipment, and the locating of noisy activities as far away from key local buildings as possible. Appropriate noise and vibration limits would be monitored and adjusted to ensure ongoing effectiveness.</p> <p>There is the potential for some significant noise and vibration impacts in some locations during the construction phase as a result of construction traffic and onsite activities. Construction noise would, however, be mitigated using good practice measures set out in the CoCP and the REAC.</p> <p>The Environmental Masterplan (Application Document 6.2, ES Figure 2.4) and Design Principles (Application Document 7.5) present the mitigation measures that are embedded in the Project design to ensure any impacts on flora, fauna, the landscape and local communities and stakeholders are minimised. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p> <p>Overall, across the Project, the Applicant is satisfied that the impacts of construction have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
BU61	Comments expressing concern about the proposed building methods because of the impacts on local wildlife. Comments included concerns that construction compounds and tunnel boring would impact wildlife, along with concerns about potential impacts on protected wildlife in and	-	London Borough of Havering	1	13	<p>The Applicant has taken steps to mitigate the potential impacts of construction on the local environment, including on terrestrial and marine biodiversity. Minimising environmental impacts wherever practicable is one of the Scheme Objectives as set out in the Need for the Project (Application Document 7.1).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	around the Thames Estuary.					<p>Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>ES Chapter 8: Terrestrial Biodiversity, and ES Chapter 9: Marine Biodiversity (Application Document 6.1), set out the baseline conditions and explain how relevant flora and fauna have been valued and assessed. These chapters present the assessment of the impacts of construction, including compounds tunnel boring and temporary haul roads, on terrestrial and marine wildlife.</p> <p>The Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats. Mitigation measures</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>include safe crossing points for wildlife over or under the Project and translocation of protected species to suitable existing or new habitats. Habitat creation is proposed to compensate for the loss of habitat from within designated sites, including ancient woodland, to improve connectivity between existing habitats, to provide replacement habitats for protected species, and to compensate for the impacts of nitrogen deposition when the Project is operational. These measures would include the salvage of soils from ancient woodlands for beneficial reuse in new areas of compensatory woodland planting, and the planting of new woodland and other habitats on existing agricultural land. Overall, there would be several hundred hectares of new woodland and habitats created across the Project during the construction phase, providing biodiversity benefits.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p> <p>During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial invertebrates, and permanent habitat loss within ancient woodland and the loss of six veteran trees (three north of the River Thames and three to the south).</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation or compensation is proposed. For more information, see ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>The Environmental Masterplan (Application Document 6.2, ES Figure 2.4) and Design Principles (Application Document 7.5) present the mitigation measures that are embedded in the design to ensure any impacts to flora, fauna, the landscape and local communities and stakeholders are minimised. The Environmental Masterplan is secured through Requirement 5 of the draft</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Development Consent Order (Application Document 3.1).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant also consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2).</p>	
BU62	Comments expressing concern about the	-	-	0	3	To assess the environmental impacts of the construction and operation of the Project, an	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	proposed building approach because of environmental impacts in terms of light pollution.					Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 7: Landscape and Visual (Application Document 6.1), includes an assessment of the impact of night-time working and associated lighting on landscape character and visual amenity during construction.  As part of the Communities Impacts Consultation in July 2021, the Applicant provided updated information on lighting for	
BU63	Comments objecting to the proposed building approach because of environmental impacts in terms of light pollution.	-	-	8	9		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the construction and operational phases of the Project and how it would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p> <p>Further information on proposed landscaping, including lighting, can be found in the Project Design Report (Application Document 7.4), the Design Principles (Application Document 7.5) and the Environmental Masterplan (Application Document 6.2, ES Figure 2.4). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (Application Document 3.1).</p> <p>The CoCP includes information about how lighting will also be designed, positioned and directed to prevent or minimise light disturbance to nearby residents, ecological receptors, as well as motorists and rail and marine operations. This provision will apply particularly to sites where night working or security lighting will be required.</p> <p>Site Lighting will comply with the Institution of Lighting Professionals' (2021) Guidance Note 01/21 – The Reduction of Obtrusive Light, and the provisions of BS 5489-1 Code of Practice for the Design of Road Lighting</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>(British Standards Institution, 2020), where applicable.</p> <p>There would be no significant impacts from the Project’s lighting on the environment or local people during construction.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA, which includes the impacts of lighting on plants and wildlife, also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.	
BU64	Comments objecting to the proposed building approach on the grounds that the environmental impacts in terms of noise pollution and vibration would be too great. Locations mentioned include Brewers Road, Shorne Woods Country Park, and the areas where the tunnels would be bored.	Higham Parish Council, Transport for London	Kent County Council, London Borough of Havering, Gravesham Borough Council	2	25	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 12:	No
BU65	Comments objecting to the proposed building approach because of environmental impacts in terms of noise pollution and vibration.	-	-	22	133		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Noise and Vibration (Application Document 6.1) sets out how the Applicant has assessed the impact of noise and vibration during construction and operation of the Project. The assessment of construction noise impacts on sensitive receptors, including local impacts, is set out in ES Chapter 12, while those as a result of tunnel boring can be found in ES Appendix 12.6 (Application Document 6.3). ES Chapter 12 also sets out the mitigation measures proposed to reduce noise impacts and the assessment methodology, which includes an explanation of which locations were assessed.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES including the noise, vibration and environmental impact of construction works.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>During the construction phase, good practice measures would be implemented, such as closed-board fencing installed around the construction compounds, the use of low-noise equipment, and the locating of noisy activities as far away from key local buildings as possible. Appropriate noise and vibration limits would be monitored and adjusted to ensure ongoing effectiveness.</p> <p>There is the potential for some significant noise and vibration impacts in some locations during the construction phase as a result of construction traffic and onsite activities. Construction noise would, however, be mitigated using good practice measures set out in the CoCP and the REAC.</p>	
BU66	Comments expressing concern about the proposed building approach because of environmental impacts in terms of air pollution. Consultees mentioned locations including Chalk, Higham and the London Borough of Havering.	Higham Parish Council, Transport for London, Shorne Parish Council	Gravesham Borough Council	2	15	<p>The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation</p>	No
BU67	Comments objecting to the proposed building approach because of	-	-	24	143		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	<p>environmental impacts in terms of air pollution. Consultees mentioned locations including Upminster, East Tilbury, Linford, Orsett, Gravesend, Thong Lane, and Shorne Woods Country Park.</p>					<p>requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 5: Air Quality (Application Document 6.1), includes an assessment of the predicted changes to local air quality as a result of the Project. The chapter assesses impacts during construction and operation and sets out mitigation where this is considered appropriate.</p> <p>The construction phase is likely to affect air quality as a result of emissions of dust from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigations in place, the air quality impacts in relation to human health of the Project during construction are not expected to be significant.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>With regards to the impact of air quality on the natural environment during the construction phase, while the Applicant consulted on the impacts of nitrogen deposition on habitats during the Local Refinement Consultation in May 2022, it was noted that construction of the Project would have no significant impact on nitrogen deposition and so there would no significant impacts on nearby habitats.</p>	
BU68	Suggestions that safety should be a priority during construction. These include requests for a safety audit, requests to ensure worker safety, provision for emergency service	Essex County Fire and Rescue Service, Health and Safety Executive	-	2	74	The safety of workers, road users and residents has been prioritised throughout the development of the Project to date. During construction, the Applicant would set challenging health, safety and wellbeing targets aligned to the Applicant's Home, Safe and Well strategy (Highways England, 2019a).	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	vehicles, and adequate preparation for the treatment of hazardous substances.	(HSE), Kent Police				<p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. This includes the mitigation and management of materials and substances hazardous to health.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the oTMPfC (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 144 of this report, which also explains how the Applicant had regard to those comments.</p>	
BU69	Comments expressing concern about the proposed approach to building on safety grounds, with some consultees citing concerns over hazards	Health and Safety Executive (HSE), Office of the Police and Crime	-	0	3	The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the oTMPfC (Application	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	involving construction vehicles and unexploded ordnance.	Commissioner for Essex, Public Health England				Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO (Application Document 3.1). The TMP would include measures aimed at maintaining safety for all road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.	
BU70	Comments objecting to the proposed approach to building because of safety concerns, with some consultees citing concerns over hazards involving construction vehicles and unexploded ordnance.	-	-	4	20	The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments. To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>To protect the safety of Project personnel and the public, detailed surveys have been carried out as part of the EIA. ES Chapter 10: Geology and Soils (Application Document 6.1) documents the findings with regards to potential underground hazards such as unexploded ordnance, bomb craters and deneholes. The ES explains how threats to the public or workers from these types of hazards have either been identified or ruled out, including information about any mitigation that would be required. ES Appendix 6.7: Geophysical Survey Reports (Application Document 6.3) present the results of the geophysical surveys, while ES Appendix 10.10: Unexploded Ordnance (UXO) Desk Study &amp; Risk Assessment (Application Document 6.3) provides additional assessments of the risk from unexploded ordnance.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP includes procedures in the event of the discovery of unexploded ordnance.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.	
BU71	Comments where support for the building approach is based on certain conditions, such as minimal disruption to communities and adherence to the proposed timeline.	Port of Tilbury London Ltd	-	1	123	These comments have been noted.	No

## Issues raised in response to open Question 12

- 11.4.135 Table 11.20 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question 12 in the consultation response form, which was as follows:
- 11.4.136 *Please let us know any views you have on the proposed changes to utilities infrastructure.*
- 11.4.137 The issues raised that relate to utilities are summarised in Table 11.20 below. Where issues were raised in response to Q12 that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 11.4.138 The Applicant has fully considered all of the responses received, Table 11.20 explains how the Applicant has had regard to those issues raised and the Applicant's response is presented in the penultimate column of the table. The final column of the table identifies where the Applicant has made a change to the Project in line with the issues raised during this consultation.
- 11.4.139 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to them with a combined response.
- 11.4.140 Information presented in Table 11.20
- 11.4.141 The information presented in Table 11.20 is the following:
- a. 'Code' is a unique code assigned to each issue for reference purposes.
  - b. 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q12 or to another question in the response form but covering similar topics.
  - c. 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - d. 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.
  - e. 's42(1)(d)' states how many respondents with a land interest raised that issue.
  - f. 's47 & s48' states how many members of the public raised that issue.
  - g. 'The Applicant's response' presents the Applicant's response to the issue(s) raised and explains how the Applicant has had regard to the issue(s).
  - h. 'Project change' states whether the issue(s) raised resulted in a change to the Project.

- i. 'Yes' indicates that changes to the Project proposals have been made since Statutory Consultation in line with the issue(s) raised. Some changes have been made as a result of environmental or other assessments, as well as through consideration of consultation responses.
- ii. 'No' indicates that the suggestions or requests did not result in a change to the Project proposals.

### **Summary of issues raised relating to utilities and the Applicant's responses**

11.4.142 Table 11.20 below summarises the issues raised relating to utilities and the Applicant's responses to those issues raised.

**Table 11.20 Summary of issues raised relating to utilities and the Applicant's responses**

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
UP1	Suggestions that utility works should be coordinated and carried out at the same time as the Project construction to minimise disruption to the area and roads.	-	-	0	33	The Applicant has engaged with utility companies and asset owners throughout the development of the Project to ensure it would be possible for works to be carried out in a way that would minimise disruption to local people and communities, businesses and road users. This includes minimising any interruption to supply during any work affecting utilities infrastructure. In developing the proposals, the Applicant has sought to minimise the need for utility works but, where these cannot be avoided, a design has been sought that seeks to minimise environmental and community impacts – for example, by reducing the number of pylons across the route and undergrounding power lines in key locations (where this is practicable and following further discussions with utility companies, asset owners, and stakeholders).  Working with the utility companies and asset owners, the Applicant has developed a construction programme with the aim of minimising disruption on local people. For more information about proposed utility works, refer to Environmental Statement (ES) Chapter 2: Project Description (Application Documents 6.1). For more information about the construction schedule, see ES Appendix 2.1: Construction Supporting Information (Application Document 6.3).	No
UP2	Comments expressing concern about the impact of utility works on local communities. Comments usually relate to disruption, expressing concern that residents would lose supplies of electricity or gas.	-	London Borough of Havering	6	75		No
UP3	Comments expressing concern about the impact of constructing the Project on existing utilities such as gas pipelines, transmission lines and electricity substations.	Health and Safety Executive (HSE), Cadent Gas Ltd, National Grid NGET and NGG, Anglian Water Services Ltd, ESP	Gravesham Borough Council	1	1		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
		Utilities Group Ltd - ES Pipelines Ltd				<p>A communications and engagement campaign would be carried out throughout the construction phase to ensure local people would be aware of works that would affect them. ES Appendix 2.2: Code of Construction Practice (CoCP) (Application Document 6.3) sets out the measures that the appointed Contractor would be required during the construction phase.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the</p>	
UP4	A comment opposed to the impact of the construction of the Project on existing utilities.	-	-	0	1		No
UP5	Suggestions that compensation should be paid to those whose utility supplies are disrupted during the construction of the Project.	-	-	2	11		No
UP6	Comments expressing concern that the Project's utility works would be more complicated than anticipated, delaying the Project.		-	1	25		No
UP7	Suggestions that any disruption to utility supplies be minimised, with requests that the Project take steps to achieve this.	Office of the Police and Crime Commissioner for Essex	-	2	95		No

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UP8	Suggestions that utility works should be carefully managed, communicated and consulted on, so local people are aware of the works schedule and can prepare in advance.	-	-	2	26	<p>construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>Works on high-pressure gas pipelines and 400kV, 275kV and 132kV power lines would be carried out by the respective utility companies and asset owners for safety reasons. For other works, the Applicant is still discussing whether these could be undertaken more efficiently by the appointed Contractors or by the utility companies themselves. Planned utility works would not normally be expected to include interruptions of supply. Utility companies, and asset owners, would communicate planned impacts on their networks to customers in advance and</p>	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						would account for known vulnerable customers' needs. Notifications and compensation for disruption of supply would be in line with the respective utility company's policies and procedures and would conform with the regulatory framework within which they operate.	
UP9	Comments expressing concern that the cost of the Project's utility works would be high, with some consultees questioning whether the public would have to pay for them.	-	-	3	92	The costs of utility works are an integral part of the overall budget for any major infrastructure scheme, including the Project. Throughout the options selection process and the design development of the Project, cost and value for money have been important considerations. Utility works required for the Project would be paid for by the Applicant from its Project budget. The public would not experience any increase in their utility bills as a result of the Project's works.	No
UP10	Comments opposed to the cost of the Project's utility works, with some consultees saying the costs would be too high and others asking who would pay for them.	-	-	2	75		No
UP11	Comments expressing concern that the cost for the Project's utility works would be passed on to consumers via increased bills.	-	-	0	21		No
UP12	Comments expressing concern about the impact of utility works on the countryside and Green	-	-	3	111	The National Policy Statement for National Networks (Department for Transport, 2014) and the Draft Overarching National Policy Statement for Energy (EN-1) (Department for Business,	Yes

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	Belt. Riverview Park, Thong and Thames Chase Forest Centre were among the locations mentioned.					<p>Energy and Industrial Strategy, 2021) recognise that new roads or utility diversions through Green Belt may constitute inappropriate development. Where that is the case, there is a presumption against such development except in very special circumstances. The Applicant has developed the Project to ensure it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and the associated planning practice guidance to support the framework (Department for Levelling Up, Housing and Communities; and Ministry of Housing, Communities and Local Government, 2021). This assessment, which explains the very special circumstances, is set out in Appendix E of the Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Table.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals either as mitigation that is embedded within the design of the Project and secured by the relevant plans. This includes the Engineering Drawings and Sections (Application Document 2.9) and Design</p>	
UP13	Comments opposed to the impact of utility works on the countryside and Green Belt. Riverview Park, Thong, Westwood Farm and Thames Chase Forest Centre, Kent, Thurrock and Essex were among the locations mentioned.	-	-	1	47		Yes

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						<p>Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>ES Chapter 7: Landscape and Visual, and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), present the assessments of the impacts on the local countryside and the proposed mitigation.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft</p>	

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						<p>Development Consent Order (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2).</p> <p>The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>Following Statutory Consultation in October 2018, the Applicant continued to work with the stakeholders, including the utility companies and asset owners, to progress its plans and to ensure the Project can be built safely and with minimum disruption. The Applicant proposed to divert multi-utilities in the Thames Chase Forest Centre area, which it consulted on in the Supplementary Consultation in January 2020.</p> <p>After Supplementary Consultation, the Applicant refined its proposals and reduced the land required for works from that presented at the Statutory Consultation in October 2018. The Applicant also proposed to move the pylon diversion near Thong Lane over the Project route, approximately 235m south (90m south of the existing). This means it would move away from Riverview Park and closer to Thong.</p> <p>These proposals were consulted on during the Design Refinement Consultation in July 2020.</p> <p>Following site investigations by UK Power Networks and feedback from landowners, at the Local Refinement Consultation in May 2022 the</p>	

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						Applicant presented revised proposals for electricity network diversions within the Thames Chase Forest Centre. The overhead powerlines to be undergrounded that the Applicant first proposed at Supplementary Consultation in January 2020 would now be diverted along two new taller pylons north of their current position either side of the M25. Another electricity cable would be diverted through the proposed Thames Chase footbridge, removing the need for trenchless installation of cables under the M25 (as also proposed during Supplementary Consultation in January 2020). This new proposal reduces the amount of land and time required for construction of the utility diversions in the Thames Chase Forest Centre and neighbouring farmland as cables would no longer need to be installed under the M25 and is therefore a minor change to the existing overhead power lines in this location.	
UP14	Suggestions about how the Applicant should be mindful of existing utility assets to avoid the Project negatively affecting them. Comments include suggestions to ensure that there are suitable crossing points for future access, that precautions are taken when carrying out work in the vicinity of other utilities, and that Protective Provisions	Cadent Gas Ltd, RWE Generation UK Plc, National Grid NGET and NGG, Anglian Water Services Ltd, ESP Utilities	-	0	0	Following Statutory Consultation in October 2018, the Applicant has continued to engage closely with utility companies and asset owners, including those identified as statutory undertakers, and prepared an updated and more detailed plan for how the Project would affect and be integrated with existing utilities. This update was included in the Supplementary Consultation in January 2020. A further update was published as part of the Design Refinement Consultation in July 2020. Additional information was also provided during the Community Impacts Consultation in July 2021, including further refinements to utility works	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	affecting utilities companies should be agreed and included in the DCO application.	Group Ltd - ES Pipelines Ltd				<p>required to build the Project outlined in the Operations Update and descriptions of utility works within each construction area and ward covered in the Construction Update and Ward Impact Summaries respectively. For more information about the Community Impacts Consultation in July 2021 see Chapter 8 of this report.</p> <p>Outside of formal consultation periods, the Applicant has met regularly with utilities companies, including holding discussions about Protective Provisions to ensure that any required legal powers are included in the application for development consent. The Statement of Engagement (Application Document 5.2) and the Statements of Common Ground (Application Document 5.4) provide further information on the Applicant's engagement with stakeholder bodies. For more information about proposed utility works, refer to Environmental Statement Chapter 2: Project Description (Application Document 6.1).</p>	
UP15	Suggestions that the Project should ensure the long-term sustainability of utility infrastructure, including enabling future access for maintenance and repairs, and enabling implementation of future technologies.	-	-	0	180	The proposed utility works have been developed after engaging closely with the affected utility companies and asset owners. The Land Plans (Application Document 2.2) set out the Project's requirements with regards to the temporary possession of land for the purposes of building the Project, and the permanent acquisition of land, or the permanent acquisition of Rights for the operation and maintenance of the route and the affected utility networks. More information about this can be found in the Statement of Reasons	No

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						<p>(Application Document 4.1), which explains why the Project requires each parcel of land. The proposals would not preclude future upgrades of the affected utilities by the utility companies and asset owners. For more information about the proposed utility works, see Environmental Statement Chapter 2: Project Description (Application Document 6.1).</p> <p>The Project does however consider future access arrangements, and the statutory undertakers consider their ability to access their ability to access the infrastructure with reduced risk to both networks customers when considering their diversion or protection proposal, which is considered in the Project preliminary design and will be developed further at the detailed design stage.</p>	
UP16	Comments opposed to the relocation of gas mains because of concerns about safety, disruption and impacts on land titles.	-	Thurrock Council	0	8	<p>Utility works would conform to the appropriate regulatory and statutory clearances and distances, with works carried out by appointed Contractors in accordance with health and safety, engineering and construction legislation, as well as relevant technical standards and guidance. Any departures from these would require special approval and appropriate consultation. For more information about proposed utility works, refer to Environmental Statement Chapter 2: Project Description (Application Document 6.1).</p> <p>At Statutory Consultation in October 2018, the Applicant wrote to stakeholders and individuals who had been identified as having an interest in land affected by the Project. As part of its</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>consultation materials the Applicant also published a detailed set of maps showing land use plans within that area, which included information about utility works. All such parties were invited to provide feedback through the consultation and were given an opportunity to contact the Applicant with regards to land matters.</p> <p>The consultation materials also included information about compensation and compulsory purchase, with the Applicant’s relevant information booklets included as part of the consultation materials.</p> <p>Further information on the Applicant’s engagement with people with an interest in land across successive phases of pre-application consultation is set out in Chapter 5 of the report. Each of Chapters 4 (Statutory Consultation in October 2018), 6 (Supplementary Consultation in January 2020), 7 (Design Refinement Consultation in July 2020), 8 (Community Impacts Consultation in July 2021) and 9 (Local Refinement Consultation in May 2022) provides further information on the identification and notification of land interests for each respective consultation, Chapters 11, 12, 13, 14 and 15 explain how the issues raised by those consultees in the respective consultations were considered by the Applicant. There is a list of land interests in Appendix J of this report.</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
UP17	Comments expressing concern about the safety of the Project's utility works, particularly around the safety of gas pipes, but also concern about the traffic safety during construction works.	HS1 Ltd	-	2	38	<p>Works on high-pressure gas mains and 400kV, 275kV and 132kV power lines would be carried out by the respective utility companies and asset owners who are best placed to carry out those works safely and efficiently. For other works, the Applicant is still discussing whether these could be done more efficiently by the appointed Contractors or by the utility companies/asset owners themselves. In all cases, works would be carried out by accredited contractors with the required expertise to plan and implement the works in line with industry best-practice standards.</p> <p>The Project's Transport Assessment (Application Document 7.9) provides an assessment of the predicted traffic impacts of construction, including traffic modelling forecasts for local roads that would be affected.</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft Development Consent Order (DCO) (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p>	
UP18	Comments opposed to the Project's utility works due to concerns over the increased health risks that consultees say are associated with electromagnetic fields generated by electricity transmission lines.	-	-	13	51	<p>In some instances, it would be necessary to move pylon and transmission lines closer to properties. However, there would be a net reduction in the number of pylons across the Application Site. This is because the proposed realignment of some overhead power line routes would require fewer pylons. In key locations, the Applicant would also explore opportunities to place overhead power lines underground to reduce their impacts (where this is practicable and following further discussions with utility companies, asset owners and stakeholders).</p> <p>As far as possible, the Applicant has reduced the impact of the Project, including the utility works on local communities. This has included consideration of any potential health and noise effects as a result of the proximity of local communities to overhead transmission lines.</p> <p>Environmental Statement (ES) Chapter 7: Landscape and Visual (Application Document 6.1) presents the assessment of the visual impact of</p>	No
UP19	Comments opposed to the Project's utility works moving overhead lines closer to residential homes on the grounds that this would cause health or safety concerns. Areas mentioned include Riverview Park and Thurrock.	-	-	8	33		Yes
UP20	Comments expressing concern about the potential	-	-	3	11		No

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	health impact of the Project's utility works due to electromagnetic fields generated by electricity transmission lines.					the Project, including utilities and pylons, on the landscape during construction and operation, including any proposed mitigation.	
UP21	Comments opposed to pylons and overhead lines being moved closer to residential areas because consultees say they emit noise, particularly in wet weather. Locations mentioned include Riverview Park.	-	-	5	20	An assessment of the proposals to divert overhead lines has been carried out by National Grid. The assessment concludes that the modifications to existing overhead lines necessary to accommodate the Project would comply with the current public exposure guidelines for electromagnetic fields (EMFs) documented in the National Policy Statement for Electricity Networks Infrastructure (EN-5) (Department of Energy and Climate Change, 2011b). Therefore, there would be no significant EMF effects resulting from the proposals. This assessment is included in Appendix D of the Health and Equalities Impact Assessment (Application Document 7.10).  National Grid has also carried out an assessment of the potential impacts on nearby properties from noise due to these proposed changes. Its assessment, which is documented in ES Appendix 12.8 (Application Document 6.3), concludes that there would be no significant negative noise impacts on these properties due to realignment of the overhead lines.	No
UP22	Suggestions that care should be taken to avoid any increased visual impacts from utility works, particularly changes to pylons.	-	-	2	343	Utility works would only be carried out where necessary to implement the Project, either to divert utilities to accommodate the route or to provide essential services to compounds during construction and to the Portal buildings and tunnel for the operation of the A122. The Applicant has	No

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UP23	Comments expressing concern that Project utility works would move utilities, such as overhead lines, too close to residential properties and local communities.	Higham Parish Council	Gravesham Borough Council	11	180	engaged with utility companies and asset owners throughout the development of the Project, ensuring it would be possible for works to be carried out in a way that would minimise disruption to local people and communities, businesses and road users. In developing the proposals, the Applicant has sought to minimise the need for utility works but, where these cannot be avoided, a design has been sought that seeks to minimise environmental and community impacts – for example, by reducing the number of pylons across the route and undergrounding power lines in key locations (where this is practicable and following further discussions with utility companies, asset owners and stakeholders).  Where land is required for utility works, the Applicant has generally sought to secure powers to use the land required for those works temporarily, with permanent rights (as opposed to outright acquisition) sought for future operation and maintenance of the diverted utilities. This means that, in many cases, possession of the land could be returned to the owner following the completion of utility works.  Where works would take place alongside roads, any closures would be kept to a minimum. Where roads are affected by short-term closures and diversions, temporary traffic lights or lane restrictions, local people would be warned in advance, so they could plan accordingly.	No
UP24	Suggestions that electricity lines currently on overhead pylons should be buried underground or removed altogether because of their negative visual impact.	-	-	2	174		No
UP26	Suggestions for moving utilities, usually pylons and power lines, further away from properties. Locations mentioned include Riverview Park, Thong and Linford.	Shorne Parish Council, Essex Police	Brentwood Borough Council, Essex County Council, Kent County Council	4	59		Yes
UP27	General comments opposed to the use of pylons. Concerns include the potential visual impact on the landscape, with requests for the Project to remove pylons rather than relocating them.	-	Thurrock Council	0	81		Yes

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UP28	Comments expressing concern about the impact of moving pylons, with some consultees saying the visual impact would negatively affect the local landscape.	Cobham Parish Council	Thurrock Council	5	55	<p>Some Public Rights of Way would also be affected by construction. The Applicant would give prior notice of proposals to affect these routes. In some instances, the Applicant is proposing a temporary alternative route while works are carried out. The Applicant consulted on proposals for road and Public Rights of Way closures and diversions during the Community Impacts Consultation in July 2021 and the Local Refinement Consultation in May 2022. Comments on those documents provided in responses to the consultation are set out in Section 14.4 of this report.</p> <p>Undergrounding powerlines is not possible at all locations because of factors including land availability, the need to maintain network resilience, local geology, accessibility for maintenance, cost, impacts on cultural heritage or environmentally sensitive sites, and the requirements of the relevant utilities company. The Applicant would explore opportunities to place power lines underground, across the Project (where this is practicable and following further discussions with utility companies, asset owners and stakeholders).</p> <p>In some instances, it has been necessary to move pylon and transmission lines closer to properties due to design and safety constraints.</p> <p>Across the Application Site, there would be a net reduction in the number of pylons. In order to reduce the impacts of utilities on local communities, the Applicant is proposing to reduce the number of pylons near the route between</p>	No
UP29	Suggestions that utilities, including power lines, should be placed underground to minimise the visual impact.	Cobham Parish Council, Forest Enterprise - part of Forestry Commission England	Tonbridge and Malling Borough Council	15	1076		No
UP30	Suggestions that pylons should not be close to residential areas, due to the visual impact.	Cobham Parish Council, Higham Parish Council	-	8	48		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Chadwell St Mary and Tilbury. At Supplementary Consultation in January 2020, in this area the Applicant proposed to remove 17 existing pylons and install 10 new ones, resulting in seven fewer pylons.</p> <p>Following the Design Refinement Consultation July 2020, the Applicant amended the proposals and would retain the pylon at Muckingford Road. At the Community Impacts Consultation in July 2021, the Applicant further amended the proposals and presented an overall reduction of 16, resulting in six fewer pylons.</p> <p>At the Local Refinement Consultation in May 2022, following consultation and ongoing engagement with UK Power Networks, the Applicant proposed to retain part of an existing overhead power line through the construction of a temporary pylon, east of the existing one, between Muckingford Road and the allotments. The overhead power lines would be realigned via the temporary pylon while the existing one is removed and a new terminal pylon is built in its place. The temporary overhead power lines would then be relocated on to the new pylon heading north and on reaching the new terminal pylon, would be installed underground. To achieve this refinement, the Order Limits have been increased to the south-west of Linford.</p> <p>Following the Local Refinement Consultation in May 2022 and as a result of further engagement with UK Power Networks, the proposed works to realign overhead power lines over Linford are no</p>	

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						<p>longer needed to deliver the Project. As a result, 46 residential properties that would have been affected by re-stringing these power lines would no longer be affected by these works and 2ha of land has been removed from the Order Limits.</p> <p>In addition, following the conclusion of site investigations after the Local Refinement Consultation in May 2022, sections that were proposed to be undergrounded (Linford and Thames Chase Forest Centre) are now proposed overhead and require replacement pylons to be constructed to achieve this.</p> <p>These changes have resulted in a net reduction in the number of pylons that would be removed by the Applicant across the Project from six to three.</p> <p>At Statutory Consultation in October 2018, the Applicant proposed moving one network of transmission power lines and pylons in the vicinity of Riverview Park (Westwood Farm near Thong) and two further networks of transmission power lines and pylons near Linford: those west of Low Street Lane and those near Linford Road.</p> <p>Near Riverview Park in Gravesend, construction of the proposed M2/A2/A122 Lower Thames Crossing junction would require the relocation of three electricity pylons at Westwood Farm, which would bring a pylon and transmission lines closer to properties in Thong but move the pylons and power lines away from Riverview Park. This revised proposal was consulted on during the Design Refinement Consultation in July 2020.</p>	



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						<p>At the Supplementary Consultation in January 2020 the Applicant also proposed changes to pylons and power lines near Low Street and Muckingford Road. Neither proposal would move power lines closer to homes in Linford, nor would either require demolition of properties.</p> <p>The Applicant consulted on these proposals during Supplementary Consultation in January 2020. For more information about this consultation, including other proposed utility works, see Chapter 6 of this report.</p> <p>Following the Local Refinement Consultation in May 2022 and as a result of further engagement with the relevant utility company, the proposed works to realign overhead power lines over Linford are no longer needed to deliver the Project. As a result, 46 residential properties that would have been affected by re-stringing these power lines would no longer be affected by these works and 2ha of land has been removed from the Order Limits. The number of residential properties north of the river that would require demolition remains 26.</p> <p>As proposed during Supplementary Consultation in January 2020, moving the route closer to Linford by up to 60m, combined with stopping up Hornsby Lane, reduces the extent of changes to the nearby overhead line network. This means power lines would not need to be relocated south towards Chadwell St Mary between Horford Road and Hornsby Lane, closer to those properties. The Applicant has continued to work with the utility</p>	



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						<p>company that would undertake the works to the overhead powerline. During Supplementary Consultation in January 2020, works to two of the overhead distribution networks were included, including the proposed undergrounding of the eastern network, west of East Tilbury. The proposals were later refined and presented at subsequent consultations up to and including Local Refinement Consultation in May 2022. Since the Local Refinement Consultation, the Applicant has refined proposals and, as a result, works are not required to the two spans over Linford. The Order Limits have therefore been reduced to reflect this.</p> <p>There are also pylons and overhead lines being moved south of the proposed A13/A1089/A122 Lower Thames Crossing junction, between Long Lane and Hornsby Lane. These changes are required to accommodate the realigned A1013 and A122, and the new A1089 slip road and the works would move pylons closer to Orsett Heath. The Applicant consulted on these during Supplementary Consultation in January 2020.</p> <p>As set out during Statutory Consultation in October 2018, two approximately 50m-high pylons in Claylane Wood would be replaced by one 75m-high pylon. This is to ensure the power lines would be sufficiently elevated to clear the road and junction safely.</p> <p>In response to further design development and discussions with National Grid, the Applicant has revised proposals for the overhead power line</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>diversion near the Tilbury Loop railway. The revised diversion would follow an amended alignment compared to that consulted on during the Design Refinement Consultation in July 2020, reducing the impact on nearby properties and simplifying ongoing maintenance by omitting oversailing of the buildings. For more information about the revised proposals, see the Works Plans (Application Document 2.6). For more information about the Design Refinement Consultation in July 2020, see Chapter 7 of this report.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented revised proposals for electricity distribution network diversions within the Thames Chase Forest Centre. The overhead powerlines first proposed to be undergrounded at Supplementary Consultation in January 2020 will now be diverted along two new taller pylons north of their current position either side of the M25. Another electricity cable would be diverted through the proposed Thames Chase Forest Centre footbridge, removing the need for trenchless installation of cables under the M25 (as also proposed during Supplementary Consultation in January 2020). This new proposal reduces the amount of land and time required for construction of the electricity network diversions in the Thames Chase Forest Centre and neighbouring farmland as cables would no longer need to be installed under the M25 and is therefore a minor change to the existing overhead powerlines in this location.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Routine maintenance is typically scheduled during fine weather, especially if it is safety critical. However, unplanned repairs to network assets could take place at any time.</p> <p>For more information about utility works, refer to Environmental Statement (ES) Chapter 2: Project Description (Application Document 6.1). ES Chapter 7: Landscape and Visual (Application Document 6.1), also presents the assessment of the impact of the Project, including utility works, on the local landscape. It includes an assessment of the impacts during construction and operation, along with information about any proposed mitigation.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the oTMPfC (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						14.4 of this report, which also explains how the Applicant had regard to those comments. The Transport Assessment (Application Document 7.9) sets out the Project's forecast impact on the strategic and local highway networks. It also assesses the predicted impacts on the road and public transport networks during the Project's construction.	
UP31	Suggestions that utility works should avoid residential areas.	Essex County Fire and Rescue Service	-	4	262	The Applicant has engaged with utility companies throughout the development of the Project, ensuring it would be possible for works to be carried out in a way that would minimise disruption to local people and communities, businesses and road users and utility network operators. This includes minimising any interruption to supply during any work affecting utilities infrastructure. In developing the proposals, the Applicant has sought to minimise the need for utility works but, where these cannot be avoided, a design has been sought that seeks to minimise environmental and community impacts – for example, by reducing the amount of existing infrastructure to be modified by the Project. Where land is required for utility works, the Applicant has generally sought to secure powers to use the land required for those works temporarily, with permanent rights (as opposed to outright acquisition) sought for future operation and maintenance of the diverted utilities. This means that, in many cases, possession of the land could be returned to the owner following the completion of utility works.	No
UP32	Comments opposed to the impact of the Project's utility works on local communities, with disruption near residential areas a major concern.	-	Thurrock Council, Gravesham Borough Council	23	203		Yes
UP25	Suggestions related to the installation of utilities, including that utilities infrastructure should be diverted away from residential properties, should be accessible for future maintenance, that works should be carried out in warmer months.	-	-	6	97		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>Under article 35 of the draft DCO (Application Document 3.1), before returning possession of temporary use land to the owner, the Applicant would be required to restore the land to the reasonable satisfaction of the owner. This obligation is subject to the exceptions set out in article 35(6), which include the right to retain any permanent works constructed on the land, such as diverted utilities. The Applicant would seek to minimise any long-term visual impacts as a result of construction, including utility works.</p> <p>At Statutory Consultation in October 2018 the Applicant presented details of the existing utilities within the area of the Project, advising that the principal utilities were high voltage electricity transmission lines and high-pressure gas transmission mains, both of which travel underneath the River Thames. The Applicant advised that to build the Project, high voltage electricity overhead lines, including pylons, gas pipelines and other utilities would have to be diverted across several locations in Kent, Thurrock, Essex and Havering to ensure that the Project can be built safely, with no overhead obstructions, and also allow for future maintenance.</p> <p>Following Statutory Consultation in October 2018, the Applicant continued to work with utilities companies and stakeholders to refine the utility proposals. The Applicant presented these refinements as part of the Supplementary Consultation in January 2020, Design Refinement</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Consultation in July 2020, the Community Impacts Consultation in July 2021 and the Local Refinement Consultation in May 2022. See Chapters 6, 7, 8 and 9 of this report for more information about these consultations. The focus of this refinement was to reduce the impact of the proposed utilities works on communities, land owners, businesses, and the environment, whilst also working to reduce visual impacts when the Project is operational.</p> <p>The utility companies understand the demands on their networks and works would be planned to minimise the interface with peak user demand periods. For gas works, peak demand is typically in winter when there is an increased demand for heating. For water companies, this is typical in summer when there is less water at source due to lower rainfalls. For telecommunication companies, this would be forecast with e-commerce periods such as Black Friday. For electricity companies, the works are likely to be completed in periods of fairer weather as their resource will be utilised for emergency repairs that typically arise during inclement weather periods.</p>	
UP33	Suggestions that steps should be taken to minimise any disruption from the utility works to the environment.	-	-	2	249	At each stage of design development, the Applicant has sought to minimise the impact of utility works on the environment, while still allowing for construction and operation of the Project. The utility works plans have developed iteratively through close engagement with the relevant utility companies and asset owners, further investigations and consideration of	Yes
UP34	Comments expressing concern about the impacts of the Project's utility works	-	-	1	11		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	on wildlife and their habitats.					<p>feedback provided in response to consultation with those organisations, as well as residents of the affected areas. In a number of instances, this process has resulted in further changes to the utility proposals from Statutory Consultation in October 2018, informed by a better understanding of existing conditions and constraints. The Applicant presented these as part of the Supplementary Consultation in January 2020 and Design Refinement Consultation in July 2020. Following Supplementary Consultation, the Applicant was able to refine the proposals for utilities near the A2/M2, reducing the amount of land needed. This has reduced the impacts on Shorne and Ashenbank Woods Site of Special Scientific Interest and other environmentally sensitive locations such as Jeskyns Community Woodland and Claylane Wood, where there is ancient woodland. The Applicant consulted on these revised proposals during the Design Refinement Consultation in July 2020. The latest pipeline changes near the A2/M2 can be found in the Operations Update from the Community Impacts Consultation. More information about the Community Impacts Consultation in July 2021 proposals can be found in Chapter 8 of this report. To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the</p>	
UP35	Comments opposed to the Project's utility works due to the impact on wildlife and habitats.	-	-	1	18		Yes
UP36	Generals comments expressing concern about the impact of the Project's utility works on the environment, usually in general terms.	-	-	3	56		Yes
UP37	General comments opposed to the impact of utilities works on the environment.	-	-	0	44		Yes



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The impacts on designated and non-designated areas are set out in ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1). The ES outlines the baseline conditions and explains how relevant flora and fauna have been valued and assessed. It also explains what measures would be implemented to reduce adverse effects.</p> <p>The Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats. Mitigation measures include safe crossing points for wildlife over or under the Project and translocation of protected species to suitable existing or new habitats. Habitat creation is proposed to compensate for the loss of habitat from within designated sites, including ancient</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>woodland, to improve connectivity between existing habitats, to provide replacement habitats for protected species, and to compensate for the impacts of nitrogen deposition when the Project is operational. These measures would include the salvage of soils from ancient woodlands for beneficial reuse in new areas of compensatory woodland planting, and the planting of new woodland and other habitats on existing agricultural land. Overall, there would be several hundred hectares of new woodland and habitats created across the Project during the construction phase, providing biodiversity benefits.</p> <p>During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial invertebrates, and permanent habitat loss within ancient woodland and the loss of six veteran trees (three north of the River Thames and three to the south).</p> <p>During operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation. Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p> <p>The Environmental Masterplan (Application Document 6.2, ES Figure 2.4) and Design Principles (Application Document 7.5) present the mitigation measures that are embedded in the design to reduce the impacts on flora, fauna and the landscape. The Environmental Masterplan is secured through Schedule 2 Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The REAC includes commitments relating to landscape and visual impacts, terrestrial biodiversity and habitats regulations.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
UP38	Comments opposed to the Project's utility works due to the impact on air quality, with some consultees saying air quality is already poor in this area.	-	-	2	29	<p>The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys. Works to utilities that would allow the Project to be built and operated efficiently have been minimised wherever possible.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 5: Air Quality (Application Document 6.1) includes an assessment of the</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>predicted changes to local air quality as a result of the Project. The chapter assesses impacts during construction and operation and sets out mitigation where this is considered appropriate. These assessments include the impacts of utilities works. The construction phase is likely to affect air quality as a result of dust emissions from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigations in place, the air quality impacts in relation to human health of the Project during construction are not expected to be significant.</p> <p>There are no significant air quality impacts related to human health associated with the maintenance</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						of utilities once the works are complete and the Project is operational.	
UP39	Suggestions to use renewable energy sources such as wind turbines or solar panels. Some consultees said these energy sources should be incorporated into the Project and used to supply power for the new route.	-	-	0	44	<p>Including a solar farm within the Project was discounted because of the additional land use, which would have impacted land intended for other environmental mitigation measures. Constructing a wind turbine as part of the Project was discounted because of concerns about its impact on birds in nearby environmentally sensitive areas, such as the Thames Estuary and Marshes Special Protection Area and Ramsar site.</p> <p>In addition, the Applicant has chosen to power the operation and construction of the Project using purchased renewable energy of certified origin, such as energy generated by offshore windfarms.</p> <p>A Carbon and Energy Management Plan (Application Document 7.19) has been prepared, which sets out the opportunities the Applicant has identified for reducing carbon emissions associated with the Project. For more information about the Project's assessment of its greenhouse gas emissions, see ES Chapter 15: Climate (Application Document 6.1). This sets out the impacts of the Project and steps taken to reduce greenhouse gas emissions during construction and operation.</p>	No
UP40	Suggestions that safety should be prioritised during utilities works, for	Cadent Gas Ltd, National Grid NGET	-	0	27	The safety of workers, road users, supply chain and local people has been prioritised and would be considered from the outset, and risks are eliminated wherever possible. During construction,	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	both workers and local people.	and NGG, Office of the Police and Crime Commissioner for Essex				<p>the Applicant would set challenging health, safety and wellbeing targets aligned to the Home, Safe and Well strategy.</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the oTMPfC (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p>	
UP41	General comments opposed to the Project's utility works, with many consultees objecting to the potential for increased disruption.	-	Thurrock Council	5	241	<p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.	
UP42	Comments expressing concern about who owns or would own the utilities infrastructure in the area affected by the Project.	HS1 Ltd	-	1	7	In all instances, before, during and upon completion of the works, the relevant company will own the existing network and will own the adopted diverted networks. The Applicant will at no time, own the diverted assets.  The Applicant may own the new connections, but the point at which the ownership is transferred (the meter point) is to be discussed further with the utility companies. The utility companies will own from their network to the meter point and then the Applicant will own from the meter point to the point of use.	No
UP43	Comments in support of proposed changes to gas mains on the grounds that they are needed for the safe construction and operation of the Project.	-	-	0	11	These comments have been noted.	No
UP44	Comments in support of the proposed works to pylons.	-	-	1	39		No
UP45	Comments in support of the proposed utility works on the grounds that the Project would deliver benefits that would offset short-term inconvenience.	-	-	1	14		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
UP46	Comments from consultees who explain that because they are not affected by the proposed utility works, they do not have an opinion about them.	-	-		7		No
UP47	Comments in support of the proposed utility works on the grounds that they are needed to build the Project.	-	-	2	74		No
UP48	Comments asking for further information about the proposed utility works, such as the locations of diversions.	HS1 Ltd, Anglian Water Services Ltd, Natural England	Thurrock Council	18	49	<p>At Statutory Consultation in October 2018, the Applicant presented plans for the most significant utility works that the Project would need to carry out to construct and operate the new road. The consultation material explained that additional works would also be needed, although these would be on a smaller scale. The amount of information presented was adequate for a Project of this size and at that stage of development. The information allowed consultees to take an informed view of the Project and respond to the consultation.</p> <p>After Statutory Consultation in October 2018, the Applicant progressed the plans for utility works. The Applicant engaged closely with utilities companies and asset owners to further understand the work that would be needed to safely integrate the Project with their infrastructure. The Applicant also worked with stakeholders such as the Health and Safety Executive (HSE), environmental bodies, local</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>authorities and affected landowners to help revise its plans.</p> <p>The Applicant presented more information about its proposed utility works during Supplementary Consultation in January 2020, Design Refinement Consultation in July 2020, the Community Impacts Consultation in July 2021, and the Local Refinement Consultation in May 2022. For more information about those consultations, see Chapters 6, 7, 8 and 9 of this report. The utility diversions proposed as part of the Project are set out in Environmental Statement Chapter 2: Project Description (Application Document 6.1).</p>	
UP49	General comments in support of the proposed utility works.	-	Essex County Council	8	2,989	These comments have been noted.	No
UP50	Comments expressing support for the proposed utility works on the condition that supplies would be maintained and works carried out safely.	-	-	2	315		No

## Issues raised in response to open Question 14e

- 11.4.143 Table 11.21 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question 14e in the consultation response form, which was as follows:
- 11.4.144 *Q14e: Please let us know the reasons for your response to Q14a–Q14d and any other views you have on the delivery of this consultation.*
- 11.4.145 For reference, the closed Questions 14a–14d referred to in Q14e above were as follows:
- 11.4.146 *Q14a: Information – was the information clear and easy to understand?*
- 11.4.147 *Q14b: Events – were the events of good quality?*
- 11.4.148 *Q14c: Events – were the events suitably located?*
- 11.4.149 *Q14d: Promotion – was the consultation promoted well and to the right people?*
- 11.4.150 For more information about Q14a–14d and how consultees responded to them and the other closed questions in the consultation response form, see Section 11.3 of this report.
- 11.4.151 The issues raised that relate to Statutory Consultation are summarised in Table 11.21 below. Where issues were raised in response to Q14e that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 11.4.152 The Applicant has fully considered all of the responses received, Table 11.21 explains how the Applicant has had regard to those issues raised and the Applicant's response is presented in the penultimate column of the table. The final column of the table identifies where the Applicant has made a change to the Project in line with the issues raised during this consultation.
- 11.4.153 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to them with a combined response.

## Information presented in Table 11.21

- 11.4.154 The information presented in Table 11.21 is the following:
- 'Code' is a unique code assigned to each issue for reference purposes.
  - 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q14e or to another question in the response form but covering similar topics.
  - 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.

- e. 's42(1)(d)' states how many respondents with a land interest raised that issue.
- f. 's47 & s48' states how many members of the public raised that issue.
- g. 'The Applicant's response' presents the Applicant's response to the issue(s) raised and explains how the Applicant has had regard to the issue(s).
- h. 'Project change' states whether the issue(s) raised resulted in a change to the Project.
  - i. 'Yes' indicates that changes to the Project proposals have been made since Statutory Consultation in line with the issue(s) raised. Some changes have been made as a result of environmental or other assessments, as well as through consideration of consultation responses.
  - ii. 'No' indicates that the suggestions or requests did not result in a change to the Project proposals.

### **Summary of issues raised relating to the Statutory Consultation and the Applicant's responses**

11.4.155 Table 11.21 below summarises the issues raised relating to the Statutory Consultation and the Applicant's responses to those issues raised.

**Table 11.21 Summary of issues raised relating to the Statutory Consultation and the Applicant's responses**

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
CP1	General comments opposed to the consultation process.	-	-	3	99	<p>The Statutory Consultation in October 2018 undertaken by the Applicant complied with the Planning Act 2008 and the associated guidance. This included a Statement of Community Consultation (SoCC), which was produced after consultation with the relevant local authorities, many of whom provided suggestions and information on how to consult better with their communities.</p> <p>The consultation was carried out to the requisite legal standard and was promoted both to people living near the Project and to those further away. The Applicant received nearly 29,000 responses, including feedback on many different aspects of the proposals.</p> <p>For more information about the consultation on the draft SoCC see Chapter 4 of this report, with evidence provided in Appendices D, E, F and G. Information about how the Applicant carried out the rest of its Statutory Consultation in October 2018 is also in Chapter 4 of this report.</p>	No
CP2	General comments opposing the consultation process.	-	-	0	8		No
CP3	Comments opposed to the consultation process, saying it is unnecessary. Consultees say the Project should proceed as quickly as possible.	-	-	0	178	Pre-application Statutory Consultation is a requirement of the Planning Act 2008 for Nationally Significant Infrastructure Projects such as the Project. This consultation ensures consultees have an opportunity to comment on and influence the Project proposals prior to the	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						application for development consent being submitted.	
CP4	Comments objecting to the consultation on the grounds that consultees were given insufficient time to properly consider the proposals.	-	Kent County Council, Thurrock Council, Gravesham Borough Council	14	121	Statutory Consultation in October 2018 ran for a period of 72 days, which is substantially more than the 28-day minimum period required by the Planning Act 2008. The consultation provided a significant amount of time for the public and stakeholders to consider the consultation materials and submit their views on the proposals.	No
CP5	Comments objecting to the consultation for being too expensive. Consultees say the events were too costly and criticised the use of consultants.	-	-	2	77	<p>Before the launch of Statutory Consultation in October 2018, the Applicant consulted with local authorities on proposed promotional activities via the Draft Statement of Community Consultation (Draft SoCC). Feedback received indicated that the promotional activities were deemed reasonable and proportionate by the local authorities who commented on them. The Applicant took reasonable steps to ensure that delivery of the promotional activities was carried out in an efficient and cost-effective way.</p> <p>The use of consultants is standard practice on projects of this kind. Reasonable steps were taken at every stage of the preparation for the consultation to ensure value for money was achieved while also meeting the high level of demand for information and engagement from the local and regional communities.</p> <p>For more information about the consultation promotional activities, see Chapter 4 of this</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						report. For more information about the consultation on the Draft SoCC see Chapter 4 of this report, with evidence provided in Appendices D, E, F and G.	
CP6	Comments objecting to the consultation process, saying it is too slow. Comments include those saying the consultation is too long and that there is too much consultation and bureaucracy, which are delaying completion of the Project.	-	-	1	312	Pre-application Statutory Consultation is a requirement of the Planning Act 2008 that ensures that those with an interest in the Project have an opportunity to comment on and influence the proposals prior to the application for development consent being submitted.  Carrying out a Statutory Consultation for a major infrastructure project is a significant undertaking. Time is needed to collate the relevant information and produce high-quality consultation materials so the public and stakeholders can take an informed view on the proposals.  Once the consultation is closed, more time is needed to analyse and consider the feedback received, for revisions to the proposals that are considered necessary to be investigated in detail and, where appropriate, included in further rounds of consultation. The Statutory Consultation in October 2018 was carried out over an appropriate timeframe and in accordance with the requirements of the Planning Act 2008.	No
CP7	A range of suggestions about the consultation process, which include requests to consult with	Transport for London	Tonbridge and Malling Borough Council,	13	181	During the development of the Project to date, as well as for Statutory Consultation, the Applicant has engaged productively with local authorities, utility companies, businesses, and	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>specific stakeholders, to keep stakeholders informed, and to publicise consultation feedback promptly. Some consultees suggested the Applicant should ignore minority interest groups in favour of delivering the scheme more quickly.</p> <p>The Applicant was also asked to spend more time gathering information from those with specific knowledge of the area affected by the Project, such as academics or environmental experts. There were also requests to keep people informed of construction works should the Project go ahead.</p>		<p>Kent County Council, Thurrock Council, Dover District Council, Gravesham Borough Council</p>			<p>environmental and interest groups. The Applicant has consulted with all individuals and organisations with whom it was legally required to do so under the Planning Act 2008. This activity has included regular meetings with key stakeholders. Chapter 4 of this report provides information about engagement with stakeholders, as do the Statement of Engagement (Application Document 5.2) and the Statements of Common Ground (Application Document 5.4). The Applicant has a duty to encourage and consider feedback from all consultees, including minority interest groups.</p> <p>To keep the public and stakeholders informed, the Applicant published a Project Update (Highways England, 2019c) which summarised the issues raised during Statutory Consultation in October 2018. In addition, this report contains detailed information about the issues raised during Statutory Consultation and the responses to them.</p> <p>As the Project's design development has continued, the Applicant has carried out further investigations, both desk-based and on site, to find out more about the area in which the Project would be built and its potential impacts. Where appropriate, these assessments are documented in the Application Documents – for example in the Environmental Statement (ES), Chapter 2 outlines the Project description, while Chapter 4 sets out the Environmental</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Impact Assessment methodology (Application Document 6.1). The Combined Modelling and Appraisal Report (Application Document 7.7) presents the Applicant's traffic modelling data and the forecast impacts of the Project on traffic.</p> <p>For more information about the economic benefits of the Project, see the Economics Appraisal Package, which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7).</p> <p>Should development consent for the Project be granted, the Applicant would work with appointed Contractors to put in place a Communications and Engagement Strategy and Communications and Engagement Plans to ensure people are aware of how construction might affect them. These requirements are set out in the Construction Code of Practice (CoCP) (Application Document 6.3, ES Appendix 2.2). A draft CoCP was included by the Applicant in the materials consulted on during the Community Impacts Consultation in July 2021. Comments on those documents provided in responses to the consultation are set out in Section 14.4 of this report, along with information about how the Applicant had regard to those comments.</p>	
CP8	Comments supporting the Project, saying it is inevitable it would have	-	-	0	32	These comments have been noted.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	opponents due to its scale and that it is not possible to satisfy everyone.						
CP9	General comments supporting the consultation.	-	Brentwood Borough Council, Medway Council, Essex County Council, Gravesham Borough Council	4	1,330		No
CP10	Comments supporting the consultation process for being clear and easy to follow.	-	-	0	171		No
CP11	Comments supporting the consultation for keeping those interested in the Project well informed by means of good communication and prompt correspondence.	Port of London Authority, Kent Downs AONB Unit, Natural England, Public Health England	Medway Council, Essex County Council, Gravesham Borough Council	3	149		No
CP12	Comments supporting the consultation for providing	Network Rail, Port of	Brentwood Borough	2	316		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	those interested in the Project with the opportunity to comment.	Tilbury London Ltd, Essex Police	Council, Tonbridge and Malling Borough Council, Greater London Authority, Essex County Council, London Borough of Bexley, Kent County Council, Ashford Borough Council, Gravesham Borough Council				
CP13	Comments supporting the consultation for providing those interested in the Project enough time to submit their feedback.	-	-	0	17		No
CP14	Comments explaining how the consultees heard about the consultation.	Northumbrian Water (Essex and Suffolk	-	1	440		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
		Water operating area)					
CP15	Comments that were neutral about the consultation process, saying it was acceptable but no better.	-	-	0	58		No
CP16	Comments opposing the consultation process because they say the consultation is only for show and that consultee opinions do not influence the decision-making process.	-	-	23	809	<p>The Applicant has complied with the Planning Act 2008 in carrying out Statutory Consultation, ensuring that consultees had an opportunity to comment on the proposals. The Applicant has carefully considered those comments during the Project's development before the application for development consent in accordance with the obligations outlined under section 49 of the Planning Act 2008.</p> <p>Views expressed by consultees have made a difference to the Project, with a summary of all comments received and changes presented in this section of the report.</p> <p>The Applicant published a You Said, We Did document as part of the Community Impacts Consultation in July 2021. This provided a summary of responses received during Statutory Consultation in October 2018, Supplementary Consultation in January 2020 and Design Refinement Consultation in July 2020 and explained how these have been used to further refine the Project's design. For</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>more information about the Community Impacts Consultation, see Chapter 8 of this report.</p> <p>The consultation process will be subject to scrutiny by an independent inspector (or panel of inspectors) from the Planning Inspectorate, which will make a recommendation to the Secretary of State as to whether or not the Project should be allowed to proceed to the construction phase. As such, the Secretary of State would have the final say on whether the Project will go ahead.</p>	
CP17	Comments objecting to the consultation, saying the consultation events were poorly promoted.	-	-	6	613	<p>The Applicant's efforts to make the public and stakeholders aware of the Statutory Consultation in October 2018 were substantial, of a high standard and proportionate to the scale of the Project. During the consultation, over 15,000 people attended the programme of 63 events.</p> <p>The promotional activities used were decided on having consulted with the relevant local authorities via the Draft Statement of Community Consultation (Draft SoCC) in accordance with the requirements of the Planning Act 2008.</p> <p>Publicity included the use of a wide-area leaflet distribution, social media activities, coverage by TV, radio, online and print media, paid-for advertising (including roadside advertising), email marketing, information points and deposit locations, and a campaign of stakeholder</p>	No
CP18	Comments objecting, saying promotion of the consultation was inadequate and did not reach enough people.	Office of the Police and Crime Commissioner for Essex	-	17	1,227		No
CP19	Comments that the consultees do not know how the consultation was promoted so they cannot comment on that aspect.	-	-	0	67		No
CP20	Suggestions as to how and to whom the consultation should be promoted. Suggestions include using	-	-	2	25		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	TV, roadside advertising, businesses, paper booklets and social media.					engagement, including meeting businesses and organisations. Information about the promotional activities that were carried out are presented in Chapter 4 of this report. The Statement of Engagement (Application Document 5.2) and the Statements of Common Ground (Application Document 5.4) provide further information on the Applicant's engagement with stakeholder bodies. For more information about the consultation on the Draft SoCC, also see Chapter 4 of this report, with evidence provided in Appendices D, E, F and G.	
CP21	Comments objecting to the consultation because of the decision to contact people on the Dart Charge database, with consultees saying this would skew the results of the consultation in favour of the Project.	-	-	4	54	One of the ways the Applicant ensured it could get feedback from potential users of the Project was to publicise the consultation to individuals on the Dart Charge database. This was only one engagement activity alongside a range of others that aimed to capture feedback from many different groups and communities. Many promotional activities were designed specifically to reach those who live and work in the affected area.  The promotional activities used were decided on having consulted with the relevant local authorities via the Draft Statement of Community Consultation (Draft SoCC) in accordance with the requirements of the Planning Act 2008.  Information about the promotional activities that were carried out are presented in Chapter 4 of	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						this report. The Statement of Engagement (Application Document 5.2) and the Statements of Common Ground (Application Document 5.4) provide further information on the Applicant's engagement with stakeholder bodies. For more about the consultation on the Draft SoCC see Chapter 4 of this report, with evidence provided in Appendices D, E, F and G.	
CP22	Comments supporting the publicising the consultation to those on the Dart Charge database because they would likely be users of the Project.	-	-	0	124	These comments have been noted.	No
CP23	Comments supporting the way the consultation was promoted, saying this was good. Some consultees referred to the use of the Dart Charge database to publicise the consultation.	-	Dartford Borough Council, Gravesham Borough Council	4	353		No
CP24	Comments from consultees saying they did not attend consultation events either because the events were not local to them or they did not hear about them until too late.	Essex County Fire and Rescue Service	-	2	766	As part of the Statutory Consultation in October 2018, the Applicant organised a programme of 63 public-facing consultation events, covering a large number of locations, making it feasible for people in the vicinity of the Project to attend. The events were publicised widely in advance, using online and traditional media, and over	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>15,000 people attended these consultation events.</p> <p>The majority of events were held in those areas that would be most affected by the Project, although due to the scale of the Project the Applicant also carried out some events and promotional activities further away from the Project in areas that would be less affected but where people would still likely have an interest in the consultation.</p> <p>The event locations were decided on having consulted with the relevant local authorities via the Draft Statement of Community Consultation (Draft SoCC) in accordance with the requirements of the Planning Act 2008.</p> <p>For more information about the consultation on the Draft SoCC see Chapter 4 of this report, with evidence provided in Appendices D, E, F and G. Information about the promotion, location and types of consultation events that were held can also be found in Chapter 4 of this report.</p>	
CP25	Comments objecting to the consultation because of the event locations, with comments including those saying some event locations were inaccessible or inconvenient, those saying the mobile information centre location	-	Dartford Borough Council, Tonbridge and Malling Borough Council	20	266	<p>The Applicant engaged closely with the host local authorities with regards to where to hold the public information events (PIEs) and consulted formally with them on the locations and times via the Draft Statement of Community Consultation (Draft SoCC).</p> <p>In deciding on PIE locations, it was necessary to balance the need for some large-capacity</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>at Corringham was unsafe, and others objecting to the lack of a public information event in East Tilbury.</p>					<p>venues with the need to provide some events located close to or in affected communities.</p> <p>As well as the PIEs, the Applicant organised a programme of mobile information centre (MIC) events. Locations for these were decided on after consideration of the PIE locations and after input from the community engagement team. The Applicant also carried out a series of awareness events, where Project staff promoted the consultation at high-footfall locations such as shopping centres.</p> <p>All consultation event venues were assessed for accessibility so that disabled people would not be excluded. All the locations for PIEs and MICs were visited as part of the planning process and risk assessments were carried out. There were no reported health and safety incidents at Corringham, nor at any other of the consultation events.</p> <p>While the Applicant was not able to find a suitable venue in East Tilbury for a PIE, there was a PIE within a mile at Linford Methodist Church. There were also MIC events in Tilbury and West Tilbury.</p> <p>Feedback received during the Statutory Consultation in October 2018 was used to shape future event planning, including the events organised for the Supplementary Consultation in January 2020, Design Refinement Consultation in July 2020, Community Impacts Consultation in July 2021</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>and Local Refinement Consultation in May 2022.</p> <p>For more information about the consultation on the Draft SoCC see Chapter 4 of this report, with evidence provided in Appendices D, E, F and G. Information about the promotion, location and types of consultation events that were held can be found in Chapter 4 of this report.</p> <p>More information about the promotion, location and types of consultation events that were held for the subsequent consultations can be found in Chapters 6, 7, 8 and 9 of this report.</p>	
CP26	Comments objecting to the consultation, saying consultation events were held at inconvenient times, especially for those who work full time or have a long commute.	-	-	6	139	<p>The hours chosen for the Statutory Consultation in October 2018 events were decided on after considering feedback from previous consultations and after consulting with the relevant local authorities via the Draft Statement of Community Consultation (SoCC) in accordance with the requirements of the Planning Act 2008.</p> <p>Public information events (PIEs) were frequently open until late in the evening so that, if necessary, individuals could finish their working day, commute home and still have time to attend an event if they wanted.</p> <p>Weekday PIEs ran from 14:00 to 21:00, while weekend hours varied according to the venue. Weekend PIEs in shopping centres stayed</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>open during centre opening hours, which were often from morning to evening.</p> <p>Information about event venues, dates and times can be found in Chapter 4 of this report. The Statement of Engagement (Application Document 5.2) and the Statements of Common Ground (Application Document 5.4) provide further information on the Applicant's engagement with stakeholder bodies. For more about the consultation on the Draft SoCC see Chapter 4 of this report, with evidence provided in Appendices D, E, F and G.</p>	
CP27	Comments objecting to the consultation on the grounds that it was not accessible to everyone. Comments included those saying that older and disabled people were excluded from the process.	Port of London Authority	-	0	65	<p>In preparing for and delivering the Statutory Consultation in October 2018, the Applicant ensured that information and material was made accessible to harder to reach groups. This included making information available, sometimes on request, in formats suitable for older and disabled people. These included information in digital and traditional formats.</p> <p>During the months preceding Statutory Consultation, at launch, and during the consultation, the Applicant used different methods to raise awareness of the Project. These included area-wide leafleting, deposit locations and information points with printed information, meetings with community representatives and harder to reach groups, targeted information for schools, accessible documentation online, and information targeted</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>at areas identified as having higher levels of deprivation.</p> <p>The Applicant organised focus groups with members of the community with characteristics protected by the Equality Act 2010 to encourage and aid them in responding. These sessions were for deaf people, using British Sign Language interpreters, and for travellers.</p> <p>All consultation event venues were assessed for accessibility so that disabled people would not be excluded.</p> <p>The Applicant ensured that it was possible to respond to the consultation by physically posting a hard copy response or handing it to a member of the event staff, in addition to the digital response channels.</p> <p>Information about how the Applicant ensured the consultation was accessible can be found in Chapter 4. The Statement of Engagement (Application Document 5.2) and the Statements of Common Ground (Application Document 5.4) provide further information on the Applicant's engagement with stakeholder bodies. Information about how consultees could respond to the consultation can be found in Chapter 4 of this report.</p>	
CP28	Comments objecting to the consultation, saying events were not well organised. Comments included those saying there was a lack of	-	-	5	67	The events were organised by the Applicant's dedicated events team, with support from specialist event companies. The events were carried out to the requisite legal standard and	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>trained staff at some events and there were inadequate parking and venue space at Linford.</p>					<p>around 15,000 people attended the programme of 63 events.</p> <p>All public-facing staff at events were existing representatives of the Project, rather than people brought in specifically to take part in the events. Events included staff that had a detailed level of knowledge about the Project, with representatives from disciplines including construction, consultation, environment, operations, design, traffic and land and property. All staff received extensive training before the events to ensure they had a strong knowledge of the proposals and were informed about event safety and disability awareness.</p> <p>The venue for the Linford public information event had less parking and exhibition space than some other venues, but it provided other benefits, including its location in an area likely to be affected by the Project. The Applicant took steps to mitigate any issues at Linford such as providing dedicated staff to help with parking and ensuring venue numbers were kept at safe levels throughout the event.</p> <p>More information about the events can be found in Chapter 4 of this report. The Statement of Engagement (Application Document 5.2) and the Statements of Common Ground (Application Document 5.4) provide further information on the Applicant's engagement with stakeholder bodies.</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
CP29	Comments objecting to the consultation, saying event staff lacked adequate knowledge.	-	-	47	257	The Applicant ensured that consultation events had an appropriate number of well-trained staff to ensure that attendees could engage productively with staff in a safe environment and respond to the consultation at the event if they wanted.	No
CP30	Comments objecting to the consultation, saying Project staff were unhelpful, either at consultation events or other meetings.	-	Kent County Council	11	120	All public-facing staff at events were existing representatives of the Project, rather than people brought in specifically to take part in the events. Events included staff that had a detailed level of knowledge about the Project, with representatives from disciplines including construction, consultation, environment, operations, design, traffic, and land and property. All staff received extensive training before the events to ensure they had a strong knowledge of the proposals and were informed about event safety and disability awareness. Further information about how the events were organised can be found in Chapter 4 of this report. The Statement of Engagement (Application Document 5.2) and the Statements of Common Ground (Application Document 5.4) provide further information on the Applicant's engagement with stakeholder bodies.	No
CP31	General suggestions as to how the events could be improved. Comments included those saying there should be more experts at	-	-	0	4	The Applicant ensured that consultation events had an appropriate number of well-trained staff to ensure that attendees could engage productively with staff in a safe environment and respond to the consultation at the event if	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	events, more events, and there should be presentations by Project staff at events.					<p>they wanted. At busy times, some event attendees had to wait to talk to a specialist.</p> <p>For Statutory Consultation in October 2018, the Applicant favoured the drop-in event format, which gave members of the public and stakeholders more flexibility than might have existed were the events based on formal presentations from Project staff.</p> <p>In light of the impact of the Covid-19 pandemic, which affected in-person events, the Applicant carried out several online 'webinar' events during the Design Refinement Consultation in July 2020 and the Community Impacts Consultation in July 2021. At these, staff presented information about the Project to the public online and were available to answer questions. For more information about these webinars, see Chapters 7 and 8 of this report.</p> <p>The events programme was put together after consulting with the relevant local authorities by means of the Draft Statement of Community Consultation (Draft SoCC). Through this process the Applicant concluded that the planned number and format of the events was appropriate to the size, location and type of Project being consulting on.</p> <p>For more information about these meetings and the consultation on the Draft SoCC see Chapter 4 of this report, with evidence for the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Draft SoCC provided in Appendices D, E, F and G.	
CP32	Comments supporting the consultation, saying the events were helpful and informative.	-	Essex County Council, Gravesham Borough Council	8	132	These comments have been noted.	No
CP33	Comments supporting the consultation, saying the events were at accessible and convenient locations.	-	Dartford Borough Council, Essex County Council, Dover District Council, Gravesham Borough Council	1	29		No
CP34	Comments supporting the consultation, saying the events were well organised.	Office of the Police and Crime Commissioner for Essex	Essex County Council, Kent County Council	4	69		No
CP35	Comments supporting the consultation, saying the events were staffed by	Cobham Parish Council	-	14	110		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	knowledgeable and helpful staff.						
CP36	Requests either for additional information about the Project or for information to be presented in a different way.	Port of Tilbury London Ltd	-	5	37	During Statutory Consultation in October 2018, the Applicant published over 3,000 pages of information about the Project. A large amount of information was produced in a non-technical format to make it accessible to the public, with this including guides, non-technical summaries, videos, before-and-after images and maps. A large amount of technical information was also provided for those who wanted to know more about the investigations and evidence that underpinned the proposals.  The consultation generated a high volume of informed and detailed responses representing a wide range of interests. This is an indication that the information published was appropriate to the size and complexity of the Project and provided enough material for people to take an informed view on the proposals.  A full explanation of the materials published and their appropriateness for Statutory Consultation can be found in Appendix M of this report.	No
CP37	Comments saying the consultation information and materials were not adequate to allow consultees to make an informed decision.	Port of London Authority, Kent Downs AONB Unit, Port of Tilbury London Ltd	Tonbridge and Malling Borough Council, Kent County Council, Thurrock Council, Gravesham Borough Council	32	380		No
CP38	Comments objecting to the consultation, saying the consultation materials were inadequate. There were concerns about the materials not including information about other	Port of Tilbury London Ltd, Essex Police	Thurrock Council, Gravesham Borough Council	11	125	The consultation documents published at the Statutory Consultation in October 2018 were appropriate in terms of their scope and level of detail for an infrastructure project at that stage of its development. They were produced in accordance with best practice and provided	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>route options besides the preferred route. Comments also included those saying that some information was not adequately prepared, assessments were incomplete or inaccurate, such as the Preliminary Environmental Impact Report. There were claims that some documentation was missing, including a Health Impact Assessment, a Waste Management Plan, a Flood Risk Assessment and an assessment of the wider transport impacts.</p>					<p>enough information to allow consultees to take an informed view on the proposals.</p> <p>Consultations on options for the Project route were carried out in 2013 and 2016. Following the January 2016 Non-Statutory Consultation, the Secretary of State announced the preferred route in 2017. The Statutory Consultation in October 2018 sought views on an updated version of the preferred route, after additional design development had taken place. It was also possible to provide comments on any aspect of the proposals, including route options presented in that earlier consultation. Chapter 11 of this report provides an explanation of the issues raised in the responses and how the Applicant has considered them, including issues related to the selection of the preferred route over other alternatives.</p> <p>The Preliminary Environmental Information Report was produced in accordance with industry best practice, with methodologies and adherence to policy and legislative frameworks presented for each chapter.</p> <p>As part of the application for development consent, the Applicant has produced a Health and Equalities Impact Assessment (Application Document 7.10), a Flood Risk Assessment (Application Document 6.3, Environmental Statement (ES) Appendix 14.6) and an assessment of material assets and waste (Application Document 6.1, ES Chapter 11).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>There was no requirement to produce these for Statutory Consultation.</p> <p>For Statutory Consultation in October 2018, the Applicant included information about predicted traffic impacts in the Traffic Forecasts Non-Technical Summary. This was further updated for Supplementary Consultation in January 2020, the Community Impacts Consultation in July 2021 and a final version forms part of the application for development consent (Application Document 7.8)</p> <p>More information about the Statutory, Supplementary and Community Impacts Consultations can be found in Chapters 4, 6 and 8, and more information on the respective consultation material in Appendices M, Q and S of this report.</p>	
CP39	Comments objecting to the consultation, with consultees saying they were not familiar with earlier Project proposals or the selection of the preferred route, so were not able to comment on them.	-	-	8	90	<p>The Guide to Consultation published for Statutory Consultation in October 2018 summarised the development of the Project and signposted consultees to the Approach to Design, Construction and Operation, which provided a detailed description of the options from the Project's 2009 consideration report through to Statutory Consultation. These documents provided consultees with enough information about previously considered options to provide an informed response to consultation. More information about the Statutory Consultation materials can be found in Chapter 4 and Appendix M of this report.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
CP40	Comments objecting to the consultation, saying there was too much consultation information to read and make an informed decision.	Higham Parish Council	-	6	301	<p>The Statutory Consultation materials were extensive (over 3,000 pages of information about the Project), which was appropriate given the scale and complexity of the proposals. The consultation materials were produced in a way that allowed a wide range of consultees to take an informed view of the proposals. Information included guides, non-technical summaries, videos, before-and-after images and maps.</p> <p>The Guide to Consultation was the main document describing the Project and its potential impacts. It included maps, photos, timelines, infographics, visualisations, illustrations and tables intended to make the complex proposals more easily understood.</p> <p>Other documents, such as those describing the potential traffic, environmental or construction impacts of the Project, were also designed to be clear and readable, but by necessity contained more technical language as they described complex topics at an appropriate level of detail.</p> <p>Where appropriate, the Applicant produced non-technical summaries to make it easier to understand the proposals – for example, to explain the environmental and traffic impacts.</p> <p>The consultation website included links to both technical and non-technical documents, as well as hosting visual aids such as the fly-through video and the before-and-after photos.</p>	No
CP41	Comments objecting to the consultation, saying the consultation materials were too complex.	Port of London Authority, Natural England, Shorne Parish Council, Port of Tilbury London Ltd	London Borough of Redbridge, Kent County Council, London Borough of Havering, Thurrock Council, Gravesham Borough Council	16	384		No
CP42	Suggestions as to how the consultation materials could be improved, with comments including suggestions for more visuals, videos and maps.	Kent Downs AONB Unit, Natural England, Public Health England, Port of Tilbury London Ltd	Basildon Borough Council, Thurrock Council	1	137		No
CP43	Suggestions that there should be more summaries	-	-	0	115		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	of the consultation information, so consultees can better understand the proposals.					A full description of the Statutory Consultation materials can be found in Appendix M of this report.	
CP44	Comments objecting to the consultation, saying consultation maps were unclear and too complex.	Kent Downs AONB Unit	Medway Council	17	293	For Statutory Consultation in October 2018, the Applicant produced many maps. Some were complex because of the need to convey information about the design, utilities and the topography of the land affected. However, the Applicant also produced simplified maps and other illustrations so that consultees could find information appropriate to their needs and level of interest.  More information about the maps provided can be found in Chapter 4 of this report, with copies in Appendix M.	No
CP45	Comments objecting to the consultation, saying there were errors, inaccuracies or omissions in the consultation materials.	Kent Downs AONB Unit, Environment Agency, Natural England, Port of Tilbury London Ltd	Essex County Council, Gravelsham Borough Council	19	154	Minor errors occurred in some consultation materials, including a small number of consultation maps, although none that would prevent a consultee from providing an informed response to the proposals. A concerted effort was made to ensure that the consultation materials were accurate and, wherever possible, errors were corrected as quickly as possible. Errors in the consultation materials are highlighted in Chapter 4 of this report.	No
CP46	Comments highlighting inaccuracies or omissions in the consultation maps.	Environment Agency	-	0	25		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
CP47	Comments objecting to the consultation, saying the consultation information and materials were biased. Comments included criticism that the fly-through video and the static images were misleading, and that the response form was leading.	Port of Tilbury London Ltd	-	10	99	<p>The Statutory Consultation materials provided a detailed and fair summary of the proposals. For example, the Guide to Consultation document provided an accurate summary of many different aspects of the Project, with more information available in the technical documentation for those who wanted more detail.</p> <p>The fly-through video provided an impression of how the new road would look within the surrounding landscape. The before-and-after landscape photos showed how the Project could look from some locations once the proposals had been implemented and any new planting had matured. The video and photos were an accurate depiction of what the Applicant was consulting on, insofar as it was possible to reflect this.</p> <p>The response form was designed to encourage consultees to comment on different aspects of the proposals and care was taken to follow best practice and avoid phrasing questions in a leading way.</p> <p>A full description of the materials published can be found in Appendix M of this report.</p>	No
CP48	Comments objecting to the consultation, saying communications with the Applicant during Statutory Consultation and at other times have been poor.	-	Gravesham Borough Council	14	58	<p>The Applicant aims to respond to all correspondence in a timely manner and in a way that is appropriate to the issue being raised. During Statutory Consultation in October 2018, it was the intention to respond to queries within 15 working days to allow enough</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	Comments included consultees saying they did not receive responses to queries, that people with an interest in land had received letters with incorrect information, that consultees expected to be contacted personally by the Project Team but were not, and that replies to email question were inadequate, with stock answers being sent.					<p>time to respond in the correct manner and to provide consultees with enough time to consider the information provided and respond to the consultation.</p> <p>The Applicant sent out thousands of letters to those with an interest in land at the launch of Statutory Consultation in October 2018, while the Correspondence Team responded to over 600 email queries, including over 50 requests for paper and electronic documentation.</p> <p>Rigorous measures were put in place to ensure the information sent to stakeholders, including notification letters to landowners and responses to questions sent to the Correspondence Team, were accurate and timely. The Applicant acknowledges that occasional errors or delays occurred and, once identified, sought to rectify these as soon as possible.</p> <p>During consultation it is normal practice to respond to queries by providing standardised text or links to relevant documents. This helps ensure that consultees are provided consistent information, and that this information is consistent with the consultation materials. The Applicant also provides tailored replies when this is appropriate.</p> <p>For more information about the engagement with landowners, see Chapter 5 of this report.</p>	
CP49	Comments objecting to the consultation because of	-	-	0	283	The Applicant is aware that during a small number of periods of peak demand, the	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	technical difficulties with the consultation website.					consultation website operated more slowly than usual, and apologises for this. In addition, at consultation launch some of the map files were large and caused download problems for those with lower internet speeds. The download issues were fixed within 24 hours of consultation launch by breaking the document into smaller files.	
CP50	Comments objecting to the consultation because of difficulties using or navigating the consultation website.	-	-	3	56	<p>The Statutory Consultation website hosted a large amount of information, which was appropriate to the scale of the Project and the scope of the consultation. The Applicant took care to ensure the website was clearly structured, with consultees encouraged to read the non-technical information first, before being directed towards more technically focused documents for more in-depth information if desired.</p> <p>The structure of the information on the website mirrored that of the printed guide as far as possible to make it easier to find information. It made use of click-and-reveal information panels to prevent the web pages becoming too long and cumbersome.</p> <p>All consultation materials were available to view online, with printed copies available throughout the consultation period at the eight deposit locations, which were in the vicinity of the Project. The Applicant also made copies of consultation materials available at the programme of consultation events.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Of the approximately 29,000 responses received during Statutory Consultation in October 2018, over 25,000 of these were submitted via the online response form, providing evidence that most consultees were comfortable using the online material and response form.</p> <p>Information about the consultation website, printed consultation materials, and the deposit locations can be found in Chapter 4 of this report. The response form is included in the consultation materials in Appendix M of this report.</p>	
CP51	Comments supporting the consultation, saying the information and materials were easy to understand.	-	Medway Council, Essex County Council	2	143	These comments have been noted.	No
CP52	Comments supporting the consultation, saying the information and materials were easy to access.	Natural England	-	0	53		No
CP53	Comments supporting the consultation, saying the information and materials were informative.	Natural England	Dartford Borough Council, Gravesham Borough Council	9	749		No
CP54	Comments supporting the consultation, saying the	-	-	0	23		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	fly-through video was worthy of praise.						
CP55	Comments supporting the consultation, saying the before-and-after visuals were worthy of praise.	-	-	1	27		No
CP56	Comments supporting the consultation, saying the consultation maps were informative.	-	-	0	36		No
CP57	Comments supporting the consultation, saying the website was helpful and informative.	Office of the Police and Crime Commissioner for Essex	Essex County Council	0	62		No
CP58	Comments objecting to the consultation, saying the response form was too complex or difficult to complete.	-	-	3	184		The Applicant structured the response form to correspond with information in the Guide to Consultation and on the consultation website, providing signposts within the guide and on the website to direct consultees to the relevant part of the response form.
CP59	Comments objecting to the consultation, saying the response form was unclear.	-	-	2	58	When filling in the online response form, one of the consultation questions was mandatory, while all the others were optional. Those responding by email, letter or filling in a paper form were not obliged to answer any questions. Many consultees chose to answer selected questions or to leave just a single comment.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The Applicant also provided alternative means of responding for anyone who did not want to use the online or paper response form, with consultees able to send comments by letter or email.</p> <p>Information about all the available response channels was included in the paper response form, in the statutory notices, on the consultation website and at the events.</p> <p>Of the approximately 29,000 responses received during Statutory Consultation in October 2018, over 25,000 of these were submitted via the online response form, suggesting that most consultees were comfortable using the response form as provided.</p> <p>The response form is included in the consultation materials in Appendix M of this report.</p>	
CP60	Comments objecting to the consultation because the response form was too long.	-	-	4	346	<p>When filling in the online response form, one of the consultation questions was mandatory, while all the others were optional. Those responding by email, letter or filling in a paper form were not obliged to answer any questions. Many consultees chose to answer selected questions or to leave just a single comment.</p> <p>Of the approximately 29,000 responses received during Statutory Consultation in October 2018, over 25,000 of these were submitted via the online response form, suggesting that most consultees were</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						comfortable using the response form as provided. The response form is included in the consultation materials in Appendix M of this report.	
CP61	Comments objecting to the consultation because the response form was designed to elicit answers the Applicant wanted.	-	-	2	83	The questions in the response form were written in deliberately neutral terms and, in the case of multiple-choice questions, there were always an equal number of positive and negative options to choose from. The response form is included in the consultation materials in Appendix M of this report.	No
CP62	Comments objecting to the consultation because the equality and diversity form did not include a white British category within the ethnicity options.	-	-	1	25	The questions about ethnicity were based on standard categories used by the Applicant. The Applicant did not consider it necessary to expand on the options for the Supplementary Consultation in January 2020, Design Refinement Consultation in July 2020 or Community Impacts Consultation in July 2021.	No
CP63	Suggestions about how the response form could be improved, with consultee comments including those saying there should have been a motorcycle option where is asked about vehicle use.	-	-	0	11	Omitting motorcycle as a choice of transport in the response form was an error, and the Applicant ensured this option was included in the response forms used for the Supplementary Consultation in January 2020, Design Refinement Consultation in July 2020 and Community Impacts Consultation in July 2021. During Statutory Consultation in October 2018, it was possible for consultees to choose the 'Other' option and fill in motorcycle	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						as an option manually, which some consultees chose to do.	
CP64	General comments in support of the structure of the questionnaire.	-	-	1	54	These comments have been noted.	No
CP65	Comments critical of the Government generally, rather than the Project. Comments included criticism of national transport and housing policies.	-	-	2	21	The Applicant would design the Project to align with the Scheme Objectives as set out in the Need for the Project (Application Document 7.1). These were published during Statutory Consultation in October 2018 in the Case for the Project. For more information about the Statutory Consultation materials, see Appendix M. The Applicant is not responsible for setting national policy on transport or housing.	No
CP66	Comments objecting to the consultation, saying the Applicant is not a trustworthy organisation.	-	-	1	35	The Applicant is a properly regulated and scrutinised public body with defined objectives and a commitment to public service.	No
CP67	Comments objecting to the consultation, saying local opinion is being ignored and should be prioritised.	-	Brentwood Borough Council, Tonbridge and Malling Borough Council, Kent County Council, Thurrock Council	27	404	Statutory Consultation in October 2018 was well publicised among local communities by means of a publicity campaign that used print and online advertising, editorial coverage, leafleting, social media and other channels to promote the consultation to those in the vicinity of the Project. These methods are set out in Chapter 4 of this report.  The Applicant considered all feedback and paid attention to responses commenting on local impacts and benefits. This is demonstrated in	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
CP68	Suggestions that local opinion should be fully considered for during the decision-making process.	Public Health England	Dartford Borough Council, Kent County Council	6	379	<p>Chapters 11, 12, 13, 14 and 15 of this report. The Applicant has made changes to the proposals, and these have been informed by local as well as wider regional sentiment. The You Said, We Did document, sets out some of the things the Applicant has done in response to comments received. It provides a summary of how the Applicant has considered the feedback received from the Statutory, Supplementary and Design Refinement Consultations.</p> <p>The overriding priority has been to develop a Project that balances the need to provide improved road capacity across the River Thames with the need to limit negative impacts on local communities, while also providing value for money.</p>	No
CP69	Comments objecting to the consultation, saying local opinion has been given too much weight, given the Project is of national significance.	-	-	0	49	<p>This Project is recognised as being of national importance, having been designated a Nationally Significant Infrastructure Project. As outlined in the Statement of Community Consultation (SoCC), the Statutory Consultation involved targeted local engagement, but also engagement aimed at those across a wider area who were potential users of the Project.</p> <p>For example, the Applicant was able to publicise the consultation to those on the Dart Charge database. The Applicant also published notices and adverts in national newspapers and used social media channels to promote the</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>consultation. Consultation events were held in locations some distance from the Project (such as Chelmsford, Dover, Folkestone and Southend-on-Sea) in recognition of the regional interest in the Project.</p> <p>All materials were available on the consultation website, allowing anyone with an interest in the Project to view the proposals and submit their views.</p> <p>All views expressed in response to the consultation, including the views of local and non-local people, have been considered as set out in this chapter of the Consultation Report.</p> <p>Overall, the aim has been to strike an appropriate balance between promoting the consultation locally to those most directly affected, while also seeking the views of those who might live further away but could also be affected by the Project.</p> <p>For more information about the engagement and promotional activity, see Chapter 4 of this report. The Statement of Engagement (Application Document 5.2) and the Statements of Common Ground (Application Document 5.4) provide further information on the Applicant's engagement with stakeholder bodies.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
CP70	Comments objecting to the consultation, saying that feedback from previous consultations has been ignored.	Port of Tilbury London Ltd	Thurrock Council	10	103	<p>The Applicant carefully considered feedback received during previous consultations and made changes to the Project based in part on the feedback received. These changes include removing the A226 junction; removing the Tilbury junction, roadside service facility and maintenance depot; and moving the South Portal southwards to reduce the impacts on Chalk and protected habitats near the Thames Estuary.</p> <p>For more information about how the Applicant considered and responded to feedback from 2016, see the Response to Consultation 2017 (Highways England, 2017b) which was included in the Statutory Consultation materials.</p> <p>For more information about how the Applicant considered earlier feedback in putting together the proposals for Statutory Consultation, see Chapter 4 of this report.</p>	No
CP71	Suggestions from individuals and stakeholders calling for further engagement or consultation on specific topics.	Higham Parish Council, Office of the Police and Crime Commissioner for Essex, Natural England, Shorne	Maidstone Borough Council, Brentwood Borough Council, Dartford Borough Council, Medway Council, Canterbury	22	155	<p>During the development of the Project to date, the Applicant has carried out continuous engagement with statutory consultees, with information about how the Applicant complied with its statutory obligations presented in Chapters 4 and 5 of this report.</p> <p>The Applicant has carried out extensive engagement and consultation with those with land interests to keep landowners and others informed of the proposals and how they might affect their interests.</p>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
		Parish Council, Kent Police, Marine Management Organisation	City Council, Tonbridge and Malling Borough Council, Essex County Council, Kent County Council, London Borough of Havering, Thurrock Council, Dover District Council, Gravesham Borough Council			<p>Where practicable, the Applicant has also taken the views of other stakeholders, such as interest groups, into account when developing the Project.</p> <p>The Applicant would continue to engage with key stakeholders and land interests should the Project proceed into the construction phase.</p> <p>In January 2020, after properly considering approximately 29,000 responses received during Statutory Consultation in October 2018, the Applicant carried out a Supplementary Consultation in January 2020 on changes to the Project made since Statutory Consultation. In July 2020, the Applicant carried out a Design Refinement Consultation on additional changes made after Supplementary Consultation. In July 2021, the Applicant carried out a Community Impacts Consultation on construction and operational impacts, changes to the Project since the Design Refinement Consultation in July 2020, and how feedback from previous consultations had informed the development of the Project.</p> <p>More information about the Supplementary Consultation in January 2020, Design Refinement Consultation in July 2020, Community Impacts Consultation in July 2021 and Local Refinement Consultation, including the processes followed to decide what would be included in those consultations, can be found in Chapters 6, 7, 8 and 9 of this</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						report. These chapters include descriptions of the process the Applicant followed in deciding whether further consultations should be carried out after Statutory Consultation, as well as the topics that should be included in them. The Statement of Engagement (Application Document 5.2) and the Statements of Common Ground (Application Document 5.4) provide further information on the Applicant's engagement with stakeholder bodies.	
CP72	Suggestions that certain groups should be involved in any further planning or consultations such as local authorities, wildlife charities, interest groups and other stakeholders.	Essex County Fire and Rescue Service, Health and Safety Executive (HSE), Cadent Gas Ltd, Port of London Authority, Transport for London, National Grid NGET and NGG, Network Rail, Anglian Water Services Ltd, Office of	Brentwood Borough Council, London Borough of Redbridge, Dartford Borough Council, Medway Council, Tonbridge and Malling Borough Council, Basildon Borough Council, Essex County Council, Kent County	10	49	<p>The Applicant carried out the Statutory Consultation in October 2018 in accordance with its obligations set out in the Planning Act 2008, with the Applicant's approach to Statutory Consultation being consulted on prior to consultation via the Statement of Community Consultation (SoCC) as required by section 47 of the Planning Act 2008 and Regulation 12 of the EIA Regulations.</p> <p>The Applicant consulted with 42 local authorities on the Draft Statement of Community Consultation (SoCC), which set out the strategy for Statutory Consultation. During the development of the Project to date, the Applicant has engaged frequently and productively with stakeholders that include local authorities, including the host boroughs (see the Planning Statement (Application Document 7.2)), utility companies, businesses, environmental, community and interest groups. Chapter 4 of this report, the Statement of Engagement (Application Document 5.2) and</p>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
		the Police and Crime Commissioner for Essex, Royal Mail Group Ltd, Essex Police, ESP Utilities Group Ltd - ES Pipelines Ltd, Kent Police, Marine Management Organisation	Council, London Borough of Havering, Thurrock Council, Gravesham Borough Council			<p>the Statements of Common Ground (Application Document 5.4) provide further information on the Applicant's engagement with stakeholder bodies.</p> <p>The Applicant also carried out Supplementary Consultation in January 2020, Design Refinement Consultation in July 2020, Community Impacts Consultation in July 2021, and the Local Refinement Consultation in May 2022 (see Chapters 6, 7, 8 and 9 of this report), providing all interested parties with an opportunity to comment on updated proposals. The Applicant would continue to engage with relevant stakeholders as appropriate, as the Project develops.</p>	
CP73	Comment from the London Borough of Havering about the need for a planning performance agreement (PPA) to support the council during the DCO process.	-	London Borough of Havering	0	0	The Applicant has worked closely with the London Borough of Havering to produce a planning performance agreement (PPA) which is now agreed. The Applicant has also signed PPAs with Essex County Council, Gravesham Borough Council, Kent County Council and Thurrock Council. The Applicant is working to agree Statements of Common Ground with these stakeholders, setting out positions on key issues and explaining where there are areas of agreement, ongoing discussion and disagreement.	No

## 11.5 Regard to responses to further section 42(1)(d) consultation

### Analysis of responses

#### Introduction

- 11.5.1 As described in Chapter 5 of this report, between 16 August and 25 October 2019, the Applicant undertook further consultation about the proposed application with section 42(1)(d) persons with an interest in land. The Applicant consulted approximately 1,400 individuals and organisations at this time. Of these, 506 were section 42(1)(d) consultees identified by the Applicant following Statutory Consultation, as a result of ongoing diligent inquiry into affected land interests, and who are now listed in the Book of Reference (Application Document 4.2). These parties are also listed in Table J.3 of Appendix J of this report. The Applicant consulted this cohort under section 42 of the Planning Act 2008 and they were given 70 days to respond to the proposals.
- 11.5.2 The remaining number comprised two cohorts. First, there were individuals and organisations who had been consulted under section 42(1)(d) at Statutory Consultation but were notified after its launch date on 10 October 2018 and therefore had less than the full 71 days to comment on the proposals at that time. The Applicant considered that it was appropriate to consult these parties, on a non-statutory basis, as part of the further section 42(1)(d) consultation in 2019.
- 11.5.3 The second cohort included individuals and organisations who, at the time of consulting in August 2019, held an interest in land that was considered to be affected by the Project but, following subsequent changes to the proposals, no longer hold an interest in land affected by the Project. These individuals are therefore not listed in the Book of Reference. For completeness, however, they have been included in Table J.13 of Appendix J, and this confirms the date on which individuals and organisations who fall into this cohort were consulted.
- 11.5.4 For ease of reporting, it should be noted that irrespective of the breakdown explained in the preceding paragraphs, individuals and organisations consulted as part of the further section 42(1)(d) consultation exercise in August to October 2019 are referred to here and elsewhere in this section of the report as “section 42(1)(d) consultees”.
- 11.5.5 A total of 95 responses were received from section 42(1)(d) consultees during this period. The Applicant has considered all of these responses using the same processes as described Section 11.1.
- 11.5.6 As described in Chapter 6 of this report, the Applicant also carried out a Supplementary Consultation between 29 January and 2 April 2020, at which point it also consulted, under section 42 of the Planning Act 2008, newly identified section 42(1)(d) consultees. At that time, it was explained to these consultees that, in addition to the Supplementary Consultation proposals, they were also being given the opportunity to respond to the Statutory Consultation proposals. In so doing, they were asked to clearly state whether their response was directed to an element of the Statutory



Consultation. They were also able to respond using the Statutory Consultation response form, if they wished. The response form can be found in Appendix M of this report.

- 11.5.7 One response submitted by a section 42(1)(d) consultee at Supplementary Consultation was marked as being intended for the Statutory Consultation proposals. It was analysed and has been included within the plates and tables throughout Section 11.5.
- 11.5.8 Newly identified section 42(1)(d) consultees that were notified of their status at subsequent phases of consultation on the Project were also provided with an opportunity to respond to the Statutory Consultation proposals, as well as any other stage of completed consultation. There were no instances of consultees submitting a response at later stages of consultation that was clearly directed to the Statutory Consultation.

### **Statistical summary of responses**

- 11.5.9 There were 96 responses to the further section 42(1)(d) consultation. Of these, 74 were submitted using a printed response form. The remaining 22 responses were submitted by email or letter.
- 11.5.10 Each respondent was categorised as a section 42(1)(d) consultee. Of the 96 consultees, 28 were submitted by an organisation and each of these organisations is listed in Table 11.22 below.



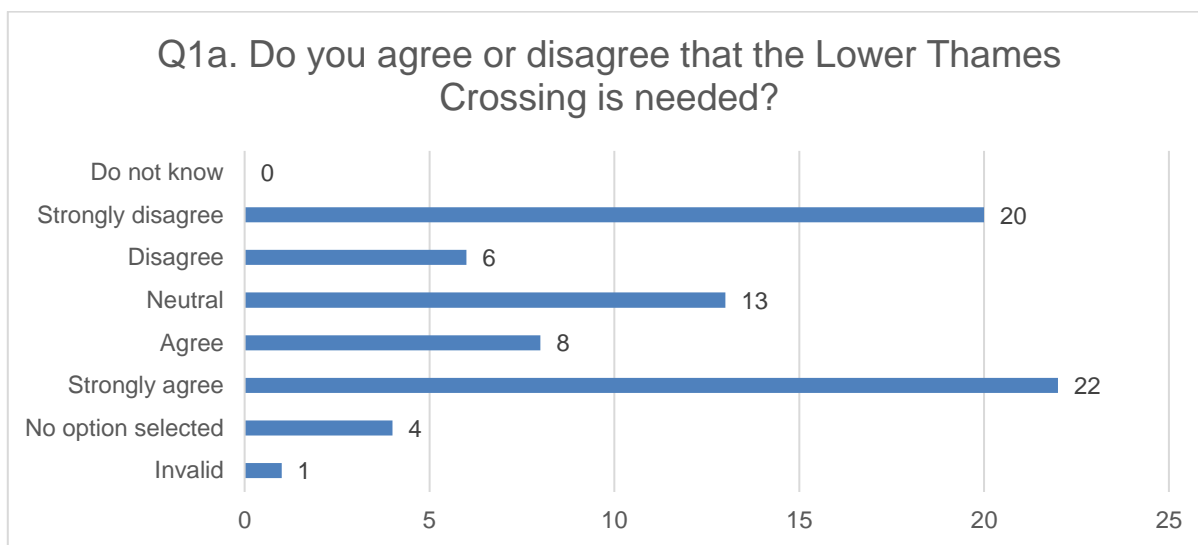
**Table 11.22 List of organisations**

<b>Organisation</b>
EG White and Sons Ltd
The Nook Pet Partners Ltd
The Maintenance Supply Co.
PW Leeman Ltd
BP Oil UK
Lord Clifton and Katherine Sagna of the Cobham Estate Trust
Historic England
Port of London Authority
Persimmon Homes Essex
European Metal Recycling Limited
Harmony CTF Limited
Cobham Service Station
Hall Farm Nursery
Cranham Golf Course Limited
Esso Petroleum Company Limited
RWE Generation UK plc (RWE)
St Modwen Developments Ltd.
Essex and Suffolk Water Limited
M Scott Properties Ltd
Bellway Homes
National Trust
Balfour Beatty
Cadent
Rochester Bridge Trust
Anglian Water
O'Rourke Civil and Structural Engineering Limited
Colyer-Ferguson Charitable Trust
Cogent Land LLP, on behalf of landowners of East Tilbury

## Levels of agreement

- 11.5.11 The following set of plates provides a breakdown of answers to the closed questions on the Statutory Consultation response form that was used by 74 of the 96 respondents.
- 11.5.12 Questions about the quality of consultation events and notification of the consultation were excluded from the version of the response form issued to consultees in August 2019 on the basis that no events were held at that time and each consultee had been notified by letter only.

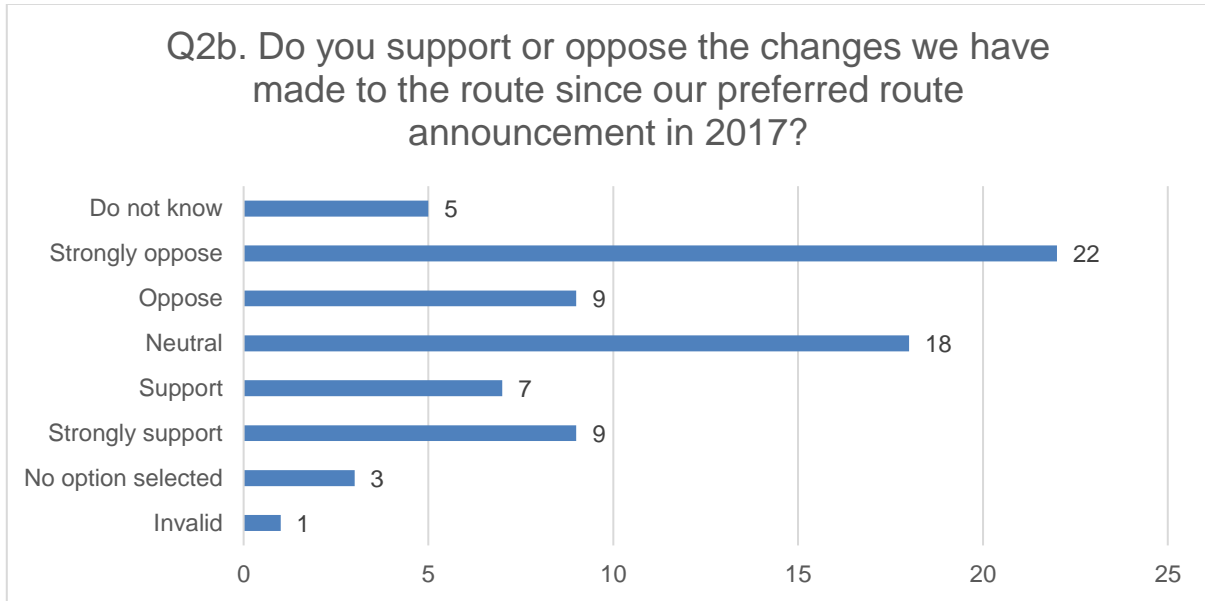
**Plate 11.65 Answers to Q1a**



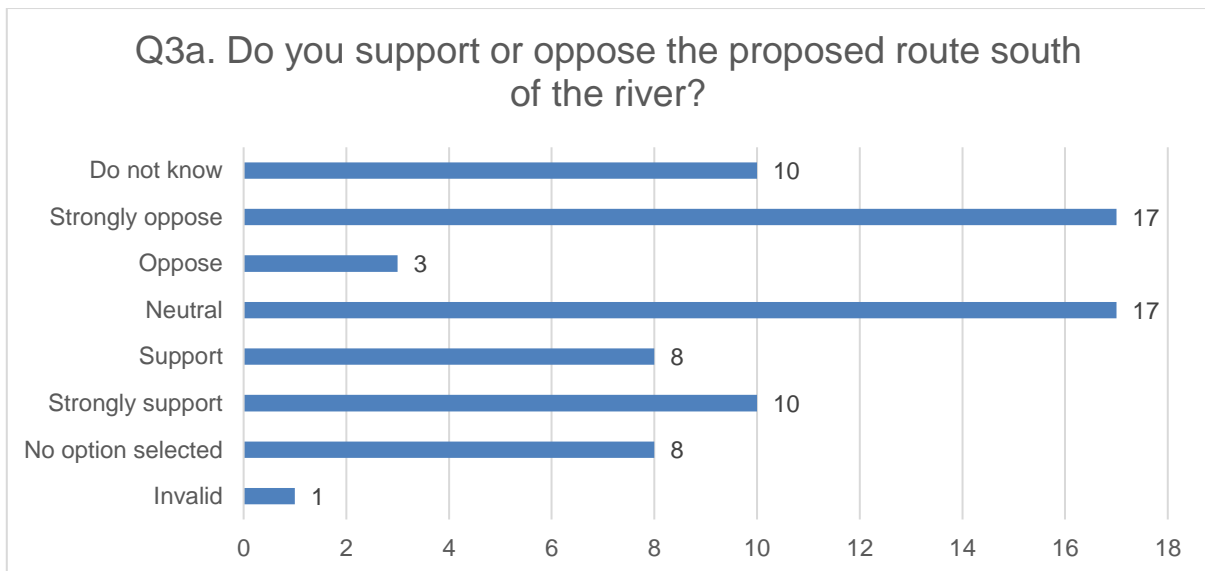
**Plate 11.66 Answers to Q2a**



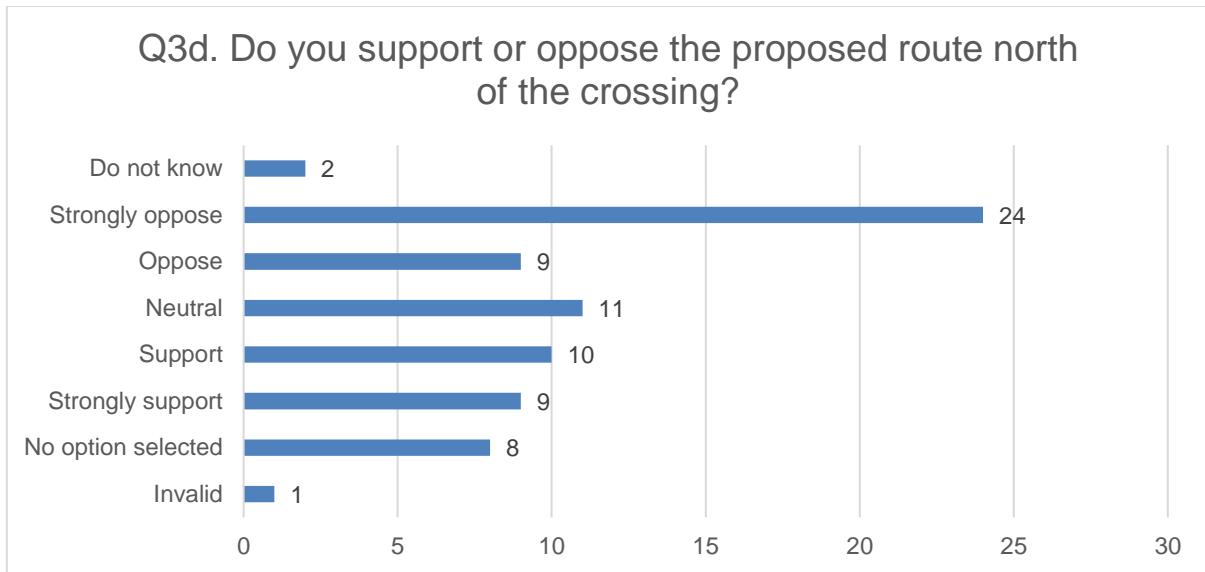
**Plate 11.67 Answers to Q2b**



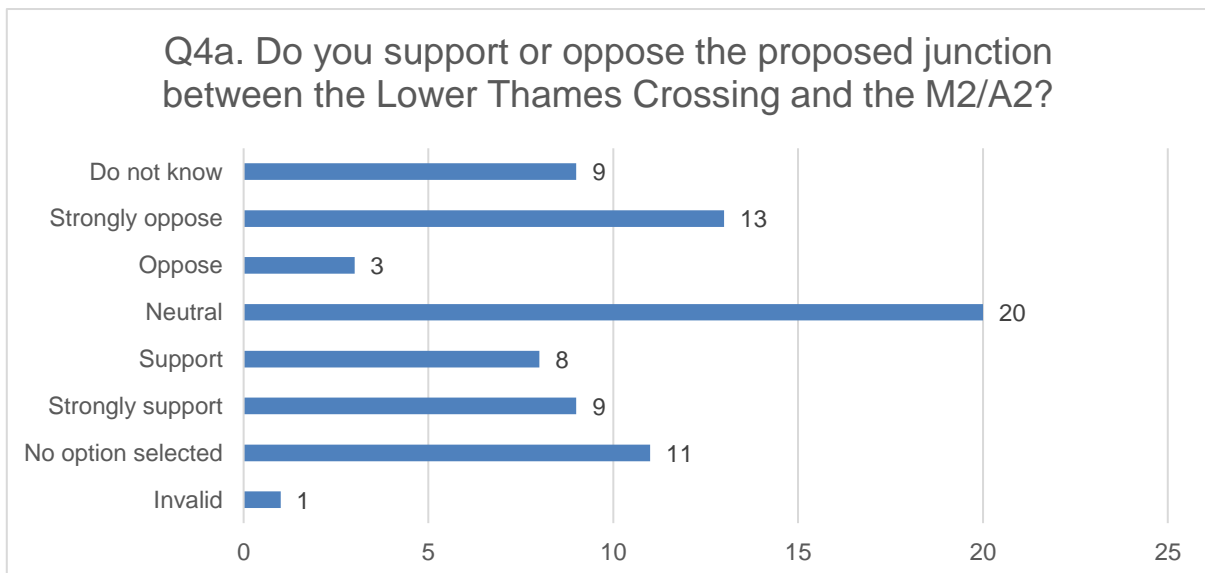
**Plate 11.68 Answers to Q3a**



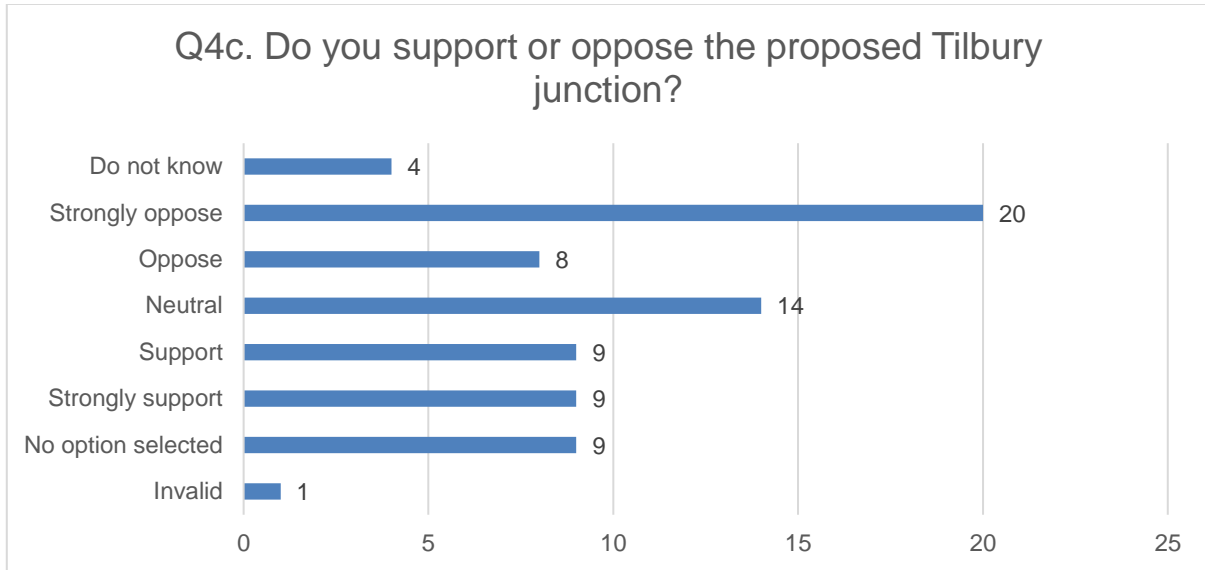
**Plate 11.69 Answers to Q3d**



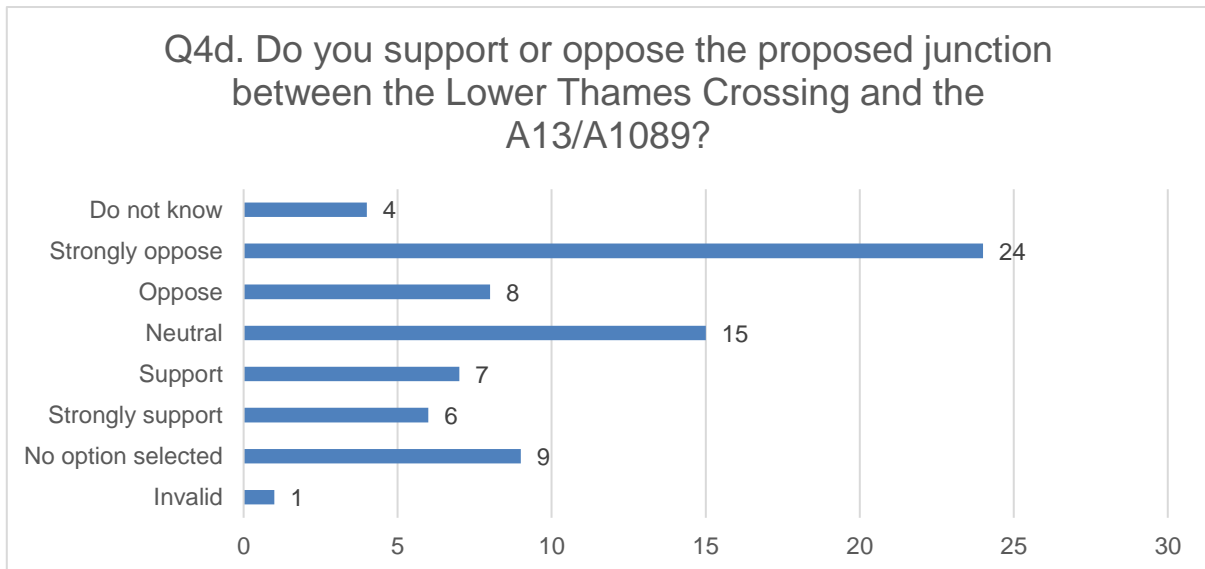
**Plate 11.70 Answers to Q4a**



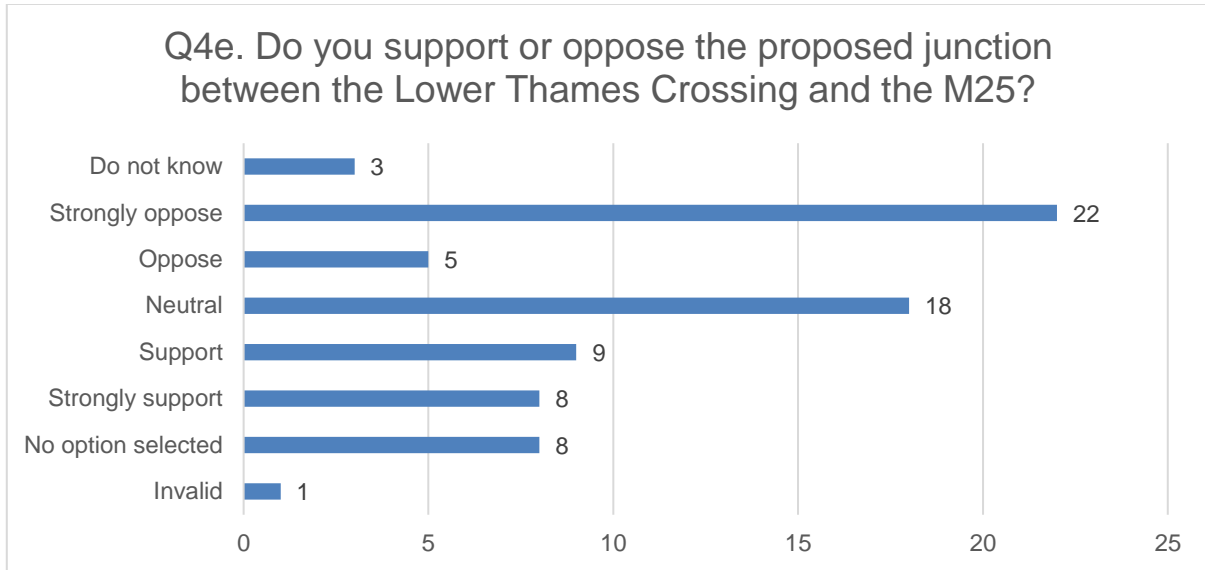
**Plate 11.71 Answers to Q4c**



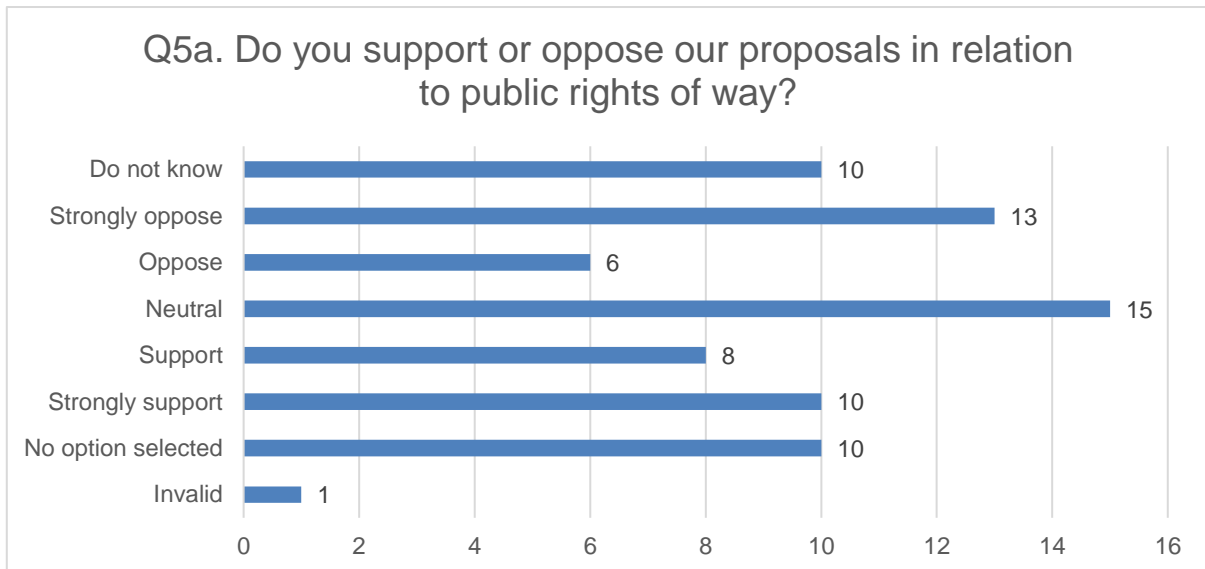
**Plate 11.72 Answers to Q4d**



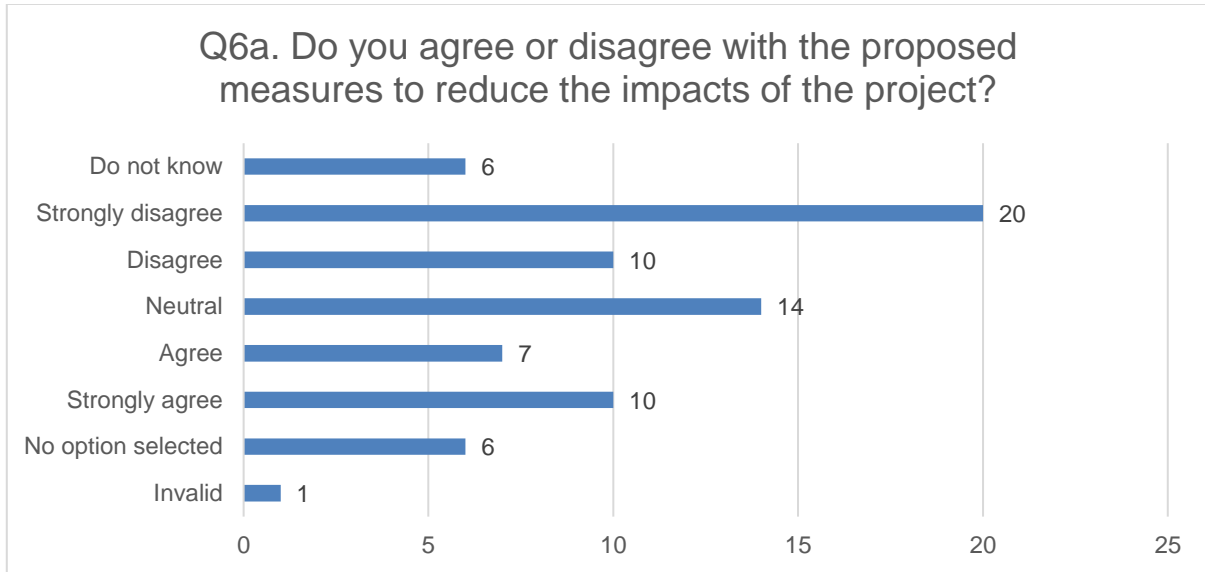
### Plate 11.73 Answers to Q4e



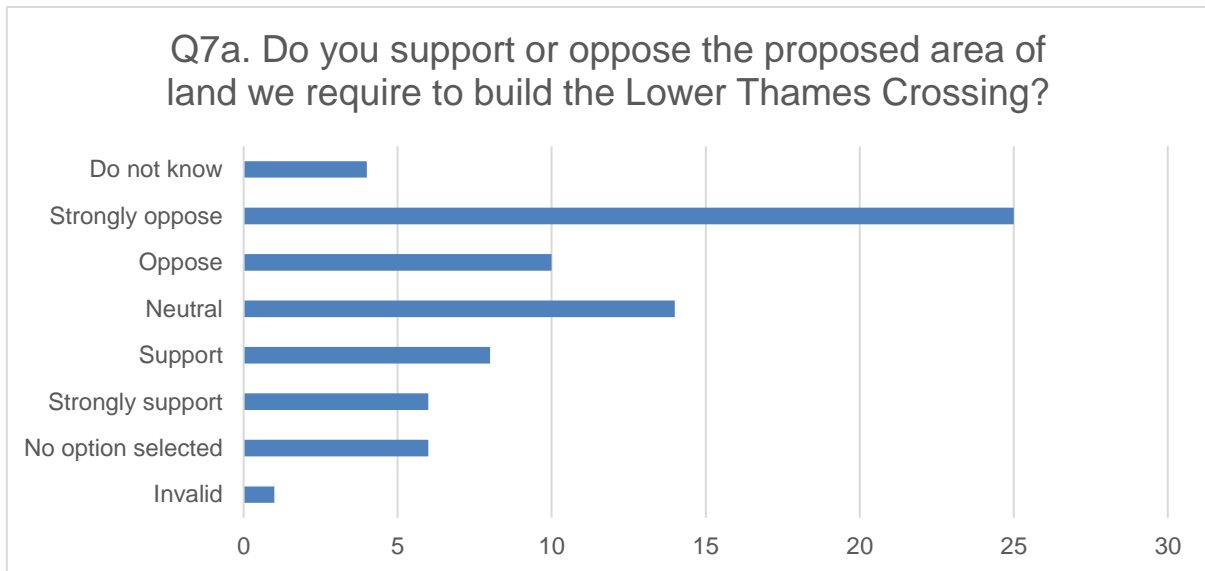
### Plate 11.74 Answers to Q5a



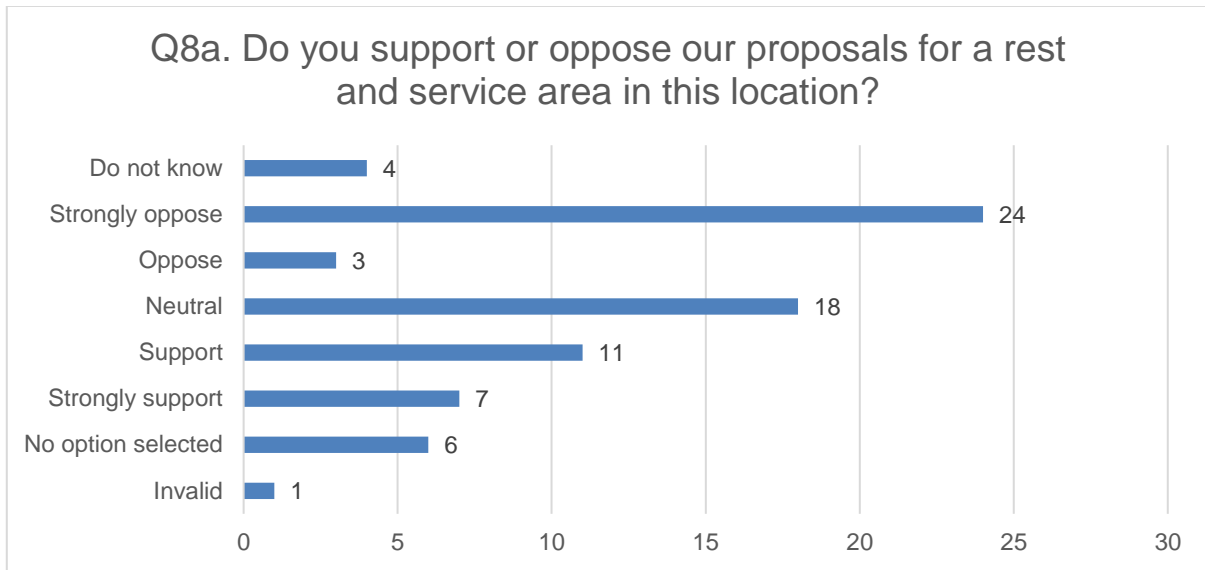
**Plate 11.75 Answers to Q6a**



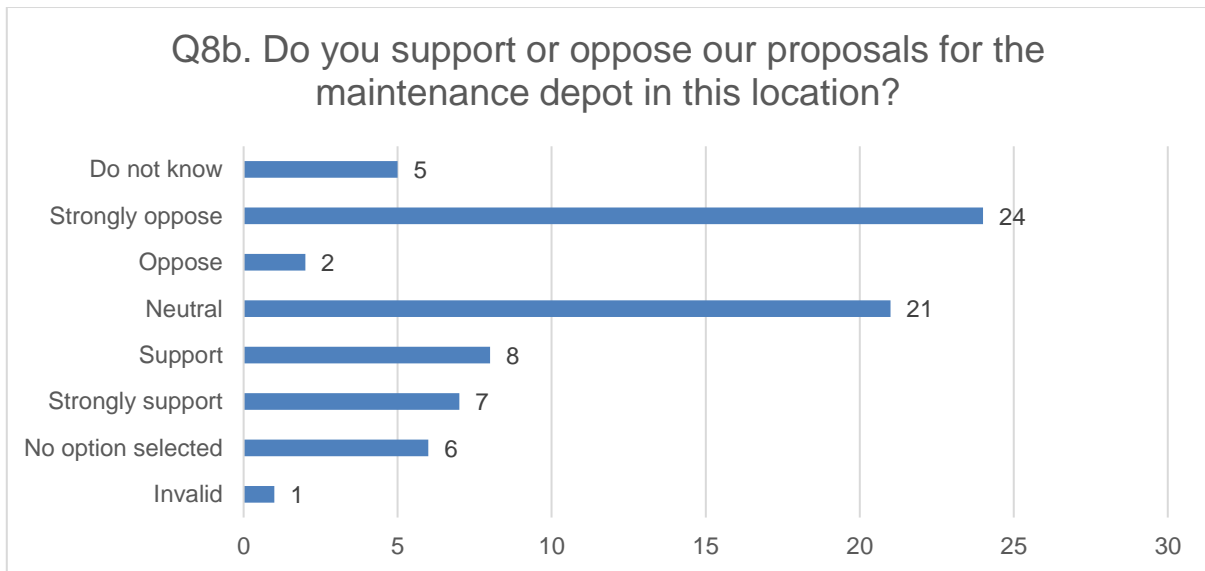
**Plate 11.76 Answers to Q7a**



**Plate 11.77 Answers to Q8a**

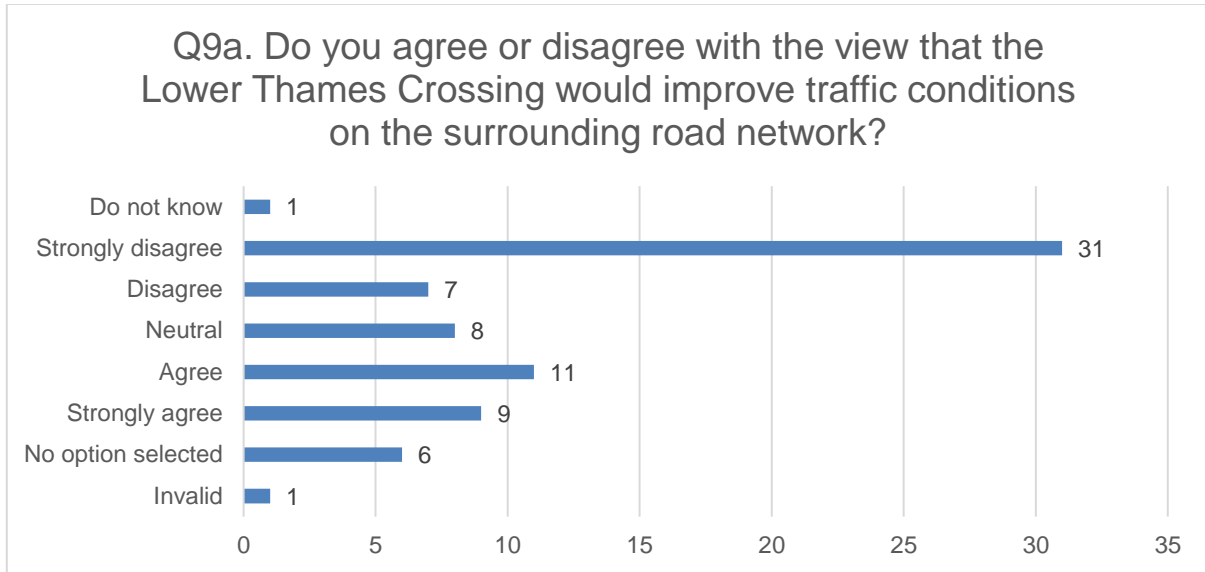


**Plate 11.78 Answers to Q8b**





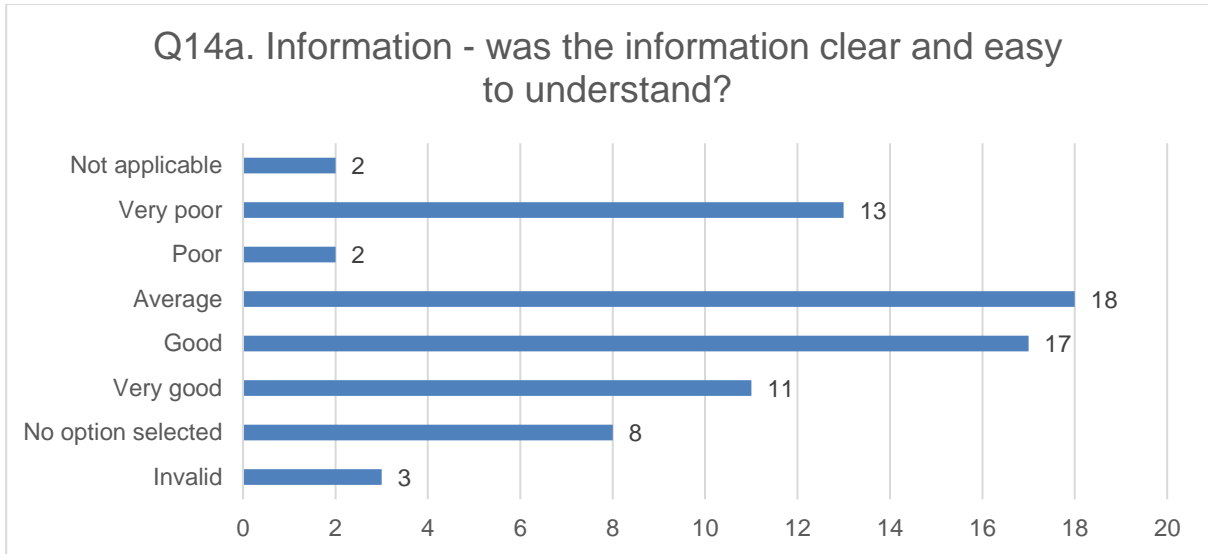
**Plate 11.79 Answers to Q9a**



**Plate 11.80 Answers to Q11a**



**Plate 11.81 Answers to Q14a**



## The Applicant’s responses to the issues raised during the further section 42(1)(d) consultation

- 11.5.13 This section summarises the issues raised during the further section 42(1)(d) consultation. It also presents the Applicant’s responses to those issues raised.
- 11.5.14 During the further section 42(1)(d) consultation, the Applicant invited comments in relation to the proposals on which the Applicant was consulting by using the Statutory Consultation response form.
- 11.5.15 The response form originally published for the Statutory Consultation in October 2018 provided a set of questions that invited feedback from consultees on the proposals presented during consultation. The response form included 20 closed questions and 17 open questions, with closed questions offering respondents a choice of fixed answers and open questions inviting respondents to provide feedback in any words they chose. Sixteen of the open questions were on specific topics and one open question was non-specific. The feedback from the non-specific open question was analysed using codes applied to the responses to the specific questions. The response form can be found in Appendix M of this report. More information about the closed questions and the answers provided to them can be found at the beginning of Section 11.5 of this report.
- 11.5.16 There are 16 tables in this section that present the issues raised during consultation, with each relating to the theme addressed by one of the specific open questions in the response form. Table 11.23 below shows the open question number to which each table in this chapter relates, along with the theme of the open question and the code assigned to the issues raised.
- 11.5.17 It was possible to respond to the consultation without reference to the questions in the response form. For example, some respondents chose to submit a letter or email instead. Comments in responses submitted in this way were grouped into themes in the same way as responses that were submitted to questions in the response form. For example, if comments in an email raised concerns about the route north of the River Thames, then one or more codes from the NR theme (see Table 11.23 below) would be applied to them. For more information about the way responses were analysed and grouped into themes, see Section 11.1 of this report.
- 11.5.18 Every response received during Statutory Consultation was read and analysed to identify the issues raised. The analysis of the responses was carried out using the methodology as set out in Section 11.1 of this report.

**Table 11.23 The 16 tables setting out the issues raised during the section 42(1)(d) landowner further consultation**

Table	Open question	Theme	Code
Table 11.24	Q1b	Need for the Project	NE
Table 11.25	Q2c	Route selection	RS
Table 11.26	Q3b	Route south of the River Thames	SR

Table	Open question	Theme	Code
Table 11.27	Q3c	The crossing	CR
Table 11.28	Q3e	Route north of the River Thames	NR
Table 11.29	Q4b	Connections south of the River Thames	SC
Table 11.30	Q4f	Connections north of the River Thames	NC
Table 11.31	Q5b	Walking, cycling and horse riding	WC
Table 11.32	Q6b	Environment	EN
Table 11.33	Q7b	Land use	LU
Table 11.34	Q8c	Roadside service facility	RF
Table 11.35	Q9b	Traffic modelling	TR
Table 11.36	Q10	Charging	CH
Table 11.37	Q11b	Construction	BU
Table 11.38	Q12	Utilities	UP
Table 11.39	Q14e	Statutory Consultation	CP

11.5.19 For more information about the open questions asked at Statutory Consultation and subsequently for the section 42(1)(d) landowner further consultation, see Sections 11.1 and 11.4 of this report.

11.5.20 For each theme, the tables show:

- a. The unique code assigned to each issue raised, which corresponds with the codes used in the tables in Section 11.4 of this report
- b. A summary of the issues raised by s42(1)(d) respondents
- c. The number of s42(1)(d) respondents who made the comment during this consultation
- d. The Applicant's response to each of the issues raised within this theme. Where the Applicant's response to more than one issue is the same, a combined response is provided
- e. Whether the comment(s) resulted in a change to the Project.

11.5.21 In the 'Project change' column in the following tables:

- a. 'Yes' is used for any changes, developments or additions to the Project proposals that have been made since Statutory Consultation taking into consideration the feedback from the consultation. Some of these may have been made due to the results of environmental or other assessments and design development but were also requested in consultation responses.
- b. 'No' is used for one or more of the following reasons:

- i. A suggested/requested change has not been adopted
- ii. The comment did not request a change

### **Summary of issues raised relating to the need for the Project and the Applicant's responses**

11.5.22 Table 11.24 below summarises the issues raised relating to the need for the Project and presents the Applicant's responses to those issues raised.

**Table 11.24 Summary of issues raised relating to the need for the Project and the Applicant's responses**

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
NE12	A suggestion that, instead of a new crossing, other transport projects should be considered for meeting journey demands, such as new ferry routes and railways.	1	An assessment was carried out by the Department for Transport (DfT) in 2009 which found that, accounting for both passenger and freight provision, the inclusion of rail infrastructure within the Project would not provide value for money. The Applicant has reviewed this assessment in 2022 against current planning policy and believes that this decision stands. More information about this assessment can be found in the Planning Statement (Application Document 7.2). Strategic development of national transport infrastructure, including airports, is the responsibility of the DfT.  Following the decision by the DfT that a new road would be built, the Project identified the Scheme Objectives. These objectives, which comprise three principal categories of Economic, Community and Environment, and Transport, were developed by the Applicant and agreed with the DfT.  The Project must align with the Scheme Objectives. These objectives limit the Project to delivering a new road crossing across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).	No
NE38	A suggestion that the money allocated to build a new crossing should be used for other non-road projects instead.	1	The Scheme Objectives were agreed between the Applicant and the Department for Transport (DfT) and are recorded in the Need for the Project (Application Document 7.1). These objectives include the requirement to relieve the congested Dartford Crossing and its approach roads. Strategic development of national transport infrastructure, including road projects, is the responsibility of the DfT. The Government's latest proposals for upgrading the road network are set out in the Government's Road Investment Strategy 2: 2020 to 2025 (RIS 2) (DfT, 2020a).	No
NE26	Suggestions that the Dartford Crossing should be improved instead of building a new crossing.	6	Multiple alternatives, many involving upgrades to the Dartford Crossing, were considered before announcement of the preferred route for the Project in 2017. All the alternative locations for the crossing were tested against relevant factors, including how well they fulfilled the Scheme Objectives. After careful consideration of all options, it was concluded that a bored tunnel east of Gravesend and Tilbury was the best-performing crossing solution. The Non Statutory Consultation in 2016 covered this crossing location (Option C) along with several proposals for connecting	No
NE28	A suggestion that traffic management and the running of the Dartford	1		No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	<p>Crossing should be improved instead of building a new crossing.</p>		<p>a tunnel at this location to the existing strategic road network (SRN). For more information about the Scheme Objectives and the options process, see the Planning Statement (Application Document 7.2) or Environmental Statement Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1), which provides an assessment of the alternative schemes considered by the Applicant and the main reasons for the preferred option, taking into account environmental effects.</p> <p>Multiple options for expanding capacity at the Dartford Crossing have been considered as part of the Project's development, but there is currently no planned additional investment at Dartford, beyond any changes that might be possible to improve flow through the existing tunnels and bridge. However, implementing the Project is expected to bring about significant improvements in journey time reliability at Dartford, with traffic falling by 19% in 2030 and remaining below current levels for the foreseeable future.</p> <p>The Applicant monitors and regularly reviews the operation of the Dartford Crossing to identify whether further efficiencies can be made. This includes regularly reviewing incidents and responses, and updates being made to the control systems that reduce the time taken to release escorts and to remove oversized vehicles from the approaches.</p> <p>Other improvements have also been developed. In December 2020, enforcement cameras were installed at A282 junction 1b to deter misuse of the yellow boxes, preventing motorists blocking the junction, reducing the impact on local roads during periods of congestion on the approach to the Dartford Crossing. In August 2019, a number of improvements to M25 junction 2 were implemented to improve and manage traffic flows. These included upgraded traffic signals, an extra lane on the roundabout, extension of the A2 London-bound exit slip-on to the M25 link road, improvements to road signs and markings, and installation of red light traffic enforcement cameras.</p> <p>Due to the existing constraints at the Dartford Crossing, improvements to the existing infrastructure and management, while improving traffic flow, would not provide the additional capacity needed to relieve the congested Dartford Crossing and its approach roads.</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>For more information about the current issues with the Dartford Crossing and improvements made to date, see the Need for the Project (Application Document 7.1) and the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results, including the options process.</p>	
NE14	<p>Suggestions that the existing road network should be improved instead of expanding road capacity with a new crossing or by building new roads.</p>	3	<p>The National Policy Statement for National Networks (Department for Transport (DfT), 2014), sets out the need for the development of the national networks, the Government's policy and strategic vision and objectives. Paragraph 2.2 states that <i>'there is a critical need to improve the national networks to address road congestion... to support safe, expeditious and resilient networks that better support social and economic activity; and to provide a transport network that is capable of stimulating and supporting economic growth.'</i></p> <p>The Applicant is responsible for managing the strategic road network (SRN) in England. The Dartford Crossing is the only crossing over the River Thames east of London and the high level of traffic wanting to use this crossing exceeds the design capacity of the road. This results in frequent congestion and poor journey time reliability, making the Dartford Crossing one of the least reliable sections of the SRN. Whilst some improvements have eased these issues, these have not been sufficient to address the lack of road capacity east of London.</p> <p>The Project would provide additional free-flowing road capacity across the River Thames and give road users a choice of routes, therefore providing resilience in the event of network incidents, particularly the closure of the Dartford Crossing. The rationale for the Project and the Scheme Objectives agreed between the Applicant and the DfT are set out in the Need for the Project (Application Document 7.1).</p> <p>The traffic modelling presented in the application for development consent forecast that, compared with the situation without the new crossing, the traffic using the Dartford Crossing would fall by 19% in 2030 and remain below current levels for the foreseeable future. Further details about the traffic modelling can be found in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p>	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>The statutory process to assess investment needs across the SRN is the Road Investment Strategy (RIS), which is reviewed by the Government. New routes and upgrade schemes are announced as part of RIS, as they fall outside of the scope for this Project.</p>	
NE30	<p>Suggestions that greener modes of public transport, such as rail, ferry and tram should be improved rather than building a new crossing and expanding the road network. This includes suggestions that alternative options for public transport should be explored.</p>	7	<p>The Applicant is responsible for managing the SRN in England. The objectives for the Project were agreed between the Applicant and the Department for Transport (DfT) and are recorded in the Scheme Objectives, see the Need for the Project (Application Document 7.1). These objectives include the requirement to relieve the congested Dartford Crossing and approach roads. The proposals for the Project have been assessed as the optimal response to the objectives set.</p> <p>Strategic development of national transport infrastructure is the responsibility of the DfT. National policies regarding the development of housing and employment are the responsibility of the Government, including the Department for Levelling Up, Housing and Communities, and the Department for Business, Energy and Industrial Strategy.</p> <p>The Project could be used by public transport operators running bus or coach services and would improve journey times for existing bus routes using the Dartford Crossing or for local bus routes affected by the current performance of the Dartford Crossing. Longer-distance coaches that choose to re-route from the Dartford Crossing to the Lower Thames Crossing would benefit from reduced journey times.</p> <p>Impacts on bus and coach services during the operational phase were consulted on as part of the Community Impacts Consultation in July 2021. This information can be found in the Ward Impact Summaries (see Appendix S of this report).</p> <p>Once the Project is operational, there would be opportunity to integrate the new road with the existing public transport system. In addition, it is predicted that there would be a reduction in bus journey times for the X80 route that currently uses the Dartford Crossing and the surrounding area.</p> <p>An assessment was carried out by the DfT in 2009 which found that, accounting for both passenger and freight provision, the inclusion of rail infrastructure within the Project would not provide value for money. More information about this assessment can be found in the Need for the Project.</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
NE23	A suggestion that, to reduce the need for a new crossing, the movement of freight on the roads should be restricted.	1	<p>Strategic development of national transport infrastructure – such as reducing the volume of motor vehicles on the roads, improving public transport, reducing freight on the roads, or addressing regional imbalance – is the responsibility of the Department for Transport (DfT).</p> <p>The Applicant is responsible for managing the strategic road network (SRN) in England. The Project sits within a wider package of works for the SRN in the South East of England, as described within the Government's Road Investment Strategy: for the 2015/16 to 2019/20 Road Period (RIS 1) (DfT, 2015b). Overall, RIS 1 outlined a long-term programme of investment in over 100 major schemes to enhance, renew and improve the SRN in England. Over half of these schemes are in the Midlands, North West England, North East England and Yorkshire.</p>	No
NE19	Suggestions that measures should be taken to reduce the number of cars on the road, rather than building a new crossing.	4	<p>The Scheme Objectives for the Project, as agreed between the Applicant and DfT, include the requirement to relieve the congested Dartford Crossing and its approach roads. The proposals for the Project have been assessed as the optimal response to the objectives set. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>The SRN provides essential infrastructure which allows for the efficient movement of people and goods. Such a network can play a key part in enabling and sustaining economic prosperity and productivity. In September 2020, DfT released information on traffic trends up to 2019. These indicated that while overall traffic on urban A-roads remained constant between 1994 and 2019, all other types of roads experienced an increase in traffic, with motorways and rural A-roads experiencing some of the highest growth in the same period. Currently, 79% of domestic freight is moved by road, and 68% of people typically travel to work by car.</p> <p>To achieve the challenging goal of net zero greenhouse gas emissions by 2050 there will need to be substantial changes in ways to travel around the country. This will include changes in technology to reduce emissions from vehicles and will also include a need to deliver more efficient logistics, to reduce mileage driven by HGVs, and increasing the use of active travel (cycling and walking) and public transport.</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			While reduction in demand across the national road network may be required to achieve the net zero greenhouse gas emissions by 2050, there remains a need to relieve the congested Dartford Crossing and approach roads.	
NE6	Comments in support of a new crossing, which include those saying it would help reduce current congestion and should be built as soon as possible.	6	These comments have been noted.	No
NE8	A comment in support of a new crossing, which says the benefits outweigh any impacts or disruption.	1		No
NE9	A comment in support of a new crossing, saying it would redress regional imbalances by improving access to the East. Comments include those pointing to the lack or shortage of crossings east of Greater London compared to the number in the city.	1		No
NE112	A comment in support of a new crossing, saying it would improve local communities by enhancing connectivity across the River Thames.	1		No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
NE49	A comment in support of a new crossing, saying it is needed to support businesses.	1		No
NE46	Comments in support of a new crossing, saying it is necessary to support the national economy by improving transport capacity and connectivity.	2		No
NE7	A comment in support of a new crossing, saying it is needed as soon as possible.	1		No
NE70	A comment in support of a new crossing, saying it would provide improved access to new areas through opening up new routes for motorists.	1		No
NE74	Comments highlighting the benefits of a new crossing in terms of alleviating congestion.	1		No
NE75	Comments in support of a new crossing, saying it would alleviate congestion.	16		No
NE78	A comment in support of a new crossing, saying it	1		No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	would reduce journey times in the area, especially across the River Thames.			
NE80	Comments highlighting the benefits of a new crossing in on the grounds of its potential to address a lack of resilience on the current road network. Comments include those saying there are no alternative routes when existing river crossings are closed or heavily congested.	3		No
NE81	Comments in support of a new crossing, on the grounds that it would address a lack of resilience on the current road network. Comments include those saying there are no alternative routes when existing river crossings are closed or heavily congested.	9		No
NE67	Comments in which support for a new crossing is conditional on certain requirements being met. Some consultees say their	3	Traffic modelling submitted as part of the application for development consent shows that, compared with the situation without the new road crossing, the overall level of traffic using the Dartford Crossing is forecast to fall by 19% in 2030 and remain below current levels for the foreseeable future. Average speeds on that part of the network would rise and journey times would become more reliable.	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	<p>support is dependent on a crossing reducing congestion, on it not generating traffic elsewhere on the road network, or that environmental and community impacts are mitigated.</p>		<p>In addition to the benefits at the Dartford Crossing, the Project is forecast to result in reductions in traffic in some part of the strategic road network and some local roads, such as those near the Dartford Crossing, the A127 and A128. Further information about the forecast changes in traffic flows as a result of the Project can be found in the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 13: Population and Human Health (Application Document 6.1), presents the assessment of the potential impacts on local communities.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Chalk Park and Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such as cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p> <p>Local people would benefit from work and training opportunities provided by the Project during construction, which are likely to have positive impacts on mental health. However, while construction impacts have been mitigated as far as reasonably practicable, there would be temporary negative impacts on communities from construction activities. These could result in mental health impacts on local people – for example, due to anxiety around perceived changes in air quality or as a result of changes to noise levels. Longer journey times due to traffic management</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>and road closures, reduced access to green spaces and closures of walking, cycling and horse riding routes could also impact people's health and wellbeing. Some local businesses, including farms, would have land temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of 30 residential and 5 commercial properties.</p> <p>Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse riding routes; as well as access to new areas of recreational land at Chalk Park and Tilbury Fields. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which would have positive and negative mental health outcomes.</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>During the EIA and HEqIA assessments, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the</p>	

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			<p>Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft DCO.</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the CoCP requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO (Application Document 3.1) requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. Draft versions of the Design Principles, Code of Construction Practice and Register of Environmental Actions and Commitments were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	
NE1	A comment expressing general concern to a new crossing without providing any detail.	1	The Scheme Objectives for the Project were agreed between the Applicant and the Department for Transport and are set out in the Need for the Project (Application Document 7.1). These objectives include the requirement to relieve the congested Dartford Crossing and its approach roads. The Project proposals have been assessed as the optimal response to the objectives set.	No
NE2	General comments opposing a new crossing, including consultees saying it is not wanted or needed and the benefits are not understood.	11	The high level of traffic wanting to use the Dartford Crossing exceeds the design capacity of the road. This results in frequent traffic congestion and poor journey time reliability, making the Dartford Crossing one of the least reliable sections of the strategic road network (SRN). While incremental improvements to the Dartford Crossing have helped ease these issues, these have not been sufficient to address the lack of road capacity east of London. Congestion, delays and poor journey time	No



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			<p>reliability at the Dartford Crossing and on surrounding roads are a major impediment to economic growth in the South East of England. As a result of these ongoing issues at the Dartford Crossing, slow-moving and queuing traffic on both the local highway network and SRN approaches to the Dartford Crossing also impact the environment and surrounding communities through high levels of noise and air pollution.</p> <p>The Project would provide an alternative to the Dartford Crossing and would help transform the economies of Kent, Thurrock, Essex and Havering, and would provide an additional vital cross-river connectivity with increased resilience, including for freight travelling to and from the Kent ports. It would help transform the economic geography of the area and connect two economies that have historically been separated by the River Thames. This would connect local people to more jobs, make business-to-business interactions easier and more effective, and facilitate growth in trade and freight, which is dependent on reliable journey times to ports and to the Channel Tunnel.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans (e.g. the Engineering Drawings and Sections (Application Document 2.9)) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1) or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one</p>	

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			<p>document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1).</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5 of the DCO) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The benefits of the Project are documented in the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results. Information about benefits can also be found in the Need for the Project (Application Document 7.1).</p> <p>Costs of construction and operation are considered at every part of the design process. All parts of the Project, including links and structures, have been designed to be cost-efficient and the Project carries out periodic reviews to ensure costs are controlled. The budget is also subject to close scrutiny by the Department for</p>	

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			Transport, whose objectives include that the Project be affordable to government and users, and to achieve value for money. In assessing the three shortlisted options for a northern route, the Non-Statutory Consultation in January 2016 assessed their relative costs, benefits, benefit-cost ratios (BCRs) and value for money. The Pre-Consultation Scheme Assessment Report (Highways England, 2016a), produced to inform the Non-Statutory Consultation, reported that Route 3 had the highest BCR, would provide the shortest route, the greatest improvement to journey times and would have the lowest environmental impact of the three options. Of the options presented at the Non-Statutory Consultation, Route 3 also proved to be the most popular.	
NE85	Comments opposing the disruption that constructing and operating a new crossing could cause to local communities, including the impact on local roads.	5	Local people and communities have been considered throughout the design and development of the Project and consulted with at appropriate stages of development. Information about how they have been considered during the design development process can be found in the Project Design Report (Application Document 7.4). The Secretary of State chose the route and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. Alternative routes and the planning balance for the Project were assessed as part of the Planning Statement (Application Document 7.2).	No
NE86	A comment expressing concern about the impact of a new crossing on local people and communities, on the grounds that there would be few benefits for local people.	1	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). Impacts on local people and communities, including local roads and Public Rights of Way are presented in ES Chapter 13: Population and Human Health, (Application Document 6.1) which also sets out any proposed mitigation measures.	No
NE87	Comments opposing a new crossing, saying it would negatively affect local communities.	2	The Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2), which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP, brings together in one document all good practice and essential mitigation commitments arising from the	No

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			<p>EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The Applicant would be required to submit a Traffic Management Plan (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of traffic management measures.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents</p>	

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			<p>provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p> <p>The predicted impacts of the Project on the strategic and local road networks are set out in the Transport Assessment (Application Document 7.9), which includes information about the impacts of construction traffic.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Chalk Park and Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such as cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p> <p>The CoCP and REAC set out the good practice and location-specific measures that would be used to reduce the impact of the Project's construction and operation on local people. These include measures to reduce noise, dust and light impacts on local communities.</p> <p>Local people would benefit from work and training opportunities provided by the Project during construction, which are likely to have positive impacts on mental health. However, while construction impacts have been mitigated as far as reasonably practicable, there would be temporary negative impacts on communities from construction activities. These could result in mental health impacts on local people – for example, due to anxiety around perceived changes in air quality or as a result of changes to noise levels. Longer journey times due to traffic management and road closures, reduced access to green spaces and closures of walking, cycling</p>	

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			<p>and horse riding routes could also impact people's health and wellbeing. Some local businesses, including farms, would have land temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of 30 residential and 5 commercial properties.</p> <p>Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse riding routes; as well as access to new areas of recreational land at Chalk Park and Tilbury Fields. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which could have positive and negative mental health outcomes (such as anxiety as a result of increases in noise levels).</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>The Project has been designed to meet the Scheme Objectives as agreed between the Applicant and the Department for Transport. The Scheme Objectives include the requirement to support sustainable local development and regional economic growth in the medium to long term. More information about the benefits can be found in the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.</p> <p>As part of the efforts to generate benefits for local communities, the Applicant intends to provide opportunities for local people that might enable them to work on the construction or operation of the route and would also seek to help local businesses form part of the supply chain that would build and operate the route. The Applicant is working with stakeholders to develop these plans and put them into action.</p>	



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			<p>The Benefits and Outcomes Document (Application Document 7.20) provides a framework to communicate what is being delivered within the Project's Development Consent Order and some of the wider activities undertaken by the Applicant (both already and planned for the future) in the local area of the Project to support the local people and environment.</p>	
NE92	<p>Comments opposing a new crossing on the grounds of impacts on the health and wellbeing of local people.</p>	2	<p>The Secretary of State chose the route and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. In selecting the alignment of the proposed route, and subsequently in the design of the route and its junctions, the Secretary of State and the Applicant have sought to balance the Scheme Objectives, which were agreed with the Department for Transport and are set out in the Need for the Project (Application Document 7.1). Alternative routes and the planning balance for the Project were assessed as part of the Planning Statement (Application Document 7.2). This has included ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans (e.g. the Engineering Drawings and Sections (Application Document 2.9)) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 5: Air Quality (Application Document 6.1), includes an assessment of the predicted changes to local air quality as a result of the Project. ES Chapter 5</p>	No

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			<p>assesses impacts during construction and operation and sets out mitigation where this is considered appropriate.</p> <p>The construction phase is likely to affect air quality as a result of emissions of dust from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.</p> <p>The CoCP (Application Document 6.3, ES Appendix 2.2), which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigations in place, the air quality impacts of the Project in relation to human health during construction are not expected to be significant.</p> <p>The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p>	



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			<p>Draft versions of the Design Principles, the CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The operation of the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains across which locations the air quality modelling was carried out and why these were selected.</p> <p>The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project. Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and Design Manual for Roads and Bridges LA 105 standards (Highways England, 2019b). Given that there would be no significant adverse impacts on air quality in relation to human health from the Project during operation, then no mitigation for air quality effects is required.</p> <p>A Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10) has also been prepared, which considers the health impacts on local people and communities, including those protected by equality legislation and schools, during the construction and operation of the Project. The HEqIA describes the likely impacts of changes to air quality.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on the air quality impacts of the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p>	

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NE52	Comments opposing the possible impacts of a new crossing on property or homes. This includes comments on the proximity of a new crossing to homes and the need to demolish some properties.	2	<p>The Applicant has sought to minimise the land impacted or required for the Project, while ensuring that there is sufficient land to build and operate the new road. At the Statutory Consultation in October 2018, the Applicant proposed the demolition of 27 properties, with 24 of these being residential properties and three commercial. Of these 27, two were Grade II listed buildings. The properties proposed for demolition were typically in the vicinity of the proposed M2/A2/A122 Lower Thames Crossing, A122 Lower Thames Crossing/M25 and A13/A1089/A122 Lower Thames Crossing junctions.</p> <p>After the Statutory Consultation in October 2018, proposals for some parts of the Project were revised and these were presented during the Supplementary, Design Refinement, Community Impacts and the Local Refinement Consultations, launched in January 2020, July 2020, July 2021 and May 2022 respectively. See Chapters 6, 7, 8 and 9 of this report for more information about these consultations.</p> <p>At the Supplementary Consultation in January 2020 and the Design Refinement Consultation in July 2020, the Applicant proposed the demolition of 39 properties: 34 residential and five commercial.</p> <p>The Project proposals now require 35 properties to be demolished: 30 residential and five commercial. This includes three Grade II listed properties, which would need to be removed to enable construction of the proposed A13/A1089/A122 Lower Thames Crossing junction and its associated link roads. The number of properties to be demolished has increased primarily due to adjustments to the design of the Project route.</p> <p>Four of the residential properties and four of the commercial properties are south of the River Thames, while 26 of the residential properties and one of the commercial properties required for demolition are north of the river. As was the case at Statutory Consultation in October 2018, the properties proposed for demolition were typically in the vicinity of the proposed M2/A2/A122 Lower Thames Crossing and A122 Lower Thames Crossing/M25 junctions. Since the Preferred Route Announcement by the Secretary of State in 2017, owner-occupiers of residential properties within the Order Limits have been able to ask the Applicant to purchase their properties by serving a Blight Notice under the Town and Country Planning Act 1990 (as amended). The Applicant has received a number of Blight Notices and is processing these. More</p>	No

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			<p>information about the blight process can be found in the booklet Your Property and Blight (National Highways, 2022d).</p> <p>An EIA has been carried out to assess the impact on local communities, and this includes the assessment of the impacts of demolition of properties where this is required. This is documented in the Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1). ES Chapter 13 lists the properties subject to demolition to the south and north of the River Thames.</p> <p>The land required for the Project is shown on the Land Plans (Application Document 2.2) and the reason each plot is required is explained in the Statement of Reasons (Application Document 4.1).</p> <p>Persons with an interest in land who would be affected by the land acquisition powers contained within the application for development consent, would be entitled to make a claim for compensation. Each claim for compensation would be considered on its own merits, in line with the Code.</p> <p>Further information about the compensation offered to those affected by the Project can be found in the Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers and guide 4 – Compensation to Residential Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a; 2021c). These include information about compensation for when the value of a property has been affected by the Project.</p>	
NE34	A comment expressing concern about the cost of building a new crossing and the cost for motorists to use it.	1	Achieving value for money is one of the Scheme Objectives. The Project represents positive value for money because its expected benefits exceed the costs. More information about the costs and benefits of the Project can be found in the Need for the Project (Application Document 7.1) and the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.	No
NE35	Comments opposing a new crossing, saying it would cost too much to build and for motorists to use.	5	To manage demand, the Applicant would charge users of the Lower Thames Crossing at a level equivalent to the Dartford Crossing, including discounts for local residents. Traffic modelling indicates that this scenario would provide relief at	No

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			<p>Dartford while making the Lower Thames Crossing affordable to Government and road users.</p> <p>While the Applicant does acknowledge that a road user charge is likely to discourage some people from using the new crossing, modelling results predict that with the charge there would still be significant demand for the new crossing, and the Project would meet the Scheme Objectives.</p> <p>For more information about how the equal charging scenario was modelled, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7). There is more information about how the charge would be implemented in the Road User Charging Statement (Application Document 7.6).</p>	
NE36	Comments expressing concern about a new crossing, saying it would not provide economic benefits or growth.	2	<p>Road users in Kent, Thurrock, Havering and Essex who travel along parts of the A2, A13, A127, M25, and M20 and who use the Dartford Crossing and its approach roads are forecast to experience journey time benefits and reduced congestion as a result of the Project. The improved connectivity would boost the productivity of local businesses by making it easier for them to interact with customers and suppliers, and to retain and attract workers. These business benefits would boost employment and economic growth, with significant long-term benefits from the Project for businesses. For further information on the economic benefits of the Project, including access to jobs, see the Need for the Project (Application Document 7.1).</p> <p>The Project aligns with the South East Local Enterprise Partnership (SELEP) strategy for tackling housing shortages, encouraging infrastructure and improving workforce skills to increase productivity and regional economic growth. The majority of the Project's economic, social and environmental benefits accrue from trips that begin and/or end in local authorities within the SELEP area. SELEP local authorities north and south of the River Thames are forecast to receive substantial transport user benefits, which are mainly journey-time savings and productivity benefits.</p> <p>The traffic modelling presented as part of the application for development consent forecast that, compared with the situation without the new crossing, the traffic using the Dartford Crossing would fall by 19% in 2030 and remain below current levels for the foreseeable future.</p>	No

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			<p>For more information about the traffic modelling, including the definition of the Lower Thames Area, see the Transport Model Package, which is Appendix B of the Combined Modelling and Appraisal Report (ComMA) (Application Document 7.7), with more about the costs and benefits in the Economic Appraisal Package (EAP), which is Appendix D of the ComMA. The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.</p>	
NE109	<p>A comment opposing a new crossing, saying it would have negative impacts on climate change.</p>	1	<p>As part of the Development Consent Order application, the Applicant has explained how the relevant legislative and policy requirements in relation to climate change impacts are met. An Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 15: Climate (Application Document 6.1) assesses the Project's impact on climate change, including greenhouse gas emissions during construction and operation, and sets out the proposed mitigation measures, including those measures that are secured through the Carbon and Energy Management Plan (Application Document 7.19). The assessment concludes that the increase in greenhouse gas emissions resulting from the Project would not have a material impact on the ability of Government to meet its carbon reduction targets, in accordance with the policy test set out in the National Policy Statement for National Networks (Department for Transport, 2014).</p> <p>During construction, greenhouse gas emissions would be minimised through the design of the Project, such as incorporating low-emission materials, using those materials efficiently, reducing the distance they would be transported, using zero-carbon energy sources, and reducing and beneficially reusing waste. By incorporating these measures into the Project's proposals, the Applicant has already reduced emissions during construction by over a third compared with a scenario where those measures were not employed. This represents a leading position in the industry today and would result in construction emissions equivalent to 1.76 million tonnes of carbon dioxide.</p> <p>However, the Applicant is committed to going further and to using the time available before construction begins to explore ways of achieving greater reductions in emissions. The Carbon and Energy Management Plan therefore provides a</p>	No

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			<p>framework within which the Applicant and Contractors would, working closely with industry partners, seek to identify and develop innovative ways of reducing the Project's construction emissions below today's industry-leading position. The Carbon and Energy Management Plan also sets out the low-carbon solutions that would be deployed by the Applicant to manage and maintain the Project once it is operational.</p> <p>The Applicant has considered the additional carbon emissions from road users that could result from operation of the Project over a 60-year period and presented this information in ES Chapter 15. The Government has published its plans to deliver the required Net Zero trajectory for transport in the Decarbonising Transport Plan (Department for Transport, 2021a). The Applicant has assessed that if the trajectories set out in the plan are achieved, it would lead to a reduction in the additional road-user emissions attributable to the Project of at least 76%, across the 60-year appraisal period, compared with the more conservative figure that results from the use of national projections included in the current version of Defra's Emissions Factors Toolkit.</p>	
NE95	Comments opposing the Project because of the impacts on or loss of Green Belt and countryside.	5	<p>Reducing the impact of the Project on the environment is one of the Scheme Objectives and environmental mitigation measures have been developed to minimise the impacts. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>The Applicant acknowledges that the majority of the Order Limits for the Project, with the exception of the tunnel under the River Thames and the compensatory planting within Maidstone and Tonbridge and Malling, lies within land designated as Metropolitan Green Belt. Appendix E of the Planning Statement (Application Document 7.2) identifies and assesses the planning issues raised by the Project within its Green Belt context, considering the relevant parts of the National Policy Statement for National Networks (NPSNN) (Department for Transport, 2014), with other adopted and emerging local and national policies. The Applicant acknowledges that the Project is inappropriate development within the Green Belt but considers that there are Very Special Circumstances in place to allow for this development to be successfully consented. For further details about the planning tests regarding the Green Belt and the Applicant's response to these, see the Planning Statement.</p>	Yes



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			<p>After Statutory Consultation in October 2018, the design of the proposed M2/A2/A122 Lower Thames Crossing junction was amended and the South Portal was moved 350m southwards. This would help to lessen the impacts on the Thames Estuary and Marshes Special Protection Area (SPA) and Ramsar site, while still maintaining safety standards on the link between the tunnel and the proposed M2/A2/A122 Lower Thames Crossing junction.</p> <p>The proposed footprint of the upgraded section of the A2/M2 corridor (between the junction with the Project and M2 junction 1) has been reduced by removing the hard shoulder along the eastbound A2 parallel connector road, reducing the width of lane four in the A2/M2 mainline, and reducing the width of the central reservation. These changes have reduced the impact of the road on the Kent Downs Area of Outstanding Natural Beauty (AONB), while still maintaining safety and traffic flow.</p> <p>North of the River Thames, at the Supplementary Consultation in January 2020, the North Portal remained in the same position, but the distance between the northbound and southbound tunnels was narrowed, reducing the footprint of the Project.</p> <p>After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury. The Project would operate safely without it and the proposed roadside service facility would have had significant impacts on the environment, including Green Belt land and local communities.</p> <p>The Project route east of South Ockendon was moved 200m south-west to reduce the impact on the environment, utilities and landfill works in the area. Due to the realignment of this link, the layout of the structures over the Mardyke River and nearby Orsett Fen Sewer and Golden Bridge Sewer rivers were altered.</p> <p>Overall, the Mardyke Viaduct and Orsett Fen Viaduct lengths were increased by approximately 50m, which increased the open aspect and reduced the volume of flood compensation required in this area. The heights of the viaducts were kept as low as possible, to reduce their visual impact and the footprint of the embanked section as far as possible.</p>	

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			<p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs AONB. Additionally, the A2/M2 upgrade proposed at Statutory Consultation would now use lower-noise surfacing compared to the previous proposals. The Applicant has assessed the impact of removing this noise barrier and found that there would be no significant impacts on sensitive receptors, such as residential properties, as a result of the change. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road. For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p>	
NE82	A general comment expressing concern about the environmental impacts of a new crossing.	1	Reducing the impacts of the Project on the environment is one of the Scheme Objectives (see the Need for the Project, Application Document 7.1). At every step of the Project's lifecycle, consideration has been given and efforts have been made to reduce the environmental impacts, while still fulfilling the needs of the Project.'	No
NE83	General comments opposing the environmental impacts of a new crossing.	3	<p>The Secretary of State chose the route and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. Alternative routes and the planning balance for the Project were assessed as part of the Planning Statement (Application Document 7.2).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans (e.g. the Engineering Drawings and Sections (Application Document 2.9)) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through</p>	No



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			<p>Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP, which is the first iteration of the EMP, sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1).</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP2 for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (Application Document 6.3, ES Appendix 2.2) (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP3. The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	
NE106	A comment opposing a new crossing because of	1	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is	Yes

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	the potential for increased noise and vibration.		<p>documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans (e.g. the Engineering Drawings and Sections (Application Document 2.9)) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP includes information about working hours, restrictions on noisy construction activities and the siting of noise-generating activities.</p> <p>The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed</p>	

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			<p>in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>ES Chapter 12: Noise and Vibration (Application Document 6.1), includes an assessment of the impact of constructing and operating the Project in relation to noise and vibration, and sets out appropriate mitigation.</p> <p>During construction, good practice measures would be implemented, such as closed-board fencing installed around the construction compounds, the use of low-noise equipment, and the locating of noisy activities as far away from key local buildings as possible. Appropriate noise and vibration limits would be monitored and adjusted to ensure ongoing effectiveness.</p> <p>There is the potential for some significant noise and vibration impacts in some locations during the construction phase as a result of construction traffic and onsite activities. Construction noise would, however, be mitigated using good practice measures set out in the CoCP and the REAC.</p> <p>As well as measures to reduce noise during construction, the Applicant has taken steps to reduce the operational noise impacts. The road would be designed with the lowest practicable profile so that environmental impacts on the surrounding area, including noise, are reduced. Other noise mitigation measures would vary depending on location and would include the use of cuttings, false cuttings, low-noise surfacing and noise barriers. For more information about the proposed noise barriers, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), which is secured through Requirement 5 of the draft DCO.</p> <p>During the Community Impact Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise</p>	

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			<p>from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant withdrew the proposals for an acoustic barrier near Park Pale bridge following feedback from the Kent Area of Outstanding Natural Beauty (AONB) Unit about the visual impact of the barrier. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation.</p>	

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			<p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed. For more information, see ES Chapter 12: Noise and Vibration (Application Document 6.1).</p>	
NE93	<p>Comments opposing an increase in pollution or a deterioration in air quality caused by the Project.</p>	8	<p>The Secretary of State chose the route and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. In selecting the alignment of the proposed route, and subsequently in the design of the route and its junctions, the Secretary of State and the Applicant have sought to balance the Scheme Objectives, which were agreed with the Department for Transport and are set out in the Need for the Project (Application Document 7.1). Alternative routes and the planning balance for the Project were assessed as part of the Planning Statement (Application Document 7.2). This has included ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans (e.g. the Engineering Drawings and Sections (Application Document 2.9)) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 5: Air Quality (Application Document 6.1), includes an assessment of the predicted changes to local air quality as a result of the Project. ES Chapter 5</p>	No

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			<p>assesses impacts during construction and operation and sets out mitigation where this is considered appropriate.</p> <p>The construction phase is likely to affect air quality as a result of emissions of dust from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.</p> <p>The CoCP (Application Document 6.3, ES Appendix 2.2), which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigations in place, the air quality impacts of the Project in relation to human health during construction are not expected to be significant.</p> <p>The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p>	

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			<p>Draft versions of the Design Principles, the CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The operation of the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains across which locations the air quality modelling was carried out and why these were selected.</p> <p>The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project. Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and Design Manual for Roads and Bridges LA 105 standards (Highways England, 2019b). Given that there would be no significant adverse impacts on air quality in relation to human health from the Project during operation, then no mitigation for air quality effects is required.</p> <p>A Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10) has also been prepared, which considers the health impacts on local people and communities, including those protected by equality legislation and schools, during the construction and operation of the Project. The HEqIA describes the likely impacts of changes to air quality.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on the air quality impacts of the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p>	



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NE101	Comments opposing a new crossing on the grounds of impacts on wildlife, including animal life and plant life.	3	<p>The Secretary of State chose the route and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. Alternative routes and the planning balance for the Project were assessed as part of the Planning Statement (Application Document 7.2).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans (e.g. the Engineering Drawings and Sections (Application Document 2.9)) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>ES Chapter 8: Terrestrial Biodiversity, and ES Chapter 9: Marine Biodiversity (Application Document 6.1), outline the baseline conditions and explain how all the relevant flora and fauna have been valued and assessed. ES Chapter 7: Landscape and Visual (Application Document 6.1), includes the assessment of impacts on designated areas, including SSSIs, from the perspective of landscape character. These chapters also explain what measures would be implemented to reduce adverse effects where appropriate.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains</p>	No



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			<p>proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes SPA and Ramsar site or any other European designated site.</p> <p>The Environmental Masterplan and Design Principles present the mitigation measures that are embedded in the design to reduce the impacts on flora, fauna and the landscape.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments.</p> <p>The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the CoCP (Application Document 6.3, ES Appendix 2.2).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES, during construction and operation of the Project. The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1).</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the</p>	

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			<p>extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, the CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial invertebrates, and permanent habitat loss within ancient woodland and the loss of six veteran trees (three north of the River Thames and three to the south).</p> <p>The Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats. Mitigation measures include safe crossing points for wildlife over or under the Project and translocation of protected species to suitable existing or new habitats. Habitat creation is proposed to compensate for the loss of habitat from within designated sites, including ancient woodland, to improve connectivity between existing habitats, to provide replacement habitats for protected species, and to compensate for the impacts of nitrogen deposition when the Project is operational. These measures would include the salvage of soils from ancient woodlands for beneficial reuse in new areas of compensatory woodland planting, and the planting of new woodland and other habitats on existing agricultural land. Overall, there would be several hundred hectares of new woodland and habitats created across the Project during the construction phase, providing biodiversity benefits.</p>	

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			<p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as SSSIs, Local Nature Reserves, and Special Areas of Conservation.</p> <p>During operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation. Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands. During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>Overall, the Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation or compensation is proposed. For more information, see ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			More information about the assessments of the impacts of nitrogen during the operation of the new road can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).	
NE33	Comments opposing a new crossing saying the existing Dartford Crossing is adequate.	2	<p>The Dartford Crossing is operating significantly above its intended capacity. It is designed to take 135,000 vehicles a day but carries more than 180,000 vehicles on some of the busiest days in the year. This often results in long delays, particularly at peak times, and contributes to roads and motorways on both sides of this crossing experiencing frequent congestion. The Dartford Crossing also regularly closes as a result of vehicle collisions, high winds and other circumstances such as oversized lorries and dangerous goods being escorted through the tunnels.</p> <p>The Project would provide additional capacity across the River Thames and would provide road users with a choice between river crossings, therefore providing resilience in the event of network incidents, particularly the closure of the Dartford Crossing.</p> <p>The traffic modelling presented in the Development Consent Order application forecasts that, compared with the situation without the new crossing, the traffic using the Dartford Crossing would fall by 19% in 2030 and remain below current levels for the foreseeable future.</p> <p>Average speeds on that part of the network would rise and journey times would become more reliable. For more information, see the Combined Modelling and Appraisal Report (Application Document 7.7), which includes information about cross-river traffic flows.</p> <p>The Project's traffic modelling has used growth forecasts provided by Government on traffic volumes, which account for driver behaviour. Increased use of electric vehicles is not expected to change traffic flows significantly. With regards to autonomous vehicles, the Department for Transport does not currently have an agreed standard for modelling their impact on traffic flows.</p>	No
NE41	A comment opposing a new crossing because of a lack of confidence in the	1	The approach taken to selecting the preferred route for the Project is in accordance with the legislation, standards and guidance set out by the Government. The legislation, standards and guidance ensure that the transport modelling,	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	<p>decision-making process that brought it about. This includes a comment that says traffic benefits are being prioritised over community impacts.</p>		<p>environmental assessment and economic appraisals are undertaken on a fair and consistent basis. The compliance of the Project with the National Policy Statement for National Networks (Department for Transport, 2014) is set out within the Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Tables.</p> <p>The Applicant has developed the Project to ensure it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and the associated planning practice guidance (Department for Levelling Up, Housing and Communities; and Ministry of Housing, Communities and Local Government, 2021). This is also set out in the Planning Statement.</p> <p>The Secretary of State chose the route and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. Alternative routes and the planning balance for the Project were assessed as part of the Planning Statement.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During this assessment, mitigation requirements were identified and have been incorporated into the proposals. The topic-specific chapters of the ES (Application Document 6.1) set out how the Applicant has assessed and mitigated the impacts on the environment in line with Design Manual for Road and Bridges guidance and national policies, including the impacts on local communities, as set out in ES Chapter 13: Population and Human Health (Application Document 6.1).</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse riding routes; as well as access to new areas of recreational land at Chalk Park and Tilbury Fields. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which could have positive and negative mental health outcomes (such as anxiety as a result of increases in noise levels).</p> <p>In addition to the assessments of the impacts on communities, the approach and priorities for sustainable development set out within the Applicant's Sustainable Development Strategy (Highways England, 2017d) have been incorporated into the development of the Project proposals, as described in the Sustainability Statement (Application Document 7.11).</p>	
NE62	Comments expressing concern as to whether a new crossing is needed, because these consultees say it would not improve congestion.	2	<p>The traffic modelling presented in the Development Consent Order application forecast that, compared with the situation without the new road crossing, the traffic using the Dartford Crossing would fall by 19% in 2030 and remain below current levels for the foreseeable future.</p> <p>Average speeds on that part of the network would rise and journey times would become more reliable.</p>	No
NE63	Comments opposing a new crossing, saying it would not improve congestion.	4	<p>In addition to the benefits at the Dartford Crossing, the Project is forecast to result in reductions in traffic in some parts of the strategic road network (SRN) and local roads such as those near the Dartford Crossing, the A127 and A128.</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across</p>	No
NE65	Comments opposing a new crossing, saying it	4		No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	<p>would make congestion worse.</p>		<p>the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities. More information on the predicted traffic impacts during construction and operation is available in the Transport Assessment (Application Document 7.9).</p> <p>Further details about the why a new road crossing is needed can be found in the Need for the Project (Application Document 7.1).</p>	



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
NE15	A suggestion that, as well as a new crossing, there is a need for additional road projects.	1	<p>The National Policy Statement for National Networks (Department for Transport (DfT), 2014), sets out the need for the development of the national networks, the Government's policy and strategic vision and objectives. Paragraph 2.2 states that <i>'there is a critical need to improve the national networks to address road congestion... to support safe, expeditious and resilient networks that better support social and economic activity; and to provide a transport network that is capable of stimulating and supporting economic growth.'</i></p> <p>The Applicant is responsible for managing the strategic road network (SRN) in England. The Dartford Crossing is the only crossing over the River Thames east of London and the high level of traffic wanting to use this crossing exceeds the design capacity of the road. This results in frequent congestion and poor journey time reliability, making the Dartford Crossing one of the least reliable sections of the SRN. Whilst some improvements have eased these issues, these have not been sufficient to address the lack of road capacity east of London.</p> <p>The Project would provide additional free-flowing road capacity across the River Thames and give road users a choice of routes, therefore providing resilience in the event of network incidents, particularly the closure of the Dartford Crossing. The rationale for the Project and the Scheme Objectives agreed between the Applicant and the DfT are set out in the Need for the Project (Application Document 7.1).</p> <p>The traffic modelling presented in the application for development consent forecast that, compared with the situation without the new crossing, the traffic using the Dartford Crossing would fall by 19% in 2030 and remain below current levels for the foreseeable future. Further details about the traffic modelling can be found in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The statutory process to assess investment needs across the SRN is the Road Investment Strategy (RIS), which is reviewed by the Government. New routes and upgrade schemes are announced as part of RIS, as they fall outside of the scope for this Project.</p>	No
NE111	Suggestions that more information is needed about the benefits and	2	The consultation documents published at the Statutory Consultation in October 2018 were appropriate in terms of their scope and level of detail for an infrastructure project at that stage of its development. They were produced in accordance with	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	<p>impacts of a new crossing on the environment and local communities. These comments include requests for specific information, as well as general requests for more information.</p>		<p>good practice and provided enough information to allow consultees to take an informed view on the proposals.</p> <p>The consultation documents Case for the Project and the Preliminary Environmental Information Report provided detailed information about the benefits and the impacts on the environment and local people. For more information about the materials published for Statutory Consultation, see Appendix M of this report.</p> <p>During the Statutory Consultation in October 2018, a dedicated email address and phone number were publicised so that consultees could ask questions about the proposals. The Correspondence Team responded to over 600 queries, including over 50 requests for paper and electronic documentation. Details of over 60 consultation-related events were also publicised, at which Project staff were available to answer questions. The events were held in the areas most likely to be affected by the Project. Approximately 15,000 individuals and stakeholders attended these events. For more information as to how Statutory Consultation in October 2018 was carried out, see Chapter 4 of this report.</p>	

## Summary of issues raised relating to the route selection and the Applicant’s responses

11.5.23 Table 11.25 below summarises the issues raised relating to the route selection and presents the Applicant's responses to those issues raised.

**Table 11.25 Summary of issues raised relating to the route selection and the Applicant's responses**

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant’s response	Project change
RS164	Suggestions that the crossing should be situated at Canvey Island because this would be a better location. Some of these consultees say this option would avoid Thurrock and relieve congestion on the A13, M25 and Dartford Crossing.	4	<p>During the development of the Project to date, the Applicant and the Department for Transport (DfT) have considered many options for the route. Each option has been considered carefully with regards to how it would contribute towards the Scheme Objectives agreed with the DfT. For information about these Scheme Objectives, see the Need for the Project (Application Document 7.1). Public consultations have been carried out at appropriate points during the Project’s development to gain feedback from the public and stakeholders on the proposals presented.</p> <p>In 2009, there were five potential locations for an additional Thames crossing under consideration, labelled A to E. Location D, linking the M2 to Canvey Island, and Location E, linking the Isle of Grain to Southend-on-Sea, were appraised as part of a 2009 feasibility study (DfT, 2009). Traffic modelling showed that both these locations were too far to the east, failing to provide the necessary relief to the Dartford Crossing, which was essential to the Project.</p>	No
RS165	A suggestion that there should be an additional or improved crossing at Dartford instead of the preferred route.	1	<p>In 2013, Option B, linking the A2 Swanscombe Peninsula with the A1089, was also rejected after public consultation. Feedback from the consultation showed that Option B received limited support and would frustrate plans for significant development in the area.</p>	No
RS167	Suggestions that the crossing should be sited east of the preferred route, including towards Southend, or to reinstate the Eastern Southern Link. Consultees say the suggested alternatives would reduce impacts on communities and provide	2	<p>From 2014, the Applicant investigated engineering solutions for Option A (the Dartford area) and Option C (multiple locations east of Grays) and assessed them in terms of their economic, traffic, environmental and community impacts. This study resulted in the identification of a series of potential options, all following the general routes defined by location A and location C, while not encroaching upon locations that had been eliminated in previous studies (B, D and E). The 20 options included a bored tunnel, immersed tunnel and bridge solutions, with associated infrastructure to</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	better connections to the east.		connect into the strategic road network (SRN). Many of these options involved an upgrade to the Dartford Crossing.	
RS162	Comments expressing concern about the location of the preferred route. Some of these consultees explain that they do not agree with the location or the selected option, and some assert that the Project is too close to the Dartford Crossing.	3	<p>All the alternative locations for the crossing were tested for how well they fulfilled the Scheme Objectives, and for technical viability and value for money. After careful consideration of all the options, it was concluded that a bored tunnel east of Gravesend and Tilbury was the only viable crossing solution.</p> <p>Option A14 (a bored tunnel from south of junction 2 to north of junction 30 on the M25) was rejected because it failed to meet the Scheme Objective of relieving congestion at the Dartford Crossing.</p> <p>In 2016, consultation took place on Option C (east of Gravesend and Tilbury) and a number of alternative routes (two south of the River Thames and three to the north) that could connect this crossing location to various points on the SRN.</p>	No
RS163	Comments opposing the preferred route location. Comments include those saying not agreeing with the location or the selected option.	10	<p>In 2017, having carefully considered the feedback received during consultation, and having carried out further investigations into the impacts of the connection options, the Secretary of State announced the preferred route. South of the River Thames, the preferred route uses the Western Southern Link, which offers high value for money, fully supports wider regeneration and economic benefits, while having a materially lower impact than the Eastern Southern Link on the environment and local communities.</p> <p>The northern route for the Project was selected following the Non-Statutory Consultation in January 2016, in which three route corridors north of the River Thames were presented for comment. 'Route 3' – following the same alignment as the proposed northern route – was selected on the basis that it was the shortest of the options and would provide an entirely new route for traffic between the A2/M2 south of the River Thames and the M25 north of the river. It was also the most popular northern route option among consultees. The options appraisal process was summarised in the Guide to Statutory Consultation, with more information in Chapter 9 of the Approach to Design, Construction and Operation document, also published for the Statutory Consultation in October 2018. The process is also described in the Need for the Project (Application Document 7.1).</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
RS178	A suggestion that new orbital roads around London are required	1	The Project must align with the Scheme Objectives, as agreed with the Department for Transport. These objectives limit the Project to delivering a new road crossing over the River Thames. The Scheme Objectives for the Project are recorded in the Need for the Project (Application Document 7.1).	No
RS177	Suggestions that the crossing should be sited west of the Dartford Crossing. Examples included a suggestion that a new tunnel adjacent to the Blackwall Tunnel could be built, and another at Woolwich to replace the existing ferry service.	2	The Silvertown Tunnel is a Transport for London project to provide relief to the Blackwall Tunnel. It is a twin-bore road tunnel under the River Thames, linking Silvertown to the Greenwich Peninsula. Construction started in 2020, with the tunnel planned to open in 2025.  A road crossing at Woolwich would not be a viable solution to relieve congestion at the Dartford Crossing because it would necessitate motorists taking a substantial diversion away from the A282/M25 to use it.	No
RS3	General comments opposed to the preferred route, including those saying they do not understand why it has been chosen and those saying it is too close to the Dartford Crossing.	7	During the Statutory Consultation in October 2018, the Applicant explained the process through which options for the Project were investigated and the preferred route established (summarised in the Guide to Statutory Consultation, with more information in Chapter 9 of the Approach to Design, Construction and Operation document). The Statutory Consultation materials are set out in Appendix M of this report. The approach taken to selecting the preferred route and developing the design for the Project ensured that transport modelling, environmental assessments and economic appraisals were carried out on a fair and consistent basis. More information about this process can be found in the Planning Statement (Application Document 7.2).  The traffic modelling forecasts that the location of the preferred route would attract traffic away from the Dartford Crossing, providing relief at Dartford and delivering against all the other Scheme Objectives, which are presented in the Need for the Project (Application Document 7.1). For more information, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			The traffic modelling submitted as part of the application for development consent forecast that, compared with the situation without the Project, the traffic using the Dartford Crossing would fall by 19% in 2030 and remain below current levels for the foreseeable future.	
RS106	A comment expressing concern that the preferred route would cause disruption during construction and operation.	1	<p>The Secretary of State chose the route and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. In selecting the alignment of the proposed route, and subsequently in the design of the route and its junctions, the Secretary of State and the Applicant have sought to balance the Scheme Objectives, which were agreed with the Department for Transport and are set out in the Need for the Project (Application Document 7.1). Alternative routes and the planning balance for the Project are assessed as part of the Planning Statement (Application Document 7.2).</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO. The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Chapter 14 of this report, which also explains how the Applicant had regard to those comments.</p> <p>The Transport Assessment (Application Document 7.9) looks at the Project's predicted impact on the strategic and local highway networks, road safety, and local sustainable modes of transport. It also assesses the predicted impacts on the road and public transport networks during the Project's construction</p>	No
RS107	Comments opposing the preferred route, saying it would cause disruption, particularly during construction and operation.	4		No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Chapter 14 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>As part of the Community Impacts Consultation, the Applicant provided updated information on the traffic impacts of the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Chapter 14 of this report.</p>	
RS102	<p>Suggestions that the impact of the preferred route on local communities should be minimised. Comments include those saying the road should avoid disrupting local traffic and businesses.</p>	2	<p>Local people and communities have been considered throughout the design and development of the Project, and consulted with at appropriate stages of development. Information about how they have been considered during the design development process can be found in the Project Design Report (Application Document 7.4). In addition, the Project has sought to generate a positive legacy of green infrastructure and identified an opportunity to improve access to semi-natural open space. For example, south of the River Thames, in the area of land to the north-west of the South Portal, the Applicant has developed a landscaping mitigation proposal that creates a wooded hill. This would provide open space and create a separation between the South Portal and the edge of Gravesend, while also softening the edge of the settlement.</p>	No
RS100	<p>A comment expressing concern about the potential impact of the preferred route on local communities, for example around East Tilbury.</p>	2	<p>The Secretary of State chose the route and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce,</p>	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
RS101	Comments opposing the potential impact of the preferred route on local communities. Comments say local residents have not been given enough consideration and that local communities are already affected by the existing crossing.	8	<p>restore and compensate', with the aim of reducing potential adverse effects. Alternative routes and the planning balance for the Project were assessed as part of the Planning Statement (Application Document 7.2).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the</p>	No



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			<p>Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>As part of the Community Impacts Consultation in 2021, the Applicant provided updated information on the impacts on communities from the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p> <p>The Applicant would be required to submit a Traffic Management Plan (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO. The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p> <p>The Project would support local and regional policy objectives for both economic and housing growth. The details of this can be found in the Need for the Project (Application Document 7.1).</p> <p>More information about the benefits can be found in the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table Report within the EAP</p>	

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			<p>summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.</p> <p>As part of the efforts to generate benefits for local communities, the Applicant intends to provide opportunities for local people that might enable them to work on the construction or operation of the route and would also seek to help local businesses form part of the supply chain that would build and operate the route. The Applicant is working with stakeholders to develop these plans and put them into action. The Applicant's Benefits and Outcomes Document (Application Document 7.20) provides a framework to communicate what is being delivered within the Project's DCO and some of the wider activities undertaken by the Applicant (both already and planned for the future) in the local area of the Project to support the local people and environment.</p>	
RS135	<p>Comments opposing the potential impact of the preferred route on people's health and wellbeing. These consultees often refer to potential impacts to their quality of life and mental health, and development of other health problems related to levels of pollution.</p>	4	<p>Local people and communities have been considered throughout the design and development and consulted at appropriate stages of the Project's development.</p> <p>The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 5: Air Quality (Application Document 6.1), includes an assessment of the predicted changes to local air quality as a result of the Project and assesses impacts during construction and operation and sets out any proposed mitigation.</p>	No

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			<p>The construction phase is likely to affect air quality as a result of emissions of dust from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project. Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigations in place, the air quality impacts in relation to human health of the Project during construction are not expected to be significant.</p> <p>The operation of the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains across which locations the air quality modelling was carried out and why these were selected.</p> <p>The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project. Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and Design Manual for Roads and Bridges LA 105 standards (Highways England, 2019b). Given that there are no significant adverse impacts on air quality in relation to human health from the Project during operation, then no mitigation for air quality effects on human health is required.</p>	

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			<p>Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Chapter 14 of this report, along with an explanation of how the Applicant has had regard to them.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on the noise and vibration impacts of the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Chapter 14 of this report.</p>	
RS110	<p>Comments expressing concern about the potential impact of the preferred route on local amenities such as public services or leisure facilities. One comment refers to Cobham Woods.</p>	2	<p>The Secretary of State chose the route and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. In selecting the alignment of the proposed route, and subsequently in the design of the route and its junctions, the Secretary of State and the Applicant have sought to balance the Scheme Objectives, which were agreed with the Department for Transport and are set out in the Need for the Project (Application Document 7.1). Alternative routes and the planning balance for the Project were assessed as part of the Planning Statement (Application Document 7.2).</p> <p>The Project would have an impact on local amenities, including the Cascades Leisure Centre and Southern Valley Golf Course. The Applicant has been working with the owners of these facilities, and other businesses and local amenities, to ensure that the impacts are managed and compensated during construction and operation of the Project. In light of permanently acquired land impacting amenities such as the Southern Valley Golf Course, the Applicant would create a new parkland area near the South Portal, which would be accessible to the public. Where businesses are no longer viable, the availability of suitable compensation would be ensured.</p> <p>Those affected by the Project would be entitled to make a claim for compensation, where a relevant ground for compensation is made in accordance with the</p>	No

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			<p>Compensation Code. Each claim for compensation would be considered on its own merits, in line with the Code.</p> <p>Further information about the compensation offered to businesses affected by the Project can be found in Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the</p>	

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			<p>extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Chapter 14 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>A replacement site for the Gammonfields Way travellers' site, adjacent to its current location, was consulted on during the Design Refinement Consultation in July 2020. More information can be found in the Land Plans (Application Document 2.2) and the Statement of Reasons (Application Document 4.1).</p>	
RS112	Comments expressing concern about the potential impact of the preferred route on properties or homes, including concerns about the demolition or devaluation of homes and enforced relocation.	2	The Applicant has sought to minimise the land impacted or required for the Project, while ensuring there is sufficient land to build and operate the road. In selecting the alignment of the proposed route, and subsequently in the design of the route and its junctions, the Secretary of State and the Applicant have sought to balance the Scheme Objectives, which were agreed with the Department for Transport and are set out in the Need for the Project (Application Document 7.1). Alternative routes and the planning balance for the Project are outlined in the Planning Statement (Application Document 7.2).	No
RS113	Comments opposing the impact of the preferred route on properties or homes, including those objecting to the demolition	7	To assess the environmental impacts of the construction and operation of the Project, including the demolition of properties, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation which is embedded within the design of the Project	No



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	or devaluation of homes, and enforced relocation.		<p>and secured by the Design Principles (Application Document 7.5), or as additional commitments within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) which contains the Register of Environmental Actions and Commitments (REAC). ES Chapter 13: Population and Human Health (Application Document 6.1) lists the properties subject to demolition to the south and north of the River Thames. As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities, including the impacts of temporary possession or demolition of property.</p> <p>After the Statutory Consultation in October 2018, proposals for some parts of the Project were revised, with consultation on these during the Supplementary and Design Refinement Consultations in January and July 2020 respectively. At the Statutory Consultation, the Applicant proposed the demolition of 27 properties across the Project, with 24 of these being residential properties and three commercial. Of these 27, two were Grade II listed buildings. At the Design Refinement Consultation, the Applicant proposed seven residential properties and four commercial properties for demolition south of the River Thames. Most of these are located at the proposed M2/A2/A122 junction. North of the river, 27 residential properties and one commercial property required demolition, mostly around the proposed A13/A1089/A122 Lower Thames Crossing and A122 Lower Thames Crossing/M25 junctions.</p> <p>At the Community Impacts Consultation in July 2021, four of the residential properties and four of the commercial properties to be demolished would be south of the River Thames, while 26 of the residential properties and one of the commercial properties required for demolition would be north of the river. As was the case at the Statutory Consultation, the properties proposed for demolished are typically in the vicinity of the new M2/A2/A122 Lower Thames Crossing and A122 Lower Thames Crossing/M25 junctions and the upgraded A13/A1089/A122 Lower Thames Crossing junction. The number of properties to be demolished has increased since the Statutory Consultation primarily due to adjustments to the design of the Project route.</p> <p>At the Local Refinement Consultation in May 2022, the Applicant proposed the demolition of 30 residential and five commercial properties.</p>	

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			<p>The land required for the Project is shown on the Land Plans (Application Document 2.2) and the reason each plot is required is explained in the Statement of Reasons (Application Document 4.1).</p> <p>Since the Preferred Route Announcement in 2017, owner-occupiers of residential properties within the Order Limits have been able to ask the Applicant to purchase their properties by serving a Blight Notice under the Town and Country Planning Act 1990 (as amended). The Applicant has received a number of Blight Notices and is processing these. More information about the blight process can be found in the booklet Your Property and Blight (National Highways, 2022d).</p> <p>Those affected by the Project would be entitled to make a claim for compensation, where a relevant ground for compensation is made out in accordance with the Compensation Code. Each claim for compensation would be considered on its own merits, in line with the Code.</p> <p>Further information about the compensation offered to those affected by the Project can be found in Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers and guide 4 – Compensation to Residential Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a; 2021c).</p>	
RS109	Comments opposing the preferred route on the grounds that it would lead to severance of villages and does not provide connections between communities.	2	<p>The Project has sought to reduce severance of roads and Public Right of Ways (PRoWs) once the Project is operational. All roads crossing the Project would be maintained, with the exception of Hornsby Lane, which would require a section near the new route to be permanently closed. This closure would avoid having to move some overhead lines closer to properties in Chadwell St Mary. Alternative routes to Hornsby Lane would be available via the A1013 and Heath Road. For information regarding other permanent stopping up of roads and PRoWs that do not cross the Project, see Schedule 4 of the draft Development Consent Order (Application Document 3.1).</p> <p>For more information, see the Rights of Way and Access Plans (Application Document 2.7), which identify within the Order Limits any new or altered means of access, stopping up of streets or roads or any diversions, extinguishments or creation of rights of way. Temporary restrictions due to construction are shown in the Streets</p>	No



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			<p>Subject to Temporary Restrictions of Use Plans (Application Document 2.8), which shows roads that would be subject to temporary alteration, diversion and restriction of use.</p> <p>Once the Project is operational, connectivity along all existing walking, cycling and horse riding routes in the vicinity of the Project would be maintained, either following their existing route or being diverted to maintain the quality of the route. There are many PROWs) near the Project, including many that cross the proposed route. Since the Statutory Consultation in October 2018, following further engagement with key stakeholders including the host local authorities, a set of proposals was put together to maintain, improve and upgrade routes in the vicinity of the Project for walking, cycling and horse riding. These proposals were presented during Supplementary Consultation in January 2020, with further revisions presented during Design Refinement Consultation in July 2020 and the Community Impacts Consultation in July 2021.</p> <p>The Project also includes seven green bridges, such as those carrying Thong Lane over the A122 and the A2/M2. All of the green bridges would include crossing routes for walkers and cyclists, with equestrian access provided as appropriate for the location. For more information, see the Project Design Report (Application Document 7.4).</p>	
RS8	Comments expressing concern about the design changes introduced since 2017. Comments include those saying that the changes have negatively affected the design and the changes are not enough to mitigate the impacts of the Project.	2	<p>Since the Preferred Route Announcement in 2017, the Project has evolved as more information has become available. The most significant new information is the updated traffic model, which has affected the size and layout of the junctions, the main carriageway and the connecting routes.</p> <p>The traffic modelling submitted as part of the application for development consent forecast that, compared with the situation without the Project, the traffic using the Dartford Crossing would fall by 19% in 2030 and remain below current levels for the foreseeable future.</p> <p>This would benefit users of the local road network by cutting congestion on the approach roads and at the Dartford Crossing. It would also increase the resilience of the strategic road network, along with reducing journey times and reliability at Dartford.</p>	No

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			<p>For more information about traffic modelling, see the Combined Modelling and Appraisal Report (Application Document 7.7). Appendix D: Economic Appraisal Package, of Combined Modelling and Appraisal Report, quantifies the economic benefits of the Project.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). The Secretary of State chose the route and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. Alternative routes and the planning balance for the Project were assessed as part of the Planning Statement (Application Document 7.2).</p> <p>During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>The National Policy Statement for National Networks (Department for Transport, 2014) and the Draft Overarching National Policy Statement for Energy (EN-1) (Department for Business, Energy and Industrial Strategy, 2021) recognise that new roads or utility diversions through Green Belt may constitute inappropriate development. Where that is the case, there is a presumption against such development except in very special circumstances. The Applicant has developed the Project to ensure it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of</p>	

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			<p>Housing, Communities and Local Government, 2021) and the associated planning practice guidance to support the framework (Department for Levelling Up, Housing and Communities; and Ministry of Housing, Communities and Local Government, 2021). This assessment, which explains the very special circumstances, is set out in Appendix E of the Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Table.</p> <p>As part of the EIA process, a CoCP has been prepared. The CoCP sets out general and topic-specific principles and requirements for the control, mitigation and monitoring of potential construction impacts, including the impacts on the Green Belt. The CoCP includes information as to how construction site layout and good housekeeping would mitigate local environmental impacts of the construction compounds, and also explains how hoarding and fencing would reduce visual impacts.</p> <p>Schedule 2 Requirement 4(2) of the draft Development Consent Order (Application Document 3.1) requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC. Under Requirement 4, the EMP2 would also need to reflect the construction-related measures set out in the REAC (which can be found in the CoCP). These control, mitigation and monitoring measures have been incorporated in the assessments of impacts for all environmental topics presented in the ES. The REAC includes commitments relating to landscape and visual impacts.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in response to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	
RS86	Comments expressing concern about the impact of	2	The Project is expected to deliver a range of benefits including congestion relief at the Dartford Crossing. The improved connectivity across the River Thames and reduced journey times would help local businesses to boost productivity.	No

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	the preferred route on business.		<p>For more information about the Scheme Objectives and economic benefits, see the Need for the Project (Application Document 7.1) and the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.</p> <p>The relevant local planning authorities are responsible for planning for future developments, details of which are included in their local plans. To understand future aspirations for growth, the Applicant has assessed the development plans within those local plans that are relevant and that are sufficiently advanced. The Applicant would support local and regional policy objectives for both economic and housing growth. For more information about how the Applicant has assessed developments in the Application Site, see ES Chapter 16: Cumulative Effects Assessment (Application Document 6.1). Assessments of the relevant local plans can be found in the Planning Statement.</p> <p>Wherever practicable, and where in line with the Government's transport analysis guidance (Department for Transport, 2021b), this has been taken into account in the design of the Project and mitigation measures to reduce the impact have been included.</p> <p>During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental</p>	

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			<p>effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the Environmental Impact Assessment process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>All affected businesses are being worked with to minimise the impact and to understand their access needs. The Applicant would expect to maintain accesses throughout construction. If there were any impacts, the Applicant would engage with affected parties and, where possible, give them advance notice about any temporary impacts on their access. However, in the case of an emergency (such as a burst pipe) the Applicant would work to neutralise any harmful impacts immediately for the benefit of all parties, even if this meant temporarily closing an access.</p>	

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			<p>The Applicant consulted on proposed diversion routes and traffic management measures during the Community Impacts Consultation in July 2021. For more information on the responses to the proposals, see Section 14.4 of this report.</p> <p>During the construction phase, the appointed Contractors would work closely with local authorities and other stakeholders to minimise delays to existing road users and would implement a communications strategy to inform road users and businesses about where traffic management measures are needed.</p> <p>The Transport Assessment (Application Document 7.9) sets out the Project's forecast impact on the strategic and local highway networks. It also assesses the predicted impacts on the road and public transport networks during the Project's construction.</p> <p>The Applicant is aware of other major infrastructure projects taking place within the Greater London and South East regions, and is taking care to avoid challenges with material supply and ensuring that waste materials are reused in a sustainable way.</p>	
RS76	A comment expressing concern about the cost and financing of the preferred route, saying it is either too expensive or does not achieve value for money.	1	<p>The Project has been designed to address all the Scheme Objectives, including value for money, focusing on how public resources can be used to create and maximise public value.</p> <p>In October 2018, it was announced that there would be no further projects funded using the Private Finance Initiative model. The Department for Transport (DfT) is committed to the Project, which would be paid for using public funds should it be granted development consent. The Government's Road Investment Strategy 2 (DfT, 2020a) sets out its major road-building commitments for the period 2020–25, including the Project.</p>	No
RS77	Comments opposed to the preferred route on the grounds that it would not achieve value for money. Comments include those saying using existing infrastructure would provide better value.	2	<p>More information about the costs and benefits of the Project, including a table showing the monetised benefits, can be found in the Need for the Project (Application Document 7.1) and the Economic Appraisal Package (EAP), which is Appendix D of Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information on the appraisal methods and results.</p>	No



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			On completion, the Project would remain a Government asset for the foreseeable future. Charges would be collected by the Applicant's agents and passed to the DfT, with the Government being responsible for spending any revenues.	
RS114	Comments opposing the preferred route because of potential impacts on the countryside, farmland and Green Belt. Consultees say the preferred route would destroy areas of landscape.	8	<p>The National Policy Statement for National Network (Department for Transport, 2014) recognises that new roads through Green Belt may constitute inappropriate development. Where that is the case, there is a presumption against such development except in very special circumstances. The Applicant has developed the Project to ensure that it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and the associated planning practice guidance (Department for Levelling Up, Housing and Communities; and Ministry of Housing, Communities and Local Government, 2021). This assessment demonstrates that very special circumstances exist for the Project and these are set out in Appendix E of the Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Table.</p> <p>With regards to the impact on the wider landscape, the Applicant has carried out an Environmental Impact Assessment (EIA), which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). This includes an assessment of the impact of the Project on land designated as woodland (including ancient woodland) and designated areas.</p> <p>The Project has been designed to reduce visual effects by measures such as the use of cuttings and false cuttings, and the 4.25km-long tunnel, extending beyond the River Thames to the south. Green bridges would help maintain landscape connectivity across the Project route and extensive new woodland planting would help screen views of the Project.</p> <p>During operation, there would be permanent landscape effects from the Project in the Kent Downs Area of Outstanding Natural Beauty (AONB) and Green Belt. These would gradually reduce as planting mitigation establishes and matures over the 15 years after opening year. There would also be permanent visual effects on recreational facilities, residents and motorists, with these also reducing as planting matures over 15 years, although some significant effects would remain even when planting matures. Nitrogen deposition compensatory planting would have positive</p>	Yes
RS119	Comments opposing the preferred route because of potential impacts on designated sites, such as Sites of Special Scientific Interest (SSSIs), Areas of Outstanding Natural Beauty (AONB) and conservation areas.	2		Yes
RS116	Comments opposing the preferred route because of potential visual impacts on the landscape, including consultees saying the design does not provide sufficient mitigation against those impacts.	2		No
RS121	Comments opposing the potential impact of the route on wildlife and ecology, including natural habitats	3	No	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	such as marshlands, ancient woodlands and veteran trees.		<p>landscape and visual effects in some areas, as would the removal of some overhead power lines.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>For more information about the Project's impact on the landscape, including the Kent Downs AONB, see ES Chapter 7: Landscape and Visual (Application Document 6.1). This includes information about mitigation designed into the Project, such as cuttings and false cuttings, which would reduce its visual impact on the surrounding countryside. More information about the design can be found in the Design Principles (Application Document 7.5).</p>	
RS97	General comments opposing the preferred route on the grounds of impacts on the environment.	2	<p>The Secretary of State chose the route and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. Alternative routes and the planning balance for the Project were assessed as part of the Planning Statement (Application Document 7.2).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p>	No



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			<p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant had regard to them.</p> <p>The Applicant's Sustainable Development Strategy (Highways England, 2017d) sets out its approach and priorities for sustainable development. This has been incorporated into the development of the Project and is described in the Sustainability Statement (Application Document 7.11). This document provides an overview of the Applicant's approach to sustainability and information about the use of brownfield or contaminated land.</p> <p>The energy requirements for construction and operation of the Project would be met by purchasing renewable energy from certified supplies, such as offshore windfarms.</p>	

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			<p>Implementing wind turbines as part of the Project was discounted because of concerns about their impact on birds in environmentally sensitive areas, such as the Thames Estuary and Marshes Special Protection Area and Ramsar site. Solar farms were discounted because of their additional land use, which could have impacted land intended for other environmental mitigation measures. A Carbon and Energy Management Plan (Application Document 7.19) has been prepared which explains the energy requirements of the Project and commitments to and opportunities for reducing carbon emissions.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as Sites of Special Scientific Interest, Local Nature Reserves, and Special Areas of Conservation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>The proposed compensation sites are in four areas: Hole Farm, Brentwood; Southfields, Thurrock; Gravesham and Shorne Woods; and the A2/M2 corridor, including Blue Bell Hill.</p>	

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			<p>If appropriate, the areas of compensatory land would be made publicly accessible in a way that complements their primary function as compensatory habitats. Other benefits of the new habitats would be to: improve the appearance of the local landscape by planting new trees and other plants; enhance biodiversity by increasing the number of linked habitats; and planting new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	
RS125	A comment opposing the preferred route based on concerns about the land required to build the Project and potential for other land to be used for further development.	1	<p>The relevant local planning authorities are responsible for planning for future developments, details of which are included in their local plans. To understand future aspirations for growth, the Applicant has assessed the development plans within those local plans that are relevant and that are sufficiently advanced. Land use implications were considered in assessing alternative options for the route of the Project. For more information about how the Applicant has assessed developments in the Application Site, see ES Chapter 16: Cumulative Effects Assessment (Application Document 6.1). Assessments of the relevant local plans the alternatives considered for the route of the Project can be found in the Planning Statement.</p> <p>Wherever practicable, and where the Government's transport analysis guidance (Department for Transport, 2021b) applies, this has been accounted for in the design of the Project and mitigation measures have been included to reduce the impact.</p> <p>One of the ways in which the application for development consent will be assessed is the extent to which the proposals account for existing and proposed land uses in the vicinity of the plans.</p>	No
RS127	A comment opposing the potential for light pollution generated by the preferred route.	1	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 7: Landscape and Visual (Application Document 6.1) assesses the impact of light pollution during construction and operation.	No

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			<p>The Code of Construction Practice (CoCP), which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The Register of Environmental Actions and Commitments (REAC) brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project. Compliance with the CoCP and the REAC is a legally binding requirement of the draft DCO.</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in consultation with the relevant planning authorities, highways authorities and bodies identified in the CoCP to the extent that it relates to matters relevant to their respective functions for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Chapter 14 of this report, along with an explanation of how the Applicant has had regard to them.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on lighting for the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Chapter 14 of this report.</p>	

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			<p>The Project would be designed to reduce the amount of light that could affect the local area during operation by making sure that any artificial lighting used is directed as closely as possible on its intended target area. Lighting would be installed only where necessary for safety reasons, such as at junctions and tunnels. Large sections of the route to the north of the River Thames would remain unlit.</p> <p>There would be no significant impacts from light pollution on the environment or local people once the Project is operational.</p> <p>Further information about lighting along the route can be found in the Project Design Report (Application Document 7.4) and in the General Arrangements Plans (Application Document 2.5) and in the Structures Plans (Application Document 2.13). The Design Principles (Application Document 7.5) describes the lighting across the route and with reference to specific locations. The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
RS128	A comment expressing concern about potential noise and vibration that would be generated by traffic using the preferred route.	1	To assess the environmental impacts of the construction and operation of the Project, including noise and vibration, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as additional commitments within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 13: Population and Human Health (Application Document 6.1), assesses the impact of noise and vibration during construction and operation. The ES includes an assessment of the impact of construction traffic and the works, including tunnel operations.	No
RS129	Comments opposing the potential noise vibration that would be generated by traffic using the preferred route.	4	<p>Noise mitigation has been considered during the design of the route, which has been designed at the lowest practicable height in the surrounding landscape, which includes the use of cuttings and false cuttings. Mitigation would also include the use of low-noise surfacing and noise barriers where appropriate. For more information about the proposed noise barriers, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 2.4: Environmental Masterplan</p>	No

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			<p>(Application Document 6.2). The Environmental Masterplan is secured through Schedule 2 Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project. The CoCP includes information about the development of access routes within noise constraints and how noise would be avoided during normal working hours.</p>	



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			<p>Good practice measures would be implemented, such as closed-board fencing installed around the construction compounds, the use of low-noise equipment, and the locating of noisy activities as far away from key local buildings as possible. Appropriate noise and vibration limits would be monitored and adjusted to ensure ongoing effectiveness.</p> <p>There is the potential for some significant noise and vibration impacts in some locations during the construction phase as a result of construction traffic and onsite activities. Construction noise would, however, be mitigated using good practice measures set out in the CoCP and the REAC.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation. For more information, see ES Chapter 12: Noise and Vibration (Application Document 6.1).</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs Area of Outstanding Natural Beauty (AONB).</p>	
RS131	A comment expressing concern about the potential impact of the Project on pollution and air quality, which says that the air in this area is already too polluted.	1	The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys. Alternative routes and options for the Project, and the planning balance for the Project, were assessed as part of the Planning Statement (Application Document 7.2).	No

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RS132	Comments opposing the potential impact of the preferred route on pollution and air quality. Comments include those referring to legal requirements for the control of air pollution.	9	<p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 5: Air Quality (Application Document 6.1), includes an assessment of the predicted changes to local air quality as a result of the Project. The ES chapter assesses impacts during construction and operation and sets out mitigation where this is considered appropriate.</p> <p>The construction phase is likely to affect air quality as a result of emissions of dust from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project. Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigations in place, the air quality impacts in relation to human health of the Project during construction are not expected to be significant.</p> <p>Compliance with the CoCP and the REAC is a legally binding requirement of the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in consultation with the relevant planning authorities, highways authorities and bodies identified in the CoCP</p>	No



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			<p>to the extent that it relates to matters relevant to their respective functions for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Chapter 14 of this report, along with an explanation of how the Applicant has had regard to them.</p> <p>The operation of the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains across which locations the air quality modelling was carried out and why these were selected.</p> <p>The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project. Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and Design Manual for Roads and Bridges LA 105 standards (Highways England, 2019b). Given there are no significant adverse impacts on air quality in relation to human health from the Project during operation, then no mitigation for air quality effects is required.</p>	

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			<p>With regards to comments about air quality and tree planting, during operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation. Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as SSSIs, Local Nature Reserves, and Special Areas of Conservation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>The proposed compensation sites are in four areas: Hole Farm, Brentwood; Southfields, Thurrock; Gravesham and Shorne Woods; and the A2/M2 corridor, including Blue Bell Hill.</p>	

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			<p>If appropriate, the areas of compensatory land may be made publicly accessible in a way that complements their primary function as compensatory habitats. Other benefits of the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants; enhancing biodiversity by increasing the number of linked habitats; and planting new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project. More information about the assessments of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	
RS24	<p>A comment expressing concern that the negative impacts of the preferred route would outweigh its benefits, which also says the gains are not worth the impacts.</p>	1	<p>The preferred route was selected to best meet the Scheme Objectives, providing an optimal balance between reducing traffic congestion and increasing economic benefits, while reducing the environmental impacts wherever practicable. Additional details relating to the evolution of the Project and the assessment of alternatives are provided in the Environmental Statement (ES) Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1) and the Planning Statement (Application Document 7.2)</p> <p>For more information about the Scheme Objectives agreed between the Applicant and the Department for Transport, see the Need for the Project (Application Document 7.1). For more information about the planning balance for the Project and an overview of the justification for the selection of the route, including how the Applicant considered the environmental benefits, see the Planning Statement (Application Document 7.2)</p> <p>The traffic modelling forecasts that the location of the preferred route would attract traffic away from the Dartford Crossing, providing relief at Dartford and delivering against the other Scheme Objectives. For more information, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8). The economic benefits of the Project are presented in the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.</p>	No

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			<p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC. The EMP2 would also need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the</p>	

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			<p>Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	
RS5	A comment expressing concern about the decision-making process that led to the preferred route.	1	<p>The approach taken to selecting the preferred route and developing the design for the Project is in accordance with the legislation, standards and guidance set out by the Government. The process ensured that transport modelling, environmental assessments and economic appraisals were carried out on a fair and consistent basis. More information about this process can be found in the Planning Statement (Application Document 7.2). The compliance of the proposals for the Project with the National Policy Statement for National Networks (Department for Transport, 2014) are set out within the Planning Statement and the National Policy Statement Accordance Table, also in the Planning Statement.</p>	No
RS6	Comments opposed to the decision-making process that led to the preferred route. Comments include concerns about the setting or priorities, the involvement of stakeholders, the role of decision-makers, strategy, and consideration for local communities.	3	<p>At appropriate stages during the Project's development, the Applicant has held public consultations to ensure that all stakeholders have had an opportunity to provide feedback on the proposals. For example, during the Statutory Consultation in October 2018, over 60 consultation-related events were held, with many in the areas most affected by the proposals. The consultation process is reported throughout this report, with information about how the Statutory Consultation was carried out in Chapter 4.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment has been carried out, which is documented in Environmental Statement (ES). (Application Documents 6.1, 6.2 and 6.3). ES Chapter 13: Population and Human Health (Application Document 6.1) presents the assessments of the Project's impacts on local people and communities during construction and operation, as well as setting out any proposed mitigation.</p> <p>During this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the</p>	No

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			<p>design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The Applicant consulted on the draft CoCP including the REAC as part of the Community Impacts Consultation in July 2021.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>Details of how the alternative routes were assessed by the Applicant can be found in the Planning Statement (Application Document 7.2) and the environmental assessments that were considered as part of the route decision can be found in ES Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1).</p>	
RS179	A comment expressing concern that the preferred route would not improve congestion.	1	The Applicant's traffic modelling, submitted as part of the application for development consent, forecasts that in 2030, the reduction in traffic would be 19% compared with the situation without the new road. With the Project in place, the level of traffic using Dartford Crossing is forecast to remain below its current levels for the foreseeable future. Average speeds on that part of the network would rise and journey times would become more reliable, relieving congestion at the Dartford Crossing in line with the Scheme Objectives agreed with the Department for Transport (DfT). For	No
RS180	Comments opposed to the preferred route on the grounds that it would not improve congestion. Some	3		No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	consultees say it would not resolve congestion at the Dartford Crossing, either transferring congestion elsewhere or only improving traffic temporarily.		information about the Scheme Objectives, see the Need for the Project (Application Document 7.1). Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).	
RS181	Comments expressing concern about the preferred route, with consultees saying it would worsen traffic congestion because it is too close to the Dartford Crossing and would increase congestion by creating more traffic in the area of the route on both local and strategic roads.	3	While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8). The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.	No
RS182	Comments opposed to the preferred route, with consultees saying it would worsen traffic congestion because it is too close to the Dartford Crossing and would increase congestion by creating more traffic in the area of the route on both local and strategic roads.	9	The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring. The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens. The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (DfT, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			More information on the predicted traffic impacts on local roads is available in the Transport Assessment (Application Document 7.9).	
RS183	A comment expressing concern about the potential impact of the preferred route on local roads, which perceives it would increase congestion on local roads and that there is no provision to upgrade the existing infrastructure.	1	<p>The Project would change traffic patterns across the Lower Thames area, including providing much-needed relief at the Dartford Crossing. While the Project would result in additional vehicle mileage being travelled, this is largely as a result of longer trips – particularly those across the River Thames. The number of new trips predicted as a result of the Project is relatively low.</p> <p>Once the Project is operational, traffic impacts on the affected road network, including local roads, would be monitored. Where appropriate, the Applicant would support the local authority in its engagement with the Department for Transport towards seeking funding for further highway works.</p>	No
RS184	Comments opposing the potential impact of the preferred route on local roads. Comments include those say it would increase congestion on local roads and that there is no provision to upgrade the existing infrastructure.	2	<p>The Project has been designed with high-quality free-flowing links to key points on the strategic road network, with only limited direct links to local roads. Freight traffic using the Project to travel between Channel ports and destinations to the north would not need to use the local road network near the Project, and their opportunities to do so would be limited.</p> <p>For more information about the impacts across the road network, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8) and the Transport Assessment (Application Document 7.9).</p>	No
RS185	Comments expressing concern that the preferred route would increase the use of local roads as 'rat runs'. Consultees mention HGVs using local roads and disruption to local communities.	2		No
RS187	A comment opposing the preferred route because it would not improve	1	The preferred route would provide an alternative to the Dartford Crossing in the event of an incident. Technology on the approaches to the route would be used to provide	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	resilience of the road network, particularly in the event of an incident at the Dartford Crossing.		<p>real-time journey information, which would include information about current incidents and journey times.</p> <p>For more information about the signage and technology used in the and around the tunnel, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021. The Design Principles explain the use of signage and technology across the route, including information on its design at specific locations.</p>	
RS31	A suggestion referring specifically to traffic movements of heavy goods vehicles (HGVs) on the preferred route, which suggests they should be diverted via London and the A130.	1	<p>The Project proposals have been designed as an all-purpose trunk road with a restriction on HGVs using lane three, similar to a motorway. There would be no other restrictions on HGVs, apart from oversized HGVs, because there is sufficient capacity along the route and its junctions for free-flowing traffic to be achieved in normal conditions. Although the route is not a motorway, similar restrictions would apply for safety reasons, so pedestrians, low-powered motorcycles, learner drivers, cyclists, horse riders and agricultural vehicles would be prohibited. These restrictions are due to the high volumes of high-speed traffic expected to use the route.</p> <p>For more information about the road's classification and vehicle access, see the Classification of Roads Plans (Application Document 2.11) together with Schedule 5 of the draft Development Consent Order (DCO) (Application Document 3.1), and the Traffic Regulation Measures Plans (Application Document 2.10) together with Schedule 5 and 6 of the draft DCO. Reference points are shown on the plans, which are referenced in the schedules.</p> <p>The classification of existing roads within the Order Limits would remain the same.</p>	No
RS54	A suggestion that the elevation of the preferred route should be reduced, including suggestions to use cuttings.	1	<p>The Project has been designed to reduce visual effects by measures such as the use of cuttings and false cuttings, and the 4.25km-long tunnel, extending beyond the River Thames to the south. Green bridges would help maintain landscape connectivity across the Project route and extensive new woodland planting would help screen views of the Project.</p> <p>Ground conditions south of the River Thames have allowed the proposed road to be designed in a tunnel or cutting all the way to the proposed M2/A2/A122 Lower Thames Crossing junction. North of the river, the route passes through flood zones,</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>which means the road would have to be elevated for much of the route between the Tilbury Loop railway line and the M25. However, for a significant length north of the River Thames, the route would sit within a false cutting between 2m and 5m high, which would help it blend with the surrounding landscape. The route would pass under the existing A13/A1089 junction, helping to reduce the height of the junction, before being elevated on embankments and viaducts across the Mardyke Valley. Finally, the route would pass under the M25, reducing the overall height of this junction, before joining the motorway south of junction 29. Where appropriate, woodland planting and carefully designed earthworks would help make the route less obtrusive.</p> <p>The Applicant investigated extending the tunnel northwards to pass under the Tilbury Loop railway line and Station Road, which would locate the North Portal 2km north of where it is currently proposed. Extending the tunnel that far would present significant engineering challenges due to the geology of the area and the need to adapt the existing tunnel design to account for the increased length. Both these factors would have added significantly to the Project costs. In addition, extending the tunnel beyond the location of the previously proposed Tilbury junction would limit any future connection to the route.</p> <p>At the Supplementary Consultation in January 2020, the Applicant presented revised proposals for the Tilbury Viaduct that reduced its length and height over the Tilbury Loop railway line and Station Road, reducing the visual impact of the viaduct. The improved design would allow Station Road to remain as it is at present, with construction taking place overhead.</p> <p>For more information about how the route is designed to sit within the surrounding landscape, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5).</p> <p>The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>The impacts on the landscape and local communities have been assessed as part of the Environmental Impact Assessment, which is documented in Environmental</p>	

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			<p>Statement (ES) Chapter 7: Landscape and Visual, and ES Chapter 13: Population and Human Health (Application Document 6.1).</p> <p>The Applicant consulted on the predicted impacts on local people, including visual impacts, during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in particular the information presented in the Ward Impact Summaries (see Appendix S of this report). Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>During operation, there would be permanent landscape effects from the Project in the Kent Downs AONB and Green Belt. These would gradually reduce as planting mitigation establishes and matures over the 15 years after opening year. There would also be permanent visual effects on recreational facilities, residents and motorists, with these also reducing as planting matures over 15 years, although some significant effects would remain even when planting matures. Nitrogen deposition compensatory planting would have positive landscape and visual effects in some areas, as would the removal of some overhead power lines.</p> <p>Since the Statutory Consultation in October 2018, amendments to the Applicant's designs have nearly halved the proposed numbers of Heavy Goods Vehicle (HGV) journeys during construction. At the Statutory Consultation, the proposed figure was an average of 17,500 HGV journeys a month (where a journey refers to a single HGV movement in or out of the construction area). At the Supplementary Consultation in January 2020, this figure had been reduced to an average of 13,300 HGV journeys per month. The reduction would be achieved by reusing excavated material for landscaping features around the tunnel portals and other design changes. The Applicant consulted on revised proposals for HGV movements during the Community Impacts Consultation of July 2021 as part of the draft outline Traffic Management Plan for Construction. These would mean a further reduction to an average of 10,350 HGV journeys per month Project-wide during the construction phase.</p> <p>Since the Community Impacts Consultation, the Applicant has further refined the designs to update landscaping at various locations around the proposed A13/A1089/A122 Lower Thames Crossing junction and at the proposed A122 Lower</p>	

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			<p>Thames Crossing/M25 junction. This would involve the reuse of clean excavated material for construction activities, reducing the number of HGV journeys, which would have a reduction in noise and environmental impacts related to construction. These changes were consulted on in the Local Refinement Consultation in May 2022.</p> <p>The Applicant is also proposing to raise the new road in some locations, such as the proposed A122 Lower Thames Crossing/M25 junction and near North Road, where this can be achieved without increasing visual impacts or noise. More information was included in the Local Refinement Consultation in May 2022.</p> <p>The Applicant's latest proposals would mean a further reduction to an average of 9,500 HGV journeys per month across the whole Project during the construction phase, a 46% reduction on the original proposals at the Statutory Consultation in October 2018.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant provided a breakdown of average daily HGV movements to individual compounds during construction. This information was included in the Ward Impact Summaries document (see Appendix S of this report), with more information about the movement of excavated materials is also provided in the draft outline Site Waste Management Plan and the draft outline Materials Handling Plan. These consultation documents can be found in Appendix S of this report. Comments on those documents received during consultation are reported in Section 14.4 of this report, along with information as to how the Applicant had regard to those comments. Updated versions of the outline Site Waste Management Plan (Application Document 6.3, ES Appendix 2.2, Annex A) and outline Materials Handling Plan (Application Document 6.3, ES Appendix 2.2, Annex B) are included as part of application for development consent.</p>	
RS75	A suggestion that the preferred route would enhance the economic growth and regeneration of local areas.	1	<p>The preferred route and design of the Project seek to maximise national and local benefits while providing value for money for taxpayers. Road users in Kent, Thurrock, Havering and Essex who travel along parts of the A2, A13, A127, M25, and M20 and who use the Dartford Crossing and its approach roads are forecast to experience reduced journey times and reduced congestion as a result of the Project.</p> <p>The improved connectivity would boost the productivity of local businesses by making it easier for them to interact with customers and suppliers, and to retain and attract</p>	No

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			<p>workers. These business benefits would boost employment and economic growth, with significant long-term benefits from the Project for businesses.</p> <p>The Project aligns with the South East Local Enterprise Partnership (SELEP) strategy for tackling housing shortages, encouraging infrastructure and improving workforce skills to increase productivity and regional economic growth. The majority of the Project's economic, social and environmental benefits accrue from trips that begin and/or end in local authorities within the SELEP area. SELEP local authorities north and south of the River Thames are forecast to receive substantial transport user benefits, which are mainly journey-time savings and productivity benefits.</p> <p>The traffic modelling submitted as part of the application for development consent forecasts that, compared with the situation without the Project, the traffic using the Dartford Crossing would fall by 19% in 2030 and remain below current levels for the foreseeable future.</p> <p>The Project would help transform the economic geography of the area and connect two economies that have historically been separated by the River Thames. It would connect local people to more jobs, make business-to-business interactions easier and more effective, and facilitate growth in trade and freight, which is so dependent on reliable journey times to ports and to the Channel Tunnel.</p> <p>The Project would support local and regional policy objectives for both economic and housing growth – and is in line with national government objectives for sustainable economic growth, levelling up and Global Britain.</p> <p>For more information about the traffic modelling, including cross-river traffic flows, see the Combined Modelling and Appraisal Report (Application Document 7.7), with information about the Project benefits in the Economic Appraisal Package, which is in Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). Information about the economic benefits of the Project can be found in the Need for the Project (Application Document 7.1).</p>	
RS99	A suggestion that the impact of the preferred route on the environment should be minimised,	1	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were	No

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	including suggestions to maximise use of brownfield or renewable power generation along the route.		<p>identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that</p>	



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			<p>were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant had regard to them.</p> <p>The Applicant's Sustainable Development Strategy (Highways England, 2017d) sets out its approach and priorities for sustainable development. This has been incorporated into the development of the Project and is described in the Sustainability Statement (Application Document 7.11). This document provides an overview of the Applicant's approach to sustainability and information about the use of brownfield or contaminated land.</p> <p>The energy requirements for construction and operation of the Project would be met by purchasing renewable energy from certified supplies, such as offshore windfarms. Implementing wind turbines as part of the Project was discounted because of concerns about their impact on birds in environmentally sensitive areas, such as the Thames Estuary and Marshes Special Protection Area and Ramsar site. Solar farms were discounted because of their additional land use, which could have impacted land intended for other environmental mitigation measures. A Carbon and Energy Management Plan (Application Document 7.19) has been prepared which explains the energy requirements of the Project and commitments to and opportunities for reducing carbon emissions.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as Sites of Special Scientific Interest, Local Nature Reserves, and Special Areas of Conservation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats</p>	

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			<p>would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>The proposed compensation sites are in four areas: Hole Farm, Brentwood; Southfields, Thurrock; Gravesham and Shorne Woods; and the A2/M2 corridor, including Blue Bell Hill.</p> <p>If appropriate, the areas of compensatory land would be made publicly accessible in a way that complements their primary function as compensatory habitats. Other benefits of the new habitats would be to: improve the appearance of the local landscape by planting new trees and other plants; enhance biodiversity by increasing the number of linked habitats; and planting new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	
RS2	Comments requesting further information on the preferred route. Comments include those asking about design changes, how local areas would be affected, and what are the alternatives to the preferred route.	2	<p>For the Statutory Consultation in October 2018, the Applicant produced over 3,000 pages of information about the design of the Project. This included detailed explanations and maps of the road and the tunnel at their current stages of design development. The consultation materials also included information about the potential impacts, such as impacts on the environment which are outlined further in the Planning Statement) (Application Document 7.2) and Environmental Statement Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1). Information on traffic movements in and around the Project can be found in the Traffic Forecasts Non-Technical Summary (Application Document 7.8). In addition, the process whereby options for the Project had been investigated and the preferred route established, are explained in the Planning Statement. The consultation was</p>	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>promoted extensively over the 10-week period, including holding over 60 consultation-related events where staff were available to answer questions about the Project.</p> <p>For more information about the Statutory Consultation materials and promotional activities, see Chapter 4 of this report. The Statutory Consultation materials are set out in Appendix M of this report.</p>	
RS10	General comments in support of the preferred route, including comments saying this is the best option.	4	These comments have been noted.	No
RS53	A comment in support of increasing the number of lanes proposed, from two to three, as part of the design changes included in the Statutory Consultation. It is felt this would help the road to handle future demand.	1	<p>The number of lanes along the Project's route has been adjusted as part of the ongoing design development process. While it was originally expected that two lanes in each direction would be enough to accommodate the forecast traffic flows, after carrying out further traffic modelling, this was increased to three lanes in each direction for the proposals presented at Statutory Consultation in October 2018.</p> <p>Updated traffic modelling led to the conclusion that the number of lanes on the southbound section of the route between the A122 Lower Thames Crossing/M25 and the A13/A1089/A122 Lower Thames Crossing junctions could be reduced from three to two while still allowing the Project to accommodate the forecast traffic demand. This change would reduce the footprint, impacts and costs of the Project along this section, with it still forecast to remain free-flowing for the foreseeable future.</p> <p>This revision to the proposals was presented at the Supplementary Consultation in January 2020. More information on the Supplementary Consultation can be found in Chapter 6 of this report. More information about the design of the route can be found in the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). Transport modelling information is available in the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7).</p> <p>The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
RS199	A comment in support of the preferred route, saying it would have a beneficial impact on congestion, including the Dartford Crossing.	1	These comments have been noted.	No
RS202	A comment in support of the preferred route arguing that it would provide more direct and efficient routes between locations.	1		No
RS196	Comments in support of the preferred route arguing that it would minimise the impact on local roads and their use as 'rat runs'.	2		No
RS193	A comment in support of the Project due to the anticipated reduction in journey times.	1		No
RS195	A comment in support of the Project, which says that it would improve resilience of the road network by providing an additional option to cross the River Thames.	1		No
RS23	Comments in which support for the preferred route are based on certain	2	The preferred route was selected to best meet the Scheme Objectives, providing an optimal balance between reducing traffic congestion and increasing economic benefits, while reducing the environmental impacts wherever practicable. Additional	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	<p>conditions. These include the condition that its expected results must be achieved, or that the plans should not be changed.</p>		<p>details relating to the evolution of the Project and the assessment of alternatives are provided in the Environmental Statement (ES) Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1) and the Planning Statement (Application Document 7.2)</p> <p>For more information about the Scheme Objectives agreed between the Applicant and the Department for Transport, see the Need for the Project (Application Document 7.1). For more information about the planning balance for the Project and an overview of the justification for the selection of the route, including how the Applicant considered the environmental benefits, see the Planning Statement (Application Document 7.2)</p> <p>The traffic modelling forecasts that the location of the preferred route would attract traffic away from the Dartford Crossing, providing relief at Dartford and delivering against the other Scheme Objectives. For more information, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8). The economic benefits of the Project are presented in the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan</p>	

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			<p>is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC. The EMP2 would also need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	

## Summary of issues raised relating to the southern route and the Applicant's responses

11.5.24 Table 11.26 below summarises the issues raised relating to the southern route and presents the Applicant's responses to those issues raised.

**Table 11.26 Summary of issues raised relating to the southern route and the Applicant's responses**

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
SR101	A comment in support of the proposed widening of the M2/A2 to four lanes on the grounds that this would improve traffic flow.	1	These comments have been noted.	No
SR23	A comment highlighting the benefits of the proposed southern route.	1		No
SR64	Comments in support of the southern route on the grounds that it would reduce journey times.	2		No
SR104	A comment opposed to the potential loss of local amenities such as Southern Valley Golf Course.	1	In many instances where the Project affects community land used for recreation, the Applicant is proposing replacement land to reduce the adverse impacts. Locations where this is proposed include Shorne Woods Country Park, Tilbury Fields, Ron Evans Memorial Field, Orsett Fen, Thames Chase Forest Centre and Folkes Lane Woodland. The Applicant consulted on these proposals in July 2020 during the Design Refinement Consultation and in July 2021 during the Community Impacts Consultation.  The Southern Valley Golf Club is a privately owned business. Following feedback received during the Community Impacts Consultation, the Applicant has proposed to permanently acquire the entire Southern Valley Golf Club site, including the 8ha previously identified for temporary possession during the construction phase.  There is no proposal to replace the golf club, but the Applicant would create Chalk	No

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			<p>Park, a new public recreational area within the Order Limits, near the South Portal, which would be accessible to the public once the Project is operational. When complete, Chalk Park would form part of the wider provision of public recreational land south of the river.</p> <p>Persons with an interest in land who would be affected by the land acquisition powers contained within the application for development consent, would be entitled to make a claim for compensation. Each claim for compensation would be considered on its own merits, in line with the Code.</p> <p>The Applicant has been working with the owners of the Southern Valley Golf Club regarding compensation for the impact of the Project.</p> <p>Further information about the compensation offered to businesses affected by the Project can be found in Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a).</p>	
SR46	A comment expressing concern that local communities on the southern route such as Chalk would be adversely affected because of increased traffic load.	1	<p>Following the Statutory Consultation in October 2018, some sections of the Project have been revised, with additional traffic modelling being carried out at appropriate times during the design and development process. The traffic modelling presented as part of the application for development consent forecasts that the crossing and the proposed M2/A2/A122 Lower Thames Crossing junction would remain free-flowing for the foreseeable future. On many roads, such as the A2 and the Dartford Crossing, the number of vehicles would fall when the new crossing opens.</p>	No
SR47	Comments opposed to the southern route because of concerns that local communities would be adversely affected by increased traffic load from new infrastructure.	4	<p>However, on some roads on the approach to the new crossing, including the A228, A229, M2 and some sections of the M25, there would be an increase in traffic levels. This would be due in part to travel across the River Thames becoming easier and more reliable.</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south</p>	No
SR51	A comment opposed to the proposed southern route because of concerns	1		No

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	<p>that it would increase the likelihood of rat runs through residential areas, such as Thong Lane.</p>		<p>capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>National Highways is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The National Highways will continue to deliver against this obligation in its collaborative work with local authorities.</p> <p>Traffic modelling forecasts show that there would be minor increases in traffic flow along the southern end of Valley Drive (Gravesend) of between 10% and 20% as a result of the Project. This is likely to be as a result of some local re-assignment</p>	



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			<p>of traffic taking advantage of the direct connection from the Gravesend East junction to the Project and the more reliable journey opportunities it would bring across the River Thames.</p> <p>In general, much of Riverview Park (Gravesend) and Chalk are forecast to see only slight changes in traffic patterns or volumes as a result of the Project. However, some roads are forecast to see an increase in traffic as a result of local route reassignment as traffic alters the route it takes given changes to connectivity at and around the proposed M2/A2/A122 Lower Thames Crossing junction.</p> <p>In Chalk ward, an increase in traffic flows is expected on the A226 Gravesend Road once the Project is operational. There are only small changes in flows predicted on other minor roads within the ward.</p> <p>A previously proposed junction between the Project and the A226 Gravesend Road was removed after consultation because it had a negative impact on traffic levels east of Gravesend, including roads in Chalk ward.</p> <p>Traffic modelling also forecasts that there would be an increase in traffic in the Shorne area, with more traffic expected along Peartree Lane at peak times.</p> <p>Information about ward-level traffic impacts was presented in the Ward Impact Summaries (see Appendix S of this report) along with proposed mitigations for traffic impacts. These were consulted on during the Community Impacts Consultation in July 2021.</p>	
SR108	A comment opposed to the southern route because of concerns that it would affect local properties.	1	<p>The Applicant has sought to minimise the land impacted or required for the Project, while ensuring there is sufficient land to build and operate the road.</p> <p>At the Statutory Consultation in October 2018, the demolition of four residential and three business properties, mostly near the proposed M2/A2/A122 Lower Thames Crossing junction, was proposed south of the River Thames. During the Design Refinement Consultation in July 2020, the Applicant consulted on revised proposals for the junction, which required seven residential and four business properties to be demolished, again near the proposed M2/A2/A122 Lower Thames Crossing junction. During the Community Impacts Consultation in July 2021, it was proposed that four residential properties and four commercial properties require demolition, which are in the vicinity of the new M2/A2/A122</p>	No



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			<p>Lower Thames Crossing junction, the same properties as proposed in the Statutory Consultation.</p> <p>For more information about these consultations, see Chapters 4, 7 and 8 of this report.</p> <p>An Environmental Impact Assessment (EIA) has been carried out to assess the impact on local communities, including the demolition of properties where this is required. This is documented in the Environmental Statement (ES), including ES Chapter 13: Population and Human Health (Application Document 6.1). This chapter lists the properties subject to demolition south of the River Thames.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>During the preparation of the ES, mitigation requirements were identified and have been incorporated into proposals, either embedded within the design of the Project or within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2).</p> <p>The land required for the Project is set out in the Land Plans (Application Document 2.2) and the reason each plot is required is explained in the Statement of Reasons (Application Document 4.1).</p> <p>Since the Preferred Route Announcement in 2017, owner-occupiers of residential properties within the Order Limits have been able to ask the Applicant to purchase their properties by serving a Blight Notice under the Town and Country Planning Act 1990 (as amended). The Applicant has received a number of Blight Notices and is processing these. More information about the blight process can be found in the National Highways booklet Your Property and Blight (National Highways, 2022d).</p>	

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			<p>Persons with an interest in land who would be affected by the land acquisition powers contained within the application for development consent, would be entitled to make a claim for compensation.</p> <p>Each claim for compensation would be considered on its own merits, in line with the Code.</p> <p>Further information about the compensation offered to those affected by the Project can be found in the Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers and guide 4 – Compensation to Residential Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a; 2021c). These include information about compensation for when the value of a property has been affected by the Project.</p>	
SR142	Comments opposed to the southern route because it would lead to the loss of Green Belt.	3	<p>The Applicant has designed the Project to reduce impacts on the environment during operation and construction. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate' to reduce any potential adverse effects.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as good practice mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>ES Chapter 7: Landscape and Visual (Application Document 6.1) presents the assessment of the Project's impact on the landscape of designated areas, including the Kent Downs Area of Outstanding Natural Beauty (AONB) and Sites of Special Scientific Interest (SSSI) south of the River Thames, such as Shorne and Ashenbank Woods SSSI. ES Chapter 8: Terrestrial Biodiversity (Application</p>	Yes

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>Document 6.1) presents the assessment of impacts on wildlife and habitats, including ancient woodlands.</p> <p>Each of the ES chapters outlines the baseline conditions of the area where the Project would be situated, assesses potential impacts of the Project and outlines measures that would be implemented to reduce adverse effects where appropriate.</p> <p>Since the Statutory Consultation in October 2018, the proposed M2/A2/A122 Lower Thames Crossing junction has been redesigned to improve the layout and reduce the footprint of the junction. The A2/M2 works are, where possible, to be carried out within the existing highway boundary. There would be a need for works outside of the existing boundary and these works would include retaining walls, earthworks, landscaping mitigation and utility diversions and supplies.</p> <p>As part of the design, an extensive number of environmental mitigation proposals have been developed and embedded into the design.</p> <p>To reduce the impact of construction work on the landscape and on visual amenity, taller temporary construction plant and buildings within construction compounds would, where practicable, be sited to reduce their prominence from the surrounding landscape. Other measures, such as temporary perimeter mounds, are proposed to soften sensitive views of some construction compounds.</p> <p>During construction, the compounds and the removal of vegetation would have significant effects on the landscape, with the two tunnel entrance compounds having the greatest effect. There would be temporary effects on landscape including the sensitive landscape character of the Kent Downs AONB, and temporary visual effects experienced by users of recreational facilities, such as footpaths and bridleways, users of roads and by residents and users of non-residential buildings.</p> <p>The Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats. Mitigation measures include safe crossing points for wildlife over or under the Project and translocation of protected species to suitable existing or new habitats. Habitat creation is proposed to compensate for the loss of habitat from within</p>	

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			<p>designated sites, including ancient woodland, to improve connectivity between existing habitats, to provide replacement habitats for protected species, and to compensate for the impacts of nitrogen deposition when the Project is operational. These measures would include the salvage of soils from ancient woodlands for beneficial reuse in new areas of compensatory woodland planting, and the planting of new woodland and other habitats on existing agricultural land. Overall, there would be several hundred hectares of new woodland and habitats created across the Project during the construction phase, providing biodiversity benefits.</p> <p>During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial invertebrates, and permanent habitat loss within ancient woodland and the loss of six veteran trees (three north of the River Thames and three to the south).</p> <p>The Project south of the River Thames has been designed to reduce visual effects by measures such as the use of cuttings and the 4.25km-long tunnel, extending beyond the River Thames to the south. Green bridges would help maintain landscape connectivity across the Project route and extensive new woodland planting would help screen views of the Project.</p> <p>During operation, there would be permanent landscape effects from the Project in the Kent Downs AONB and Green Belt. These would gradually reduce as planting mitigation establishes and matures over the 15 years after opening year. There would also be permanent visual effects on recreational facilities, residents and motorists, with these also reducing as planting matures over 15 years, although some significant effects would remain even when planting matures. Nitrogen deposition compensatory planting would have positive landscape and visual effects in some areas, as would the removal of some overhead power lines.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction</p>	

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			<p>or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site. The Environmental Masterplan and Design Principles present the mitigation measures that are embedded in the design of the southern route to reduce the impacts on flora, fauna and the landscape.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms, part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO, the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan, and the CoCP.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project.</p> <p>Compliance with the CoCP and the REAC is a legally binding requirement of the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in consultation with the relevant planning authorities, highways authorities and bodies identified in the CoCP to the extent that it relates to matters relevant to their respective functions for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would</p>	

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			<p>address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has had regard to them.</p> <p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs Area of Outstanding Natural Beauty (AONB). Additionally, the A2/M2 upgrade proposed at Statutory Consultation would now use lower-noise surfacing compared to the previous proposals. The Applicant has assessed the impact of removing this noise barrier and found that there would be no significant impacts on sensitive receptors, such as residential properties, as a result of the change. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p>	

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			<p>This compensatory planting would provide new wildlife-rich habitats using land that is currently mostly farmland, improving biodiversity in these areas and enhancing the area's wider biodiversity by increasing the number of linked habitats. A proportion of this land would be woodland. More information about the assessments of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and ES Appendix 5.6: Project Air Quality Action Plan (Application Document 6.3).</p> <p>During operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including SSSIs, ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation. Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
SR136	A comment opposed to the southern route on the grounds of the visual impact on the surrounding landscape.	1	<p>To reduce the impacts on local communities, the Project has been routed away from population centres as much as possible. This means that it would have an impact on the surrounding countryside, including Green Belt.</p> <p>The National Policy Statement for National Networks (Department for Transport, 2014) and the Draft Overarching National Policy Statement for Energy (EN-1) (Department for Business, Energy and Industrial Strategy, 2021) recognise that new roads or utility diversions through Green Belt may constitute inappropriate development. Where that is the case, there is a presumption against such development except in very special circumstances. The Applicant has developed the Project to ensure it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and the associated planning practice guidance to support the framework (Department for Levelling Up, Housing and Communities; and Ministry of Housing, Communities and Local Government, 2021). This assessment, which explains the very special</p>	No



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			<p>circumstances, is set out in Appendix E of the Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Table.</p> <p>To reduce the impact of construction work on the landscape and on visual amenity, taller temporary construction plant and buildings within construction compounds would, where practicable, be sited to reduce their prominence from the surrounding landscape. Other measures, such as temporary perimeter mounds, are proposed to soften sensitive views of some construction compounds.</p> <p>During construction, the compounds and the removal of vegetation would have significant effects on the landscape, with the two tunnel entrance compounds having the greatest effect. There would be temporary effects on landscape including the sensitive landscape character of the Kent Downs AONB, and temporary visual effects experienced by users of recreational facilities, such as footpaths and bridleways, users of roads and by residents and users of non-residential buildings.</p> <p>Throughout the development of the Project, the Applicant has designed junctions and other structures such as bridges and viaducts to minimise their footprint and height wherever ground conditions and the engineering requirements of the Project allow. Ground conditions south of the River Thames have allowed the road to be designed in a tunnel or cutting all the way to the proposed M2/A2/A122 Lower Thames Crossing junction, reducing its impact on the surrounding landscape and nearby populations.</p> <p>During operation, there would be permanent landscape effects from the Project in the Kent Downs AONB and Green Belt. These would gradually reduce as planting mitigation establishes and matures over the 15 years after opening year. There would also be permanent visual effects on recreational facilities, residents and motorists, with these also reducing as planting matures over 15 years, although some significant effects would remain even when planting matures. Nitrogen deposition compensatory planting would have positive landscape and visual effects in some areas, as would the removal of some overhead power lines.</p>	



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			<p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The EIA includes an assessment of the impact of the Project and its junctions on land designated as Green Belt and other visual impacts on the surrounding landscape in ES Chapter 7: Landscape and Visual (Application Document 6.1), which also presents the assessments, as well as any proposed measures to reduce adverse impacts in each area.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (DCO) (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the CoCP (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft DCO.</p>	

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			<p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs Area of Outstanding Natural Beauty (AONB). Additionally, the A2/M2 upgrade proposed at Statutory Consultation would now use lower-noise surfacing compared to the previous proposals. The Applicant has assessed the impact of removing this noise barrier and found that there would be no significant impacts on sensitive receptors, such as residential properties, as a result of the change. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road.</p>	
SR154	<p>A comment opposed to the southern route because of concerns about light pollution, which consultees feel would impact local communities and wildlife. The consultee also says that the mitigation measures proposed are inadequate.</p>	1	<p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>ES Chapter 7: Landscape and Visual (Application Document 6.1) includes an assessment of the impact of light pollution during construction and operation, as well as information about any proposed mitigation for each area. ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) includes an assessment as to whether light from construction or operation would disturb wildlife in the vicinity of the Project.</p> <p>The Project would be designed to reduce the amount of light that could affect the local area during operation by making sure that any artificial lighting is directed as closely as possible on its intended target area. Lighting would be installed only where necessary for safety reasons, such as at junctions and in tunnels. The height of lighting columns would be reduced as far as practicable, particularly on the elevated slip roads. Information about lighting along the route can be found in</p>	No

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			<p>the Project Design Report (Application Document 7.4 and the Design Principles. The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project.</p> <p>During construction, where needed and appropriate, lighting to site boundaries would be provided and would comply with the commitments in the CoCP. This would mean that lighting would be sufficient to provide a safe route for the passing public. Where appropriate, lighting would be activated by motion sensors to prevent unnecessary usage. Site lighting would comply with the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light and would be designed, positioned and directed to prevent or minimise light disturbance to residents, habitats, as well as motorists and other transport users.</p> <p>With the mitigation measures in place, there would be no significant impacts from light pollution on the environment or local people during the construction phase.</p> <p>There would be no significant impacts from light pollution on the environment or local people during construction or once the Project is operational.</p> <p>Compliance with the CoCP and the REAC is a legally binding requirement of the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has had regard to them.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on lighting for the construction and operational phases of the Project and how these would be mitigated. Responses to that</p>	

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			consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.	
SR131	A comment opposed to the southern route because of concerns that noise pollution would increase, and this would disrupt local communities and wildlife. The consultee also comments that the mitigation measures put in place are insufficient.	1	<p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 12: Noise and Vibration (Application Document 6.1) includes an assessment of the impact of the Project on noise and vibration, including the impacts of construction vehicles and changes to traffic levels during operation. ES Chapter 12 also sets out the proposed mitigation. Embedded design mitigation is included in the Design Principles (Application Document 7.5). Noise mitigation measures for the southern route include designing the road at the lowest practicable height above existing ground levels, with the majority of the route in tunnels or cutting. These landscaping measures would reduce the noise impacts. At other locations, such as the proposed M2/A2/A122 Lower Thames Crossing junction, low-noise road surfacing would mitigate noise and vibration during operation.</p> <p>The locations of along the route formed part of the proposals included in the Design Refinement Consultation in July 2020. Information about the Design Refinement Consultation is contained in Chapter 7 of this report. Further information on the likely noise impacts of constructing and operating the Project were presented in the Community Impacts Consultation in July 2021. Information about the Community Impacts Consultation is contained in Chapter 8 of this report.</p> <p>The proposed barriers would typically be 2m high, and their locations were chosen after analysis of the predicted traffic noise that would be generated in</p>	Yes

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			<p>each area by the Project once in operation and consideration of sensitive receptors such as properties and population centres. For more information about the proposed noise barriers, see ES Chapter 12: Noise and Vibration (Application Document 6.1), and ES Figure 2.4: Environmental Masterplan (Application Document 6.2), which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on the noise and vibration impacts of the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p> <p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs Area of Outstanding Natural Beauty (AONB). Additionally, the A2/M2 upgrade proposed at Statutory Consultation would now use lower-noise surfacing compared to the previous proposals. The Applicant has assessed the impact of removing this noise barrier and found that there would be no significant impacts on sensitive receptors, such as residential properties, as a result of the change. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road. In addition, the low-noise surfacing that the Applicant proposed at the Community Impacts Consultation in July 2021, would be effective at reducing the sound of traffic from the A2 at this location. This mitigation would be secured as part of the DCO application.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the</p>	

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			<p>most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers. As well as the assessment in ES Chapter 12, ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) includes an assessment of the impacts of the noise from the Project, and whether it would cause disturbance to wildlife in the area. ES Chapter 8 sets out what mitigation is proposed.</p> <p>During construction, good practice measures would be implemented, such as closed-board fencing installed around the construction compounds, the use of low-noise equipment, and the locating of noisy activities as far away from key local buildings as possible. Appropriate noise and vibration limits would be monitored and adjusted to ensure ongoing effectiveness.</p> <p>There is the potential for some significant noise and vibration impacts in some locations during the construction phase as a result of construction traffic and onsite activities. Construction noise would, however, be mitigated using good practice measures set out in the CoCP and the REAC.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the</p>	



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			<p>Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed. For more information, see ES Chapter 12: Noise and Vibration (Application Document 6.1). Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has had regard to them.</p>	
SR161	<p>Comments opposed to the southern route on the grounds that it would lead to an increase in traffic and therefore worse air quality. These consultees highlight the environmental and health impacts associated with poor air quality.</p>	2	<p>As part of the Development Consent Order application, the Applicant has explained how the relevant legislative and policy requirements in relation to climate change impacts are met. An Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 15: Climate (Application Document 6.1), assesses the Project's impact on climate change, including greenhouse gas emissions during construction and operation, and sets out the proposed mitigation measures, including those measures that are secured through the Carbon and Energy Management Plan (Application Document 7.19). The assessment concludes that the increase in greenhouse gas emissions resulting from the Project would not have a material impact on the ability of Government to meet its carbon reduction targets, in accordance with the policy test set out in the National Policy Statement for National Networks (Department for Transport, 2014).</p> <p>During construction, greenhouse gas emissions would be minimised through the design of the Project, such as incorporating low-emission materials, using those materials efficiently, reducing the distance they would be transported, using zero carbon energy sources, and reducing and beneficially reusing waste. By incorporating these measures into the Project's proposals, the Applicant has already reduced emissions during construction by over a third compared with a scenario where those measures were not employed. This represents a leading</p>	No

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			<p>position in the industry today and would result in construction emissions equivalent to 1.76 million tonnes of carbon dioxide.</p> <p>However, the Applicant is committed to going further and to using the time available before construction begins to explore ways of achieving greater reductions in emissions. The Carbon and Energy Management Plan therefore provides a framework within which the Applicant and Contractors would, working closely with industry partners, seek to identify and develop innovative ways of reducing the Project's construction emissions below today's industry leading position. The Carbon and Energy Management Plan also sets out the low carbon solutions that would be deployed by the Applicant to manage and maintain the Project once it is operational.</p> <p>The Applicant has considered the additional carbon emissions from road users that could result from operation of the Project over a 60-year period and presented this information in ES Chapter 15. The Government has published its plans to deliver the required Net Zero trajectory for transport in the Decarbonising Transport Plan (Department for Transport, 2021a). The Applicant has assessed that if the trajectories set out in the plan are achieved, it would lead to a reduction in the additional road-user emissions attributable to the Project of at least 76%, across the 60-year appraisal period, compared with the more conservative figure that results from the use of national projections included in the current version of Defra's Emissions Factor Toolkit.</p>	
SR3	A comment opposed to the decision-making process behind the proposed southern route.	1	<p>The Applicant received nearly 50,000 responses from individuals and stakeholders during the Non-Statutory Consultation in January 2016, which included proposals for the Eastern Southern Link (ESL) and the Western Southern Link (WSL), the chosen alignment south of the River Thames. After considering all the feedback received during that consultation, the Applicant made a recommendation to the Secretary of State that the WSL should be the preferred route because it best meets the Scheme Objectives. The Consultation Report and Volumes 3 and 4 of the Post-Consultation Scheme Assessment Report (Highways England, 2017a) published after the January 2016 Non-Statutory Consultation, set out how the Project considered the responses</p>	No



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			<p>received and the issues raised at that time. These documents are described in Chapter 3 of this report.</p> <p>Costs of construction and operation are considered at every part of the design process. All parts of the Project, including links and structures, have been designed to be cost-efficient and the Project carries out periodic reviews to ensure costs are controlled. The budget is also subject to close scrutiny by the Department for Transport, whose objectives include that the Lower Thames Crossing be affordable to government and users, and to achieve value for money. In assessing the three shortlisted options for a northern route, the Non-Statutory Consultation in January 2016 assessed their relative costs, benefits, benefit-cost ratios (BCRs) and value for money. The Pre-Consultation Scheme Assessment Report (Highways England, 2016a), produced to inform the Non-Statutory Consultation, reported that Route 3 had the highest BCR, would provide the shortest route, the greatest improvement to journey times and would have the lowest environmental impact of the three options. Of the options presented at the Non-Statutory Consultation, Route 3 also proved to be the most popular.</p> <p>In advance of the Statutory Consultation in October 2018, the Applicant carried out a reappraisal of the historical options for the route of the Project and determined that the WSL remains the most appropriate choice. This appraisal included consideration of the traffic modelling forecasts presented during the Statutory Consultation.</p> <p>For more information about the decision on the preferred route, see Chapter 3 of this report. For more information about the Project's options consideration, see the Planning Statement (Application Document 7.2).</p> <p>The Applicant made strenuous efforts to ensure that people from all economic backgrounds and living in a wide range of areas across the Project were able to participate in the consultations and the Applicant has engaged with and considered views from a wide range of individuals and stakeholders. The Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation,</p>	

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			such as children, the elderly, disabled people, and those with pre-existing health conditions.	
SR8	A comment expressing general concern about the location of the proposed southern route on the grounds of impacts on communities and the environment.	1	The Project would benefit an area including Essex, Thurrock, Havering and Kent and would improve journey times across many routes, including the more heavily used routes such as parts of the A2, A127, M25 and M20, while also cutting congestion at the Dartford Crossing and its approach roads. The improved connectivity would boost the productivity of local businesses by making it easier for them to interact with customers and suppliers as well as to retain and attract workers. These business benefits would boost employment and economic growth, providing long-term benefits for businesses.	No
SR7	A comment opposed to the location of the proposed southern route, because the consultee says it is too close to the existing Dartford Crossing.	1	The Secretary of State chose the preferred route in 2017 and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. In selecting the alignment of the proposed route, and subsequently in the design of the route and its junctions, the Secretary of State and the Applicant have sought to balance the Scheme Objectives, which were agreed with the Department for Transport and are set out in the Need for the Project (Application Document 7.1). Alternative routes and the planning balance for the Project are assessed as part of the Planning Statement (Application Document 7.2).	No
SR77	A suggestion about how the bridges along the southern route should be designed, including making them wider, or including more bridges.	1	Options for the southern section of the Project were considered as part of the appraisal that preceded and informed the Non-Statutory Consultation in January 2016. The Applicant developed plans for the Eastern Southern Link (ESL) and the Western Southern Link (WSL), each connecting to the A2/M2. As explained in the consultation booklet produced for the Non-Statutory Consultation in January 2016, the ESL was the Applicant's recommended option, on the basis that it would provide the more direct route, greater improvements to journey times and would connect directly to the M2. It was acknowledged that this option would have significant implications for the local community.  Having considered responses to the consultation and further assessed the two options, the Applicant changed its recommendation to the WSL.	No

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			<p>The environmental and community impacts of the ESL were deemed to be unacceptable and modifications to the plans for the WSL could enable a 70mph route to be achieved. The WSL formed part of the route that was announced by the Secretary of State in the Preferred Route Announcement of 2017.</p> <p>Further commentary on the assessment and selection of alternatives can be found in ES Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1) and Chapter 4: Project Evolution and Alternatives, of the Planning Statement (Application Document 7.2).</p> <p>More information about the costs and the benefits of the Project, including the southern route, are detailed in the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.</p> <p>As part of the efforts to generate benefits for local communities, the Applicant intends to provide opportunities for local people that might enable them to work on the construction or operation of the route and would also seek to help local businesses form part of the supply chain that would build and operate the route. The Applicant is working with stakeholders to develop these plans and put them into action.</p> <p>The Applicant's Benefits and Outcomes Document (Application Document 7.20) provides a framework to communicate what is being delivered within the Project's Development Consent Order and some of the wider activities undertaken by the Applicant (both already and planned for the future) in the local area of the Project to support local people and the environment.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of</p>	

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			<p>Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The impacts of the Project on the environment and local communities are documented in ES Chapter 13: Population and Human Health (Application Document 6.1), which sets out the assessment of impacts on local communities, including local roads, businesses and traffic. The other ES topic-specific chapters present assessments of how the Project would affect the environment during construction and operation.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant consulted on the predicted impacts on local people, including businesses, during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in particular the information presented in the Ward Impact Summaries (see Appendix S of this report). Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project. Compliance with the CoCP and the REAC is a legally binding requirement of the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in</p>	

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			<p>consultation with the relevant planning authorities, highways authorities and bodies identified in the CoCP to the extent that it relates to matters relevant to their respective functions for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has had regard to them.</p>	
SR84	A suggestion concerning the height of the southern route, saying that the road height should be lowered to minimise noise and visual impacts.	1	<p>The height of the Project is determined by numerous factors which might include: cost; visual and noise impact; air quality; volume of earthworks and impacts of excavated materials; ensuring sufficient headroom underneath existing structures; and ensuring a minimum or maximum gradient to ensure effective operation and drainage. All of these have to be balanced and applied to the changing conditions and requirements along the proposed route. Wherever conditions allow, the height of the road would be minimised to reduce the visual and noise impacts of the Project on nearby areas. The southern route linking the tunnel to the proposed M2/A2/A122 Lower Thames Crossing junction would be designed in a cutting, meaning that it would be set mostly beneath existing ground levels. This is possible because of the depth required for the proposed South Portal and the ground conditions and gradient on the approach to it.</p> <p>For more information about the design of the southern route, see the Project Design Report (Application Document 7.4) and the Design Principles (Application</p>	No

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			Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.	
SR117	A suggestion about how the potential impacts of the southern route on pollution and air quality could be mitigated.	1	<p>The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 5: Air Quality (Application Document 6.1) includes an assessment of the predicted changes to local air quality as a result of the Project, and assesses impacts during construction and operation, setting out mitigation where this is considered appropriate.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project. Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. Compliance with the CoCP and the REAC is a legally binding requirement of the draft Development Consent Order (draft DCO) (Application Document 3.1).</p>	No



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			<p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in consultation with the relevant planning authorities, highways authorities and bodies identified in the CoCP to the extent that it relates to matters relevant to their respective functions for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. The operation of the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains across which locations the air quality modelling was carried out and why these were selected.</p> <p>The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project. Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and Design Manual for Roads and Bridges LA 105 standards (Highways England, 2019b). Given that there are no significant adverse impacts on air quality in relation to human health from the Project during operation, then no mitigation for air quality effects on human health is required.</p> <p>Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021.</p>	

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			<p>Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has had regard to them. As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information the air quality impacts of the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p>	
SR157	<p>A suggestion as to how potential environmental impacts on wildlife could be mitigated, including preserving habitats.</p>	1	<p>The Applicant has designed the Project to reduce impacts on wildlife and designated areas during operation and construction. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate' to reduce any potential adverse effects. A biodiversity mitigation strategy has been developed that aims to maintain habitat connectivity, reduce disturbance to species and create new habitat areas for a range of species.</p> <p>Assessments of the Project's impacts on the environment, including wildlife, are documented in the Environmental Statement (ES) Chapter 8: Terrestrial Biodiversity, and ES Chapter 9: Marine Biodiversity (Application Document 6.1) which outline the baseline conditions of the Application Site and explain how all the relevant flora and fauna have been valued and assessed. This includes an assessment on the impacts of the Project on water voles, great crested newts and marsh harriers. It is proposed that water voles in areas identified in the water vole licence application, be translocated, as specified in ES Appendix 8.20: Draft Water Vole Conservation Licence Application (Application Document 6.3). The receptor site for these would be an offsite reintroduction project, run by the Essex Wildlife Trust, where the water voles would be protected from predators such as non-native mink. The overall impact on water voles would be neutral. For more information see ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>Great crested newts would be relocated according to ES Appendix 8.17: Draft European Protected Species licence application – great crested newts (Application Document 6.3). The Project would result in the loss of existing breeding ponds and habitat, but ponds would be replaced at a ratio of 2:1.</p>	No



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			<p>Temporary or permanent loss of habitat for marsh harriers would result in reduced availability of foraging resources during the construction phase. However, the loss would be mitigated through habitat creation, so offsetting the adverse impacts. Where necessary, the Project would secure other relevant protected species licences from Natural England, and these would need to ensure the favourable conservation status of the species affected.</p> <p>To the south of the River Thames, the Project would primarily be in cutting, with the proposed habitat creation measures comprising a mix of grassland, with areas of scrub, hedgerow and tree planting. In areas where grassland would be created, the species mix would be focused on locally prevalent species that would benefit local invertebrate populations. More information about proposed mitigation can be found in ES Figure 2.4: Environmental Masterplan (Application Document 6.2) and the Design Principles (Application Document 7.5). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial invertebrates, and permanent habitat loss within ancient woodland and the loss of six veteran trees (three north of the River Thames and three to the south).</p> <p>The Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats. Mitigation measures include safe crossing points for wildlife over or under the Project and translocation of protected species to suitable existing or new habitats. Habitat creation is proposed to compensate for the loss of habitat from within designated sites, including ancient woodland, to improve connectivity between existing habitats, to provide replacement habitats for protected species, and to compensate for the impacts of nitrogen deposition when the Project is operational. These measures would include the salvage of soils from ancient woodlands for beneficial reuse in new areas of compensatory woodland planting, and the planting of new woodland and other habitats on existing agricultural land. Overall, there would be several hundred hectares of new woodland and habitats created across the Project during the construction phase, providing biodiversity benefits.</p>	

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			<p>During operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation. Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation or compensation is proposed. For more information, see ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7), submitted as part of the application for development consent, forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO, the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2)</p>	

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			<p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP, brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project.</p> <p>Compliance with the CoCP and the REAC is a legally binding requirement of the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in consultation with the relevant planning authorities, highways authorities and bodies identified in the CoCP to the extent that it relates to matters relevant to their respective functions for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in response to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has had regard to them.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on the air quality impacts of the construction and operational phases of the Project and how these would be mitigated. Responses</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as Sites of Special Scientific Interest, Local Nature Reserves, and Special Areas of Conservation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>The proposed compensation sites are in four areas: Hole Farm, Brentwood; Southfields, Thurrock; Gravesham and Shorne Woods; and the A2/M2 corridor, including Blue Bell Hill.</p> <p>If appropriate, the areas of compensatory land may be made publicly accessible in a way that complements their primary function as compensatory habitats. Other benefits of the new habitats would be: to improve the appearance of the local landscape by planting new trees and other plants; enhance biodiversity by</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>increasing the number of linked habitats; and planting new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project. More information about the assessment of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and ES Appendix 5.6: Project Air Quality Action Plan (Application Document 6.3).</p>	

**Table 11.27 Summary of issues raised relating to the crossing and the Applicant's responses**

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
CR6	A general comment in support of the crossing.	1	These comments have been noted.	No
CR47	General comments in support of the tunnel design.	2		No
CR56	A comment in support of the proposed number of lanes within the tunnel which also agrees that separate bores will be safer.	1		No
CR116	A comment in support of the visual impact of the crossing because it is felt the impact on the surrounding landscape would be minimal.	1		No
CR111	A comment in support of the efforts taken to minimise the impact of the crossing on wildlife and the ecology of the local area – particular the use of a tunnel.	1		No
CR2	A comment in support of the crossing, saying it would provide improved access to areas that are	1		No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	currently more difficult to reach by motor vehicle.			
CR91	A comment in support of the tunnel, agreeing that providing separate bores will be safer.	1		No
CR50	A comment in support of having two tunnels for the crossing.	1		No
CR46	A general comment highlighting the benefits of the tunnel design.	1		No
CR47	A general comment in support of the tunnel.	1		No
CR69	A comment in support of the proposed crossing, but with caveats, which supports the design and visuals but suggests a route that links to Canvey Island would be cost effective and less polluting.	1	<p>The traffic modelling forecasts that two three-lane tunnels would provide sufficient capacity to ensure smooth traffic flow through the Lower Thames Crossing, as well as improvements in traffic flow at the Dartford Crossing. Traffic modelling information is available in the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7).</p> <p>The route, including the tunnels, would be designed in accordance with the Applicant's design standards, which would provide a high level of safety for all road users.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 7: Landscape and Visual (Application Document 6.1) presents the assessment of the visual impact of the crossing on the landscape and how this would be mitigated.</p> <p>The Project budget and timescale have been developed using industry standard planning methods. These are supported by realistic development, design and construction durations verified against other projects of similar scale and complexity. Internal and external budget and timescale reviews would continue throughout the development of the Project.</p> <p>The application for development consent is based on a 2030 opening year. This assumes consent is granted and work starts in 2025. Construction may take approximately five years but, as with all large projects, there is a level of uncertainty over the construction programme, which would be refined once contractors are appointed and the detailed design is developed. The anticipated opening date for the Project is 2030. The 2030 opening year has been selected for the basis of the assessments as representative of the reasonable worst case, and this has been used consistently across the environmental assessments and the economic appraisal of the Project.</p>	
CR11	A comment opposed to the crossing without saying why.	1	<p>Local people and communities have been considered throughout the design and development of the Project, and public consultations have been carried out at appropriate stages of development. Local people and communities would continue to be considered during construction and when the crossing is operational.</p> <p>For more information about the rationale behind the Project, see the Need for the Project (Application Document 7.1). For more information about how impacts on the environment and local communities have been considered and assessed, including relevant mitigation measures, see the Environmental Statement (Application Documents 6.1, 6.2 and 6.3). In addition, the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2) sets out the range of controls and mitigation measures that would be used to limit or avoid impacts to local communities or the environment or during construction.</p>	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
CR124	A comment concerned about the potential disruption to local communities, with reference to the effects of the construction of tunnels and the environmental impacts of operating the crossing.	1	<p>The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 5: Air Quality (Application Document 6.1), includes an assessment of the predicted changes to local air quality as a result of the Project. The ES chapter assesses impacts during construction and operation and sets out mitigation where this is considered appropriate.</p>	No
CR130	A comment concerned about negative impacts of the crossing on the health and wellbeing of local residents.	1	<p>The construction phase is likely to affect air quality as a result of emissions of dust from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.</p> <p>Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigations in place, the air quality impacts of the Project in relation to human health during construction are not expected to be significant.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project.</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>Compliance with the CoCP and the REAC is a legally binding requirement of the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in consultation with the relevant planning authorities, highways authorities and bodies identified in the CoCP to the extent that it relates to matters relevant to their respective functions for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has had regard to them. The operation of the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains across which locations the air quality modelling was carried out and why these were selected.</p> <p>The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project. Overall, the Project is not expected to result in significant adverse impacts on air</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>quality in relation to human health when considering national and European air quality target levels, and Design Manual for Roads and Bridges LA 105 standards (Highways England, 2019b). Given that there are no significant adverse impacts on air quality in relation to human health from the Project during operation, then no mitigation for air quality effects is required.</p>	
CR135	<p>Comments concerned about the potential impact of the crossing on people's properties or homes, particularly with regards to noise and vibration from the tunnels during construction and operation.</p>	2	<p>At all phases of design development, the Applicant has sought to minimise the land impacted or required for the Project, while ensuring that there is enough land to build and operate the Project. The tunnel locations were influenced by the need to minimise community disruption, including compulsory acquisition of land and property. There were no properties proposed for demolition because of the operation or construction of the tunnelled section of the Project during the Statutory Consultation in October 2018 or Supplementary Consultation in January 2020. However, as plans were refined, a small number of houses close to the northern tunnel entrance compound are now within the Order Limits. The Design Refinement Consultation in July 2020 proposed that a small number of these affected properties would be demolished. However, the latest Project proposals would no longer require any properties near the northern tunnel entrance compound to be demolished.</p> <p>The land required for the Project is set out in the Land Plans (Application Document 2.2), including details of which properties would need to be demolished. The reason each plot of land is required is explained in the Statement of Reasons (Application Document 4.1).</p> <p>Since the Preferred Route Announcement in 2017, owner-occupiers of residential properties within the Order Limits have been able to ask the Applicant to purchase their properties by serving a Blight Notice under the Town and Country Planning Act 1990 (as amended). The Applicant has received a number of Blight Notices and is processing these. More information about the blight process can be found in the booklet Your Property and Blight (National Highways, 2022d).</p> <p>Persons with an interest in land who would be affected by the land acquisition powers contained within the application for development consent, would be</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>entitled to make a claim for compensation. Each claim for compensation would be considered on its own merits, in line with the Code.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as Sites of Special Scientific Interest, Local Nature Reserves, and Special Areas of Conservation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>The Applicant would use this land to create a mix of habitats, depending on the type of habitat the Applicant is providing compensation for. Whilst the primary objective of the compensatory area is compensation against the potential impacts of nitrogen, where appropriate the Applicant would seek to make these areas publicly accessible and would improve biodiversity in the chosen locations.</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>The compensatory planting would be set across four wider areas: Hole Farm in Brentwood; Southfields in Thurrock; Gravesham and Shorne Woods; and the A2 corridor including Blue Bell Hill.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open, including the compensation package, can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	
CR91	A comment concerned as to whether the ventilation of the tunnels would be effective.	1	<p>Under normal circumstances, air in the tunnels would be refreshed primarily by the movement of traffic through each tunnel. In support of this, there would be a longitudinal ventilation system comprising banks of jet-fans mounted within each tunnel at regular intervals. The tunnels would incorporate equipment to monitor visibility, carbon monoxide and nitrous oxide levels, and the ventilation would operate automatically to disperse concentrations of gases.</p> <p>In the event of a major incident, the ventilation system would operate at its maximum setting, forcing smoke or fumes out of the affected tunnel. The fans would also minimise smoke or fumes entering the non-incident tunnel.</p> <p>For more information about the tunnel design, including the tunnel service buildings, see the Project Design Report (Application Document 7.4), Design Principles (Application Document 7.5), and Book of Plans, which includes: General Arrangements (Application Document 2.5), Engineering Drawings and Sections (Application Document 2.9), Structures (Application Document 2.13) and the Tunnel Limits of Deviation Plans (Application Document 2.15).</p>	No
CR92	A general comment expressing concern on the grounds of the crossing's impact on the environment.	1	<p>The impacts of the Project on environmentally sensitive areas near the River Thames have been reduced through the use of tunnels. To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>ES Chapter 9: Marine Biodiversity (Application Document 6.1) sets out information about measures to mitigate adverse effects of the Project on the River Thames and its flora and fauna during construction and operation of the tunnel. ES Chapter 9 also includes assessments of impacts on riverbed plant and animal life and the potential for pollution from construction and operation to impact the river's ecosystem.</p> <p>In addition, other topic-specific chapters of the ES present the Applicant's assessments of the impacts of the tunnels (and the rest of the Project) on the environment in the vicinity of the Project during construction and operation, along with the proposed mitigation.</p> <p>After the Statutory Consultation in October 2018, the Applicant reviewed the location of the South Portal and its potential impact on groundwater, concluding that the design proposed at the Statutory Consultation could result in potentially adverse impacts on the groundwater at the Thames Estuary and Marshes Special Protection Area (SPA) and Ramsar site near the South Portal. In revising the design of the proposed M2/A2/A122 Lower Thames Crossing junction after the Statutory Consultation, the South Portal was moved 350m southwards, mitigating the impact on the Ramsar, while still maintaining safety standards on the link between the tunnel and the proposed M2/A2/A122 Lower Thames Crossing junction.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase. The HRA contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>construction or operational effects from the Project on the Thames Estuary and Marshes SPA and Ramsar site or any other European designated site.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project. The CoCP includes information about construction compound lighting.</p> <p>A draft version of the CoCP was included in the material provided published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has acted on had regard to them.</p>	
CR101	<p>Comments concerned about the noise and vibration caused by the crossing, with consultees saying it would be disruptive for the local communities and that the proposed mitigation would be inadequate.</p>	3	<p>To assess the environmental impacts of the construction and operation of the Project, including the impacts on noise and vibration, an Environmental Impact Assessment has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 12: Noise and Vibration (Application Document 6.1) outlines the steps taken to assess and mitigate the potential impacts of increased noise and vibration. This includes a review and assessment of the impact of operations and construction, including tunnel traffic, works and ventilation. The Project has assessed the impacts of noise area by area, and the ES sets out the mitigation measures that are appropriate to each area, such as low-noise surfacing and permanent noise barriers.</p>	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>Following analysis of the predicted traffic noise, a number of locations along the route were identified where noise barriers would reduce the impact of the Project once it is operational. With the noise barriers in place, the road noise would be reduced to not significant levels at all sensitive receptors assessed for the Project. Barriers are proposed along the Tilbury Viaduct, near West Tilbury, Condozers Scout Activity Centre, East Tilbury and Linford. There are no barriers proposed near Chalk, where the route would be underground.</p> <p>These locations were consulted on during the Design Refinement Consultation in July 2020. For more information about the proposed noise barriers, see ES Chapter 12: Noise and Vibration (Application Document 6.1), with their locations shown on ES Figure 2.4: Environmental Masterplan (Application Document 6.2). The Environmental Masterplan is secured through Schedule 2 Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>Planting is not very effective for noise attenuation, which is why the Project has used noise barriers in the design, which are more effective at reducing road noise. These barriers would be softened visually with planting where practicable.</p> <p>An assessment of the impacts of noise and vibration as a result of tunnel boring on land based receptors is presented in ES Appendix 12.6: Assessment of Ground-borne Noise and Vibration at Land-based Receptors (Application Document 6.3).</p> <p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fastmoving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher performing surfacing would be used in the most noise sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p>	



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			<p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>During construction, good practice measures would be implemented, such as closed board fencing installed around the construction compounds, the use of low noise equipment, and the locating of noisy activities as far away from key local buildings as possible. Appropriate noise and vibration limits would be monitored and adjusted to ensure ongoing effectiveness.</p> <p>There is the potential for some significant noise and vibration impacts in some locations during the construction phase as a result of construction traffic and onsite activities. Construction noise would, however, be mitigated using good practice measures set out in the CoCP and the REAC.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project.</p> <p>Compliance with the CoCP and the REAC is a legally binding requirement of the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in consultation with the relevant planning authorities, highways authorities and bodies identified in the CoCP to the extent that it relates to matters relevant to their respective functions for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in response to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has had regard to them.</p>	
CR127	Comments concerned about the impact of the crossing on air quality in areas that consultees	2	The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys.	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	<p>indicate already have air pollution.</p>		<p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 5: Air Quality (Application Document 6.1), includes an assessment of the predicted changes to local air quality as a result of the Project. The ES chapter assesses impacts during construction and operation and sets out mitigation where this is considered appropriate.</p> <p>The construction phase is likely to affect air quality as a result of emissions of dust from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.</p> <p>Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigations in place, the air quality impacts of the Project in relation to human health during construction are not expected to be significant.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project.</p> <p>Compliance with the CoCP and the REAC is a legally binding requirement of the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in consultation with the relevant planning authorities, highways authorities and</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>bodies identified in the CoCP to the extent that it relates to matters relevant to their respective functions for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has had regard to them. The operation of the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains across which locations the air quality modelling was carried out and why these were selected.</p> <p>The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project. Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and Design Manual for Roads and Bridges LA 105 standards (Highways England, 2019b). Given that there are no significant adverse impacts on air quality in relation to human health from the Project during operation, then no mitigation for air quality effects is required.</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
CR63	A comment expressing concern that the crossing would worsen congestion.	1	While the Project would result in additional vehicle mileage being travelled, this is largely as a result of longer trips – particularly those across the River Thames. The number of new trips predicted as a result of the Project is relatively low. Information about the predicted impact of the Project on local roads, is available in the Transport Assessment (Application Document 7.9) sets out the Project's forecast impact on the strategic and local highway networks. It also assesses the predicted impacts on the road and public transport networks during the Project's construction.	No
CR9	Comments concerned as to whether the ventilation of the tunnels would be effective.	2	<p>In the event of a major incident, barriers would be operated by staff at a remote centre and tunnel closure signals would be displayed on roadside signs. Both tunnel portals would be blocked, preventing motorists entering the affected tunnel and ensuring that the unaffected tunnel is empty in case it is needed by emergency services to access the incident. Appropriate diversions would be put in place to manage traffic during major incidents. The tunnels would be reopened by operators at the remote centre when it is safe to do so.</p> <p>Under normal circumstances, air in the tunnels would be refreshed primarily by the movement of traffic through each tunnel. In support of this, there would be a longitudinal ventilation system comprising banks of jet-fans mounted within each tunnel at regular intervals. The tunnels would be equipped with equipment to monitor visibility, carbon monoxide and nitrous oxide levels, and the ventilation would operate automatically to disperse concentrations of gases.</p> <p>In the event of a major incident, the ventilation system would operate at its maximum setting, forcing smoke or fumes out of the affected tunnel. The fans would also minimise smoke or fumes entering the non-incident tunnel.</p> <p>There would be no need for a shipping exclusion zone above the tunnel, although there would be restrictions on the area immediately above the tunnel to avoid any negative impacts on the structure. These restrictions would include construction, anchoring and dredging within the relevant protection zone and are included in Article 48 (Works in the River Thames) of the draft Development Consent Order (Application Document 3.1). Engagement with relevant stakeholders and authorities about any necessary restrictions would continue if</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>development consent for the Project is granted and as construction of the river crossing is ready to start.</p> <p>There would be a tunnel service building near each portal, accessed via maintenance roads linking to Station Road in the north and the A226 in the south. There would be no public access to these roads or buildings. Local control rooms would be provided at both northern and southern tunnel services buildings.</p> <p>For more information about the tunnel design, including the tunnel service buildings, see the Project Design Report (Application Document 7.4), the Design Principles (Application Document 7.5) and the General Arrangement (Application Document 2.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
CR97	Comments concerned about the effect of the tunnel portals on the environment once the Project is operational, particularly the noise and air pollution generated around the portals, including as a result of the tunnel ventilation system.	0	<p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. This includes assessments in ES Chapter 5: Air Quality, and ES Chapter 12: Noise and Vibration (Application Document 6.1) which consider the impacts of the tunnels and the portals on the surrounding area. The analysis is carried out according to the standards set out in the Design Manual for Roads and Bridges.</p> <p>The Applicant's air quality predictions for the tunnel portals show no significant adverse effects and, as such, there are no plans to filter or screen air being expelled from the tunnel portals. This analysis is set out in ES Chapter 5: Air Quality.</p> <p>The ES includes an assessment of the impacts of noise and vibration on the surrounding area during operation of the Project, including the tunnel ventilation</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			system, as well as information about any proposed mitigation. Overall, noise levels from the tunnel ventilation system were found not to be significant, with this analysis set out in ES Chapter 12: Noise and Vibration. The noise impacts from traffic once the Project is operational were also found to be not significant.	
CR15	A general comment expressing concern about the tunnel design.	1	The Applicant considered the feedback regarding the likelihood of congestion around the tunnel and the number of lanes, but did not consider it appropriate to make any significant changes to the proposals as suggested by some stakeholders.	No
CR16	A general comment opposed to the tunnel design.	1	<p>The Project's tunnels have been designed in accordance with the Applicant's design standards and would not have the same restrictions on dangerous goods vehicles, which contribute to congestion at the approach to the Dartford Crossing northbound. More than 2,000 Heavy Goods Vehicles (HGVs) have to be escorted every month at the Dartford Crossing, with convoys of restricted vehicles on average leaving every 15 minutes. Each time an HGV is escorted, lanes are closed for around 90 seconds. This adds up to five to seven minutes of closures each hour, cutting road capacity on the Dartford Crossing by 8% to 12%.</p> <p>The new road would be designed without junctions near the tunnel portals, which reduces the need for lane changes, ensuring a smoother flow of traffic and reducing the risk of collisions.</p> <p>The proposed tunnels would be significantly larger than the existing tunnels at the Dartford Crossing. They would have three fullwidth lanes in both directions, so it would be easier for drivers to maintain speed and pass vehicles in other lanes. This would help traffic flow faster and more freely through the tunnels.</p> <p>In addition, the proposed tunnels have been designed based on traffic modelling results in accordance with Department for Transport (DfT) transport analysis guidance. The modelling is based on the current DfT traffic forecasts and includes all known large developments with a planning application or consent. Further details are set out in the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7). Based on the modelling outputs, two tunnels providing three lanes in each direction would accommodate future traffic flows. The tunnels and their approaches are</p>	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			forecast to remain free flowing for the foreseeable future. For more information about the tunnel design, see the Project Design Report (Application Document 7.4), the Design Principles and the General Arrangement (Application Document 2.5).	
CR28	A suggestion that the number of lanes proposed for the crossing should be increased to either four or six lanes in each direction.	1	<p>The Project's tunnels have been designed in accordance with the Applicant's design standards and to a height that accommodates all standard vehicles, which means that all standard vehicles that can pass under the bridges and gantries on the roads approaching the tunnel can also pass through the tunnel.</p> <p>Also, the tunnels would not have the same restrictions on vehicles carrying hazardous goods (they would be designated as Category A tunnels) that currently require escorting through the northbound Dartford Crossing (a Category C tunnel). Instead, they would be able to safely travel through the tunnel unescorted, which would help maintain free-flowing traffic.</p> <p>By way of background, the passage of a hazardous goods vehicle through a tunnel is dependent upon two criteria. The tunnel classification and the class of dangerous goods being transported. The classifications are set out in the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), which originates from a UN treaty. The tunnel classes range from A (least restrictive) to E (most restrictive), and are influenced by how a tunnel would respond (infrastructure damage, resilience, life safety systems) in the event of an incident involving a hazardous goods vehicle. Due to the operational safety systems in the proposed tunnel and the physical tunnel infrastructure, hazardous goods vehicles would be able to travel through the proposed tunnels without an escort. The only vehicles that would need to be escorted through the tunnel are those classified as an 'oversized Heavy Goods Vehicle (HGV)', which are governed by specific statutory instruments and where special authorisation is required.</p> <p>The Project would not affect shipping using the River Thames, although there would be restrictions on the area immediately above the tunnel to avoid any negative impacts on the structure. These restrictions would include construction, anchoring and dredging.</p>	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			For more information about the tunnel design, see the Project Design Report (Application Document 7.4), the Design Principles (Application Document 7.5) and the General Arrangement (Application Document 2.5).	
CR134	Suggestions about where the South Portal should be located. Comments typically say the portal should be further south.	3	<p>Following the Non-Statutory Consultation in January 2016 and the Preferred Route Announcement in 2017, significant development of the new road's design was carried out by the Applicant before it was presented in the Statutory Consultation in October 2018. South of the River Thames, the A226 junction was removed, which allowed the South Portal to be redesigned and moved 600m south.</p> <p>The South Portal was moved 350m south after the Statutory Consultation and its new location was consulted on during Supplementary Consultation in January 2020, meaning that the South Portal has been moved 950m in total. The location of the South Portal has been determined by the need to mitigate negative environmental impacts, such as changes to groundwater levels, on the Thames Estuary and Marshes Special Protection Area and Ramsar site. Extending the tunnel further south is not possible due to the need to maintain a safe distance between the tunnel portal and the proposed M2/A2/A122 Lower Thames Crossing junction to allow for the appropriate signage and to give motorists enough time to make safe lane changes.</p> <p>For more information about the new tunnel portal location, see the Project Design Report (Application Document 7.4).</p>	Yes
CR29	Suggestions about how long the tunnels should be. Consultees say they should be longer than proposed to limit the impact on the countryside and local communities.	3	<p>Following the Non-Statutory Consultation in 2016 and Preferred Route Announcement in 2017, significant development of the new road's design was carried out before it was presented in the Statutory Consultation in October 2018. South of the River Thames, the A226 junction was removed, which allowed the South Portal to be redesigned and moved 600m southwards.</p> <p>The South Portal was moved 350m south after the Statutory Consultation and its new location was consulted on during Supplementary Consultation in January 2020, meaning that the South Portal has been moved 950m southwards in total. The location of the South Portal has been determined by the need to mitigate negative environmental impacts, such as changes to groundwater levels,</p>	Yes

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>on the Thames Estuary and Marshes Special Protection Area and Ramsar site. Extending the tunnel further south is not possible due to the need to maintain a safe distance between the tunnel portal and the proposed M2/A2/A122 Lower Thames Crossing junction to allow for the appropriate signage and to give motorists enough time to make safe lane changes.</p> <p>The Applicant investigated extending the tunnel northwards to pass under the Tilbury Loop railway line and Station Road, which would locate the North Portal 2km north of where it was proposed. Extending the tunnel that far would present significant engineering challenges due to the geology of the area and the need to adapt the existing tunnel design to account for the increased length. Both these factors would have added significantly to the Project costs. In addition, extending the tunnel beyond the location of the previously proposed Tilbury junction would limit any future connection to the route. More information about the Supplementary Consultation can be found in Chapter 6 and Appendix Q of this report. For more information about the tunnel portal locations, see the Project Design Report (Application Document 7.4).</p>	
CR8	Comments requesting more information about the proposed crossing. These included questions about how traffic build up can be prevented and further detail about the proposed jetty.	2	<p>In the event of a major incident, barriers would be operated by staff at a remote centre and tunnel closure signals would be displayed on roadside signs. Both tunnel portals would be blocked, preventing motorists entering the affected tunnel and ensuring that the unaffected tunnel is empty in case it is needed by emergency services to access the incident. Appropriate diversions would be put in place to manage traffic during major incidents. The tunnels would be reopened by operators at the remote centre when it is safe to do so.</p> <p>Under normal circumstances, air in the tunnels would be refreshed primarily by the movement of traffic through each tunnel. In support of this, there would be a longitudinal ventilation system comprising banks of jet-fans mounted within each tunnel at regular intervals. The tunnels would be equipped with equipment to monitor visibility, carbon monoxide and nitrous oxide levels, and the ventilation would operate automatically to disperse concentrations of gases.</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>In the event of a major incident, the ventilation system would operate at its maximum setting, forcing smoke or fumes out of the affected tunnel. The fans would also minimise smoke or fumes entering the non-incident tunnel.</p> <p>There would be no need for a shipping exclusion zone above the tunnel, although there would be restrictions on the area immediately above the tunnel to avoid any negative impacts on the structure. These restrictions would include construction, anchoring and dredging within the relevant protection zone and are included in Article 48 (Works in the River Thames) of the draft Development Consent Order (Application Document 3.1). Engagement with relevant stakeholders and authorities about any necessary restrictions would continue if development consent for the Project is granted and as construction of the river crossing is ready to start.</p> <p>There would be a tunnel service building near each portal, accessed via maintenance roads linking to Station Road in the north and the A226 in the south. There would be no public access to these roads or buildings. Local control rooms would be provided at both northern and southern tunnel services buildings.</p> <p>For more information about the tunnel design, including the tunnel service buildings, see the Project Design Report (Application Document 7.4), the Design Principles (Application Document 7.5) and the General Arrangement (Application Document 2.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	

## Summary of issues raised relating to the proposed northern route and the Applicant’s responses

11.5.25 Table 11.28 below summarises the issues raised relating to the proposed northern route and presents the Applicant's responses to those issues raised.

**Table 11.28 Summary of issues raised relating to the proposed northern route and the Applicant's responses**

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant’s response	Project change
NR9	Suggestions for additional or alternative connections or alignments for the proposed northern route. Includes requests to connect the Project directly to the A130, A127 and A128.	2	Throughout the development of the Project, the Applicant and the Department for Transport (DfT) have considered numerous options for a new river crossing, including different route corridors as well as variations on shortlisted routes. Each option has been considered carefully in terms of how it would contribute towards the Scheme Objectives agreed with the DfT (see the Need for the Project (Application Document 7.1)). Public consultations have been carried out at appropriate points in the development of the Project to seek feedback from the public and stakeholders on the proposals presented.	No
NR16	A suggestion that Route 4 from the 2016 consultation is reinstated. This option would cross the River Thames at the same location as the preferred route but would pass through Stanford-Le-Hope and join the A12 at junction 28 of the M25.	1	<p>In 2009, there were five potential locations for an additional River Thames crossing under consideration, labelled A to E. This included one option (C Variant) that included additional widening of the A229. Volume 1 of the Post-Consultation Scheme Assessment Report (Highways England, 2017a) concluded that C Variant would have limited transport benefit for the Project, but with high environmental impacts and cost.</p> <p>Option A was for an increase in capacity at Dartford, while Option C (the chosen option) was for a crossing east of Gravesend and Tilbury. Options B, D and E each considered alternative route options for the section north of the River Thames. Options D and E were rejected after traffic modelling showed that they would fail to provide significant relief at the Dartford Crossing. Option B was discarded from further consideration by the DfT, following consultation in 2013. It was concluded that this option had the weakest case, could jeopardise development opportunities on the Swanscombe Peninsula, and was unpopular with stakeholders participating in the consultation.</p> <p>From 2014, the Applicant investigated engineering solutions for Option A (the Dartford area) and Option C (multiple locations east of Grays) and assessed them</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>in terms of their economic, traffic, environmental and community impacts. All of these options involved linking to either the M25 or the A127. After careful consideration of all the options, the Applicant concluded that Option C, a bored tunnel east of Gravesend and Tilbury, was the most viable crossing solution.</p> <p>As part of the material presented for the Non-Statutory Consultation in January 2016, the Applicant also set out the reasons why the crossing at Location A would not meet the Scheme Objectives as well as a bored tunnel crossing at Location C.</p> <p>In 2016, the Applicant consulted on a preferred route at Location C, which included a bored tunnel beneath the River Thames, a route north of the river known as Route 3 and a route south of the river known as the Eastern Southern Link. North of the River Thames, the preferred route option was Route 3, which is the route alignment the Applicant is proposing as part of the Development Consent Order application. The two alternative northern routes presented for consultation were Route 2 and Route 4. Route 2 would have joined the A1089 further south than Route 3, which would have involved widening that road to accommodate local and long-distance traffic. Route 4 would have involved a new road, an upgrade of the existing A127 and an upgraded junction where the A127 joins the M25. The booklet produced for the consultation set out these options and the reasons why Route 3 was the Applicant's recommendation, subject to the outcomes of the consultation. Of the options presented at consultation, Route 3 proved to be the most popular choice.</p> <p>In 2017, having carefully considered the feedback received during consultation, and having carried out further investigations into the impacts of the connection options, the Applicant produced a seven-volume Post-Consultation Scheme Assessment Report (Highways England, 2017a) with an Executive Summary in Volume 1. This document set out the process by which route options had been carefully assessed and explained the recommendations. The Secretary of State announced the Government's preferred route later in 2017, having had regard to that report.</p> <p>The options appraisal process was summarised in the Guide to Statutory Consultation and presented in detail in the Approach to Design, Construction and</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			Operations document, also published for the Statutory Consultation in October 2018. The process is also described in the Need for the Project.	
NR5	General comments in support of the proposed northern route.	2	These comments have been noted.	No
NR146	A comment highlighting the benefits of the proposed northern route on the grounds that it would have minimal impact on housing.	1		No
NR103	A comment in support of the bridges along this section of the route.	1		No
NR56	A comment in support of the embankments along the proposed northern route.	1		No
NR80	A comment providing general support of the design of the proposed northern route.	1		No
NR78	A comment in support of the proposed northern route in favour of integration with the existing road network.	1		No
NR83	A comment highlighting the potential benefits of	1		No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	the proposed northern route to the landscape.			
NR84	A comment in support of the proposed northern route, saying it would have a beneficial impact on the landscape. The comment says the impact has been appropriately minimised.	1		No
NR34	A comment in support of the proposed northern route, which the consultee says would have a beneficial impact on congestion on the M25.	1		No
NR147	A comment in support of the northern route due to the anticipated reduction in journey times.	1		No
NR7	A comment in which support for the proposed northern route is conditional on the consultee being kept up to date with the potential impacts on their property.	1		No
NR2	General comments opposed to the proposed northern route.	3	In selecting the alignment of the proposed route, as well as the location of the junctions and their design, the Applicant has sought to balance the Scheme Objectives, which were agreed with the Department for Transport and are set out	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
NR3	A comment opposed to the decision-making process that led to the selection of the proposed northern route.	1	<p>in the Need for the Project (Application Document 7.1). The Applicant has aimed to provide the necessary connectivity to relieve the Dartford Crossing, support sustainable local development and regional economic growth, improve road safety and minimise the impacts of the Project on health and the environment. Underpinning all these requirements is a need to control costs and provide value for money.</p> <p>During the development of the Project to date, the Applicant has selected options and designs that have been rigorously tested against the Scheme Objectives and, at the appropriate stages, have been presented at public consultation. The Applicant has worked closely with stakeholders to understand their needs and, wherever practicable and appropriate, to incorporate their feedback into the designs while still fulfilling the Scheme Objectives.</p> <p>Having carried out and documented this design process, the Applicant has now concluded that the route of the Project and its junctions are the most appropriate response to the Scheme Objectives, and that the Applicant is proposing the most suitable mitigation to reduce negative impacts on local people and the environment.</p> <p>The northern route for the Project was selected following the Non-Statutory Consultation in January 2016, in which several route corridors north of the River Thames were presented for comment, each crossing the river via a bored tunnel at Location C. The Applicant also carried out assessments at Location A (at the site of the current crossing), but this option was found to perform poorly against the Scheme Objectives. The Applicant's proposal was therefore a bored tunnel crossing at Location C, east of Gravesend and Tilbury.</p> <p>'Route 3' – which follows the same alignment as that which the Applicant is now seeking development consent for – was selected on the basis that it was the shortest of the options and would provide an entirely new route for traffic between the A2/M2 south of the River Thames and the M25 north of the river. It was also the most popular northern route option among respondents to the consultation. An explanation of why Route 3 was selected as the preferred route is provided in</p>	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>Volume 7 of the Post-Consultation Scheme Assessment Report (Highways England, 2017a).</p> <p>For more information about the design of the northern route, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>For more information about the environmental assessments and proposed mitigation, see the Environmental Statement (Application Documents 6.1, 6.2 and 6.3).</p>	
NR52	A comment expressing concern about the disruption the proposed northern route would cause to local communities.	1	<p>Local people and communities have been considered throughout the design and development of the Project and consulted at appropriate stages of development. This would continue during construction, including considerations about how the Applicant would mitigate the impacts on local communities and roads.</p> <p>In selecting Route 3 (the alignment north of the River Thames, for which the Applicant is seeking development consent) as its recommended northern route for the Project following the non-Statutory Consultation in January 2016, the Applicant explained that, of the shortlisted options that had been considered, Route 3 provided the best balance between minimising community and environmental impacts, combined with better transport and economic benefits. A commitment was also made at that time to carry out further work to understand how best to minimise impacts on communities and the environment. For more information on the decision to select Route 3 and the reasons why, refer to the Applicant's Response to Consultation 2017, which was included in the Statutory Consultation materials (see Appendix M of this report).</p>	No
NR53	Comments opposed to the disruption that the proposed northern route would cause to local communities, in particular the impact during construction. Locations mentioned include North Ockendon and Orsett.	4	<p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9)</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>ES Chapter 13: Population and Human Health (Application Document 6.1), provides assessments of the impacts to local communities during construction and operation and outlines proposed mitigation measures for each area.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such as cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p> <p>Local people would benefit from work and training opportunities provided by the Project during construction, which are likely to have positive impacts on mental health. However, while construction impacts have been mitigated as far as reasonably practicable, there would be temporary negative impacts on communities from construction activities. These could result in mental health impacts on local people – for example, due to anxiety around perceived changes in air quality or as a result of changes to noise levels. Longer journey times due to</p>	

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			<p>traffic management and road closures, reduced access to green spaces and closures of walking, cycling and horse riding routes could also impact people's health and wellbeing. Some local businesses, including farms, would have land temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of 26 residential properties and one commercial property north of the River Thames.</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>The Applicant consulted on the predicted impacts on local people during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in the Ward Impact Summaries (see Appendix S of this report). Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC. By the end of construction,</p>	

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			<p>Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO. The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p> <p>The Transport Assessment (Application Document 7.9) sets out the Project's forecast impact on the strategic and local highway networks. It also assesses the predicted impacts on the road and public transport networks during the Project's construction.</p>	
NR40	A comment expressing concern about the proposed northern route	1	The health of local people and communities, with regards to air quality, has been considered throughout the design and development of the Project. In assessing	No

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	due to the impact it could have on people's health, wellbeing and quality of life. This includes concern on the grounds of the effects of increased pollution on local people.		the relative air quality impacts of the three options presented at the Non-Statutory Consultation in January 2016 for a northern route, it was concluded that all three would have a limited impact on air quality in relation to human health immediately adjacent to the route. Further information on air quality, comparing Routes 3 and 4, was provided in Volume 6 of the Post-Consultation Scheme Assessment Report (Highways England, 2017a). It was concluded that neither route would lead to non-compliance with relevant air quality targets. Volume 1 of the Post-Consultation Scheme Assessment Report provides a summary of the appraisal assessments.	
NR39	Comments opposed to the proposed northern route due to the impact it could have on people's health, wellbeing or quality of life. Locations mentioned included East Tilbury and Thurrock.	2	<p>The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans, e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>ES Chapter 5: Air Quality (Application Document 6.1) includes an assessment of the predicted changes to local air quality as a result of the Project. The chapter assesses impacts during construction and operation, and sets out mitigation where this is considered appropriate.</p>	No

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			<p>The construction phase is likely to affect air quality as a result of dust emissions from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigations in place, the air quality impacts of the Project in relation to human health during construction are not expected to be significant.</p> <p>The CoCP and the REAC are legally secured in the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in</p>	



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			<p>Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them. The operation of the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains where the air quality modelling was carried out and why.</p> <p>The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project. Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and standards set out in the Design Manual for Roads and Bridges LA 105 (Highways England, 2019b). Given that there would be no significant adverse impacts on air quality in relation to human health from the Project during operation, no mitigation for air quality effects is required.</p> <p>The Applicant consulted on the predicted impacts on local people, including impacts related to air quality, during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in particular the information presented in the Ward Impact Summaries (see Appendix S of this report). Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p>	

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			<p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>The proposed compensation sites are in four areas: Hole Farm, Brentwood; Southfields, Thurrock; Gravesham and Shorne Woods; and the M2 corridor, including Blue Bell Hill. Further information about the Applicant's proposals to mitigate and compensate for the predicted impacts of nitrogen on designated habitats can be found in the Project Air Quality Action Plan (Application Document 6.3, Environmental Statement (ES) Appendix 5.6).</p> <p>The Applicant purchased most of the Hole Farm site in 2021 and is proposing to create the largest community woodland in the East of England, converting the farm into wildlife-rich habitats. This would be achieved through a combination of natural regeneration and planting.</p> <p>Since the Community Impacts Consultation in July 2021, the Applicant has extended the Order Limits for the Project to include most of Hole Farm, excluding the buildings.</p> <p>The intention is to compensate for the potential impacts of nitrogen deposition on designated ecological sites as a result of vehicles using the Project and replacement land for part of the existing Folkes Lane Woodland. The remainder of the site would be used to provide the facilities associated with a community woodland, including a tree nursery and a visitors' centre.</p>	
NR112	A comment expressing concern about the northern route because of its impact on local amenities.	1	<p>Local people, communities and community assets have been considered throughout the design and development of the Project. The Applicant has consulted with local people and stakeholders at appropriate stages of the Project's development, with feedback influencing how the impacts on local people and community assets have been mitigated.</p> <p>The proposed alignment of the route avoids population centres, wherever practicable, to reduce the impacts on homes and properties. To assess the environmental impacts of the construction and operation of the Project, an</p>	No



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			<p>Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans (e.g. the Engineering Drawings and Sections (Application Document 2.9)) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>The Applicant's EIA includes an assessment of the impact of the Project on local amenities within the Order Limits and nearby, including community assets, businesses and recreational areas. These assessments are documented in the ES. For more information on the impact of the Project on local amenities within the Order Limits and nearby, including community assets, businesses and recreational areas, see ES Chapter 13: Population and Human Health (Application Document 6.1).</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project</p>	

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			<p>includes design features such as cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p> <p>As a result of the Project there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse riding routes; as well as access to new areas of recreational land at Tilbury Fields. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which could have positive and negative mental health outcomes (such as anxiety as a result of increases in noise levels).</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>The Applicant consulted on the predicted impacts on local people, including local amenities, during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in particular the information presented in the Ward Impact Summaries (see Appendix S of this report).</p> <p>The assessment of the environmental and health impacts has informed the CoCP, a which sets out the range of controls and mitigation measures that would be used to limit or avoid impacts on local communities and their amenities during the Project's construction.</p> <p>In 2017, the Applicant considered an option to provide a direct link road between the then-proposed Tilbury junction and the Port of Tilbury. A decision was taken</p>	

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			<p>not to include the Tilbury link road as part of the application for development consent for the Project following finalisation of the Project's transport model and rationalisation of the A13/A1089/A122 Lower Thames Crossing junction design because it was not considered necessary to achieve the transport Scheme Objectives of the Project (see the Need for the Project, Application Document 7.1)).</p> <p>The updated A13/A1089/A122 Lower Thames Crossing junction provided a net improvement for access from the Tilbury docks area via the A1089. As a result, there was no longer a requirement for the Tilbury link road to relieve the congested Dartford Crossing and approach roads and improve their performance by providing free-flowing north-south capacity (transport Scheme Objective).</p> <p>For more information about the Tilbury Link Road, see the Project Design Report (Application Document 7.4).</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant has amended the operational access arrangements in the Tilbury area to provide permanent operational and emergency service vehicles access to this section of the Project. This change also includes the provision of a bridge over the Project for operational and emergency access. These design changes would not preclude construction of a junction at Tilbury connecting the Project to the wider road network, should this be pursued later. More information about the construction access routes can be found in outline Traffic Management Plan for Construction (Application Document 7.14) and the Temporary Works Plans (Application Document 2.17), while information about operational access routes can be found in the General Arrangements (Application Document 2.5).</p> <p>After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities.</p>	

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			<p>If the Project is granted development consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the SRN. Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time – for example, commenting on what facilities should be provided.</p> <p>More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p> <p>The proposed A122 Lower Thames Crossing/M25 junction would have an impact on the Thames Chase Forest Centre, and the Applicant has engaged with Forestry England to develop the plans to reduce these impacts. Proposals include the provision of replacement land to the north and the south to compensate for the loss within the Thames Chase Forest Centre, as well as upgrades and improvements to the walking, cycling and horse riding routes in the area. As part of the Community Impacts Consultation in July 2021, the Applicant consulted on proposals for a reduced amount of replacement open space land, removing a previously proposed area of land on the eastern side of the M25. Now, all the proposed replacement land would be on the western side of the M25. The replacement land covers approximately 15.6ha compared with about 14.5ha which is proposed to be acquired or be subject to rights. Further information about the Thames Chase Forest Centre compensation land can be found the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7). The Applicant consulted on a draft oLEMP during the Community Impacts Consultation. More information about the Community Impacts Consultation can be found in Chapter 8 of this report.</p> <p>As set out as part of the Design Refinement Consultation in July 2020, the Applicant has proposed a new footbridge spanning the A127 close to junction 29 of the M25, which would improve the connection between the western and</p>	

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			<p>eastern sections of the Thames Chase Forest Centre. More information about the Design Refinement Consultation is provided in Chapter 7 of this report.</p> <p>For more information about the proposals affecting Thames Chase Forest Centre, see the Project Design Report. For information about the Project's land use, see the Land Plans (Application Document 2.2) and the Special Category Land Plans (Application Document 2.4). Information about why the Project requires land, permanently or temporarily, is set out in the Statement of Reasons (Application Document 4.1).</p>	
NR117	Comments opposed to the northern route because of the expected impact on local communities.	5	<p>In selecting Route 3 as its recommended northern route for the Project following the Statutory Consultation in October 2018 (which is the route north of the River Thames for which the Applicant is seeking development consent), the Applicant explained that, of the shortlisted options that had been considered, it provided the best balance between minimising community and environmental impacts, combined with better transport and economic benefits. A commitment was also made at that time to carry out further work to understand how best to minimise impacts on communities and the environment. For more information on the decision to select Route 3 and the reasons why, refer to the Applicant's 2017 Response to Consultation document, which was included in the Statutory Consultation materials (see Appendix M of this report).</p> <p>At appropriate phases of development, the Applicant has engaged extensively with stakeholders and carried out assessments and surveys to develop the understanding of the local environment and communities. The feedback received has informed the development of the northern route, as well as the development of the proposals to mitigate its impacts. The northern route, including the carriageways and its junctions, have been designed to minimise its height and footprint, while still providing the necessary connectivity, capacity and safety for road users.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements</p>	No

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			<p>were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>ES Chapter 13: Population and Human Health (Application Document 6.1), assesses the impact of the northern route on local people and communities, and includes information about any proposed mitigation in each area. For example, noise barriers are proposed along sections of the northern route – including the Tilbury Viaduct, near Brentwood Road, and east of the proposed A122 Lower Thames Crossing/M25 junction. These barriers would reduce the impact of noise during the operation of the Project on properties and populations near the route.</p> <p>ES Chapter 13 includes information about how mitigation has been embedded within the Project's design and other steps that would be taken to mitigate the impacts on local communities. For example, in some cases where the Applicant is proposing to acquire areas of existing special category land – such as at the Ron Evans Memorial Field, Tilbury Green Common, Thames Chase Forest Centre and Folkes Lane Woodland – then the proposals include replacement land which is no less advantageous and of at least the same size as the land to be acquired.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p>	

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			<p>The Applicant consulted on the predicted impacts on local people during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in the Ward Impact Summaries (see Appendix S of this report). Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>During construction, there would need to be temporary severance of public highways and Public Rights of Way (PRoWs), but the Applicant would minimise these wherever practicable. The Applicant's appointed Contractors would carry out a communications programme to ensure that planned disruptions are publicised at the appropriate time. The Applicant consulted on an outline Traffic Management Plan for Construction, which set out proposed diversion routes and traffic management measures, during the Community Impacts Consultation in July 2021. For information about the responses to those proposals and how the Applicant has had regard to those, see Section 14.4 of this report.</p> <p>The Project has sought to reduce severance of roads and PRoWs once the Project is operational. All roads crossing the Lower Thames Crossing would be maintained, with the exception of Hornsby Lane, which would require a section near the new route to be permanently closed. This closure would avoid having to move some overhead lines closer to properties in Chadwell St Mary. Alternative routes to Hornsby Lane would be available via the A1013 and Heath Road. For information regarding other permanent stoppings-up of roads and PRoWs that do not cross the Lower Thames Crossing, see Schedule 4 of the draft DCO and the Rights of Way and Access Plans (Application Document 2.7).</p> <p>Once the Project is operational, connectivity along all existing walking, cycling and horse riding routes in the vicinity of the Project would be maintained, either following their existing route or being diverted to maintain the quality of the route. The Project includes proposals to maintain, upgrade and improve the network of walking, cycling and horse riding routes in the area. These routes include two new pedestrian-cycling and horse riding bridges over the A127 to maintain connectivity for the route parallel to the A127, as well as a new walking, cycling and horse</p>	



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			<p>riding bridge over the M25 to improve connectivity for the southern section of Thames Chase Forest Centre.</p> <p>The Applicant also proposed an upgrade to the previously proposed A127 walking-cycling bridge east of junction 29, so it could also accommodate horse riders and would include a link to bridleway BR183. This means horse riders would no longer be dependent on the existing vehicle bridge across the A127, which is shared with motor traffic, including Heavy Goods Vehicles. The Applicant would be required to deliver this new bridge for walking, cycling and horse riding, unless alternative facilities for walking, cycling and horse riding are constructed and open for use. These commitments are set out in the Design Principles (Application Document 7.5). Under Requirement 3 of the draft Development Consent Order (Application Document 3.1), the Applicant would be required to carry out the authorised development in accordance with the Design Principles.</p> <p>The proposals include seven green bridges, with five over the Lower Thames Crossing and two over the A2/M2. All of the green bridges would include crossing routes for walkers and cyclists, with equestrian access provided as appropriate for the location. The proposals also include a new walking, cycling and horse riding bridge over the M25, providing a new east-west connection for the southern part of Thames Chase Forest Centre.</p>	
NR144	Comments expressing concern about the proposed northern route, saying it would impact on properties.	2	<p>The Applicant has sought to minimise the land impacted or required for the Project, while ensuring that there is sufficient land to build and operate the road.</p> <p>Of the shortlisted options for a northern route that were included in the 2016 consultation on route options, Route 3 (which was subsequently chosen and is the proposed northern route alignment for which development consent is sought), was the shortest and most direct.</p>	Yes
NR145	Comments opposed to the proposed northern route, saying it would impact on properties.	6	<p>The configuration of each of the proposed junctions north of the River Thames is constrained by existing roads, properties and amenities. The proposed A13/A1089/A122 Lower Thames Crossing junction is the most complex of the proposed junctions, and its design is highly constrained by existing roads and properties. One of the key movements that this junction must provide is from the Project southbound to the A13 eastbound, which would help relieve congestion at</p>	Yes



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			<p>M25 junction 30. The alignment of this link road has been assessed and adjusted to minimise its impacts, but due to the proximity of existing roads and properties, the design presented at the Statutory Consultation in October 2018 required 20 residential properties north of the River Thames needed to be demolished to accommodate the required footprint of the junction. Since the Statutory Consultation, the number of residential properties that would require demolition north of the River Thames has increased from 20 to 26.</p> <p>The proposed A122 Lower Thames Crossing/M25 junction would require the demolition of 10 residential properties while the proposed A13/A1089/A122 Lower Thames Crossing junction would require the demolition of 16 residential properties.</p> <p>Between Statutory Consultation in October 2018 and the Community Impacts Consultation in July 2021, the number of residential properties north of the River Thames (excluding properties affected by the re-stringing of existing overhead power lines) in the Order Limits reduced from 68 to 58 and the number of residential properties north of the Thames affected by overhead power lines reduced from 95 to 46. The number of residential properties north of the river that would require demolition rose from 20 to 26.</p> <p>Following the Local Refinement Consultation in May 2022 and as a result of further engagement with the relevant utility company, the proposed works to realign overhead power lines over Linford are no longer needed to deliver the Project. As a result, 46 residential properties that would have been affected by re-stringing these power lines would no longer be affected by these works and 2ha of land has been removed from the Order Limits.</p> <p>Since the Preferred Route Announcement in 2017, owner-occupiers of residential properties within the Order Limits have been able to ask the Applicant to purchase their properties by serving a Blight Notice under the Town and Country Planning Act 1990 (as amended). The Applicant has received a number of Blight Notices and is processing these. More information about the blight process can be found in the booklet Your Property and Blight (National Highways, 2022d).</p>	

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			<p>Persons with an interest in land who would be affected by the land acquisition powers contained within the application for development consent, would be entitled to make a claim for compensation.</p> <p>Each claim for compensation would be considered on its own merits, in line with the Code.</p> <p>Further information about the compensation offered to those affected by the Project can be found in Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers and guide 4 – Compensation to Residential Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a; 2021c). These include information about compensation for when the value of a property has been affected by the Project.</p> <p>An Environmental Impact Assessment (EIA) has been carried out to assess the impacts of the Project on local communities, including the demolition of properties where this is required. These assessments are documented in ES Chapter 13: Population and Human Health (Application Document 6.1). Properties subject to demolition north of the River Thames are set out in the ES, along with an assessment of the impact.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has engaged with people with an interest in land within the Order Limits and previous versions of the development boundary. This included writing to them at each stage of the consultation process. Each person with an interest in land listed in the Book of Reference (Application Document 4.2) has been provided at least the statutory minimum (as defined by section 45 of the Planning Act 2008) of 28 days to consider and provide comments on the consultation</p>	

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			<p>proposals. This has included individual landowners as well as the owners of businesses. This is described in Chapter 5 of this report.</p> <p>The Applicant has set out the land needed for the Project in the Land Plans (Application Document 2.2) and explained why rights or interests over each plot of land are required in the Statement of Reasons (Application Document 4.1).</p>	
NR139	A comment opposed to the impact of the proposed northern route on schools and children, saying the road passes too close to local schools and would expose pupils to excessive pollution.	1	<p>The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>ES Chapter 5: Air Quality (Application Document 6.1), includes an assessment of the predicted changes to local air quality as a result of the Project, assesses impacts during construction and operation, and sets out mitigation where this is considered appropriate.</p> <p>The construction phase is likely to affect air quality as a result of dust emissions from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.</p>	No
NR138	Comments opposed to increased pollution or deteriorating air quality associated with the northern route. These consultees suggest that the route would draw traffic to the area and contribute to excessive pollution, or that slow-moving traffic would emit greater volumes of pollutants.	8	<p>The construction phase is likely to affect air quality as a result of dust emissions from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.</p>	No

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			<p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigations in place, the air quality impacts of the Project in relation to human health during construction are not expected to be significant.</p> <p>The CoCP and the REAC are legally secured in the DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. The operation of the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in ES</p>	

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			<p>Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains where the air quality modelling was carried out and why.</p> <p>The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project.</p> <p>Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and Design Manual for Roads and Bridges LA 105 standards (Highways England, 2019b). Given that there are no significant adverse impacts on air quality in relation to human health from the Project during operation, then no mitigation for air quality effects is required.</p> <p>While the Project does result in additional vehicle mileage being travelled, this is largely as a result of longer trips – particularly those across the River Thames. The number of new trips predicted as a result of the Project is relatively low.</p> <p>For more information about the predicted impacts across the road network, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8) and the Transport Assessment (Application Document 7.9).</p>	
NR69	A comment expressing concern about the potential impact of the proposals on the Gammonfields Way travellers site, including impacts after relocation of the site.	1	<p>The Applicant has worked with stakeholders, including the residents of the traveller site, to identify a suitable replacement site for the Gammonfields Way traveller site and consulted on a proposed location during the Design Refinement Consultation in July 2020. Further information on these proposals was provided during the Community Impacts Consultation in July 2021. This followed consultation on a number of other proposed locations during the Statutory Consultation in October 2018 and Supplementary Consultation in January 2020.</p> <p>The Applicant included the proposal presented during the Design Refinement Consultation in its application for development consent, having reviewed the comments in relation to it as part of the Design Refinement Consultation.</p> <p>Information about these consultations can be found in Chapters 6, 7 and 8 of this report.</p>	Yes

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			The Applicant has set out the land needed for the Project in the Land Plans (Application Document 2.2) and explained why rights or interests over each plot of land are required in the Statement of Reasons (Application Document 4.1).	
NR93	A comment expressing concern about the design of bridges, viaducts and embankments along the proposed northern route. The consultee would prefer that a bridge was not required in South Ockendon.	1	The Applicant has designed the route north of the River Thames to reduce the impact on the landscape wherever practicable. The consultation booklet produced for the Non-Statutory Consultation in January 2016 provided a summary of the comparative assessment of each of the three shortlisted northern routes, in terms of their potential landscape impacts. More information was provided in Volume 6 of the Post-Consultation Scheme Assessment Report (Highways England, 2017a) including a description of the landscape impacts of the shortlisted options. Volume 7 of the Post-Consultation Scheme Assessment Report concluded that, while Routes 3 and 4 had similar impacts on the landscape, Route 3 (the proposed route north of the River Thames, for which the Applicant is seeking development consent) would have the lower overall environmental impact. Responses to the consultation also indicated that Route 3 was a more popular choice.	No
NR86	A comment opposed to the proposed northern route, saying it would have a negative visual impact on the landscape.	1	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).	No
NR89	A suggestion that the tunnel should be extended further north to minimise the environmental impact of the route in terms of noise and visual impacts.	1		No
NR88	A suggestion for reducing the visual impact of the northern route, by building more of the route in cuttings.	1		No
NR92	A comment opposed to the height of the proposed	1	Environmental Statement (ES) Chapter 7: Landscape and Visual (Application Document 6.1), assesses the impacts of the Project on the surrounding landscape. It would not be possible to fully mitigate the impacts of the northern	No



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	<p>northern route, saying elevated sections would have too great an impact on noise and pollution.</p>		<p>route on the landscape due to the scale of the Project, so the landscape mitigation would focus on creating an appropriate setting for each part of the route.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent, forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2).</p> <p>Once the Project is operational, the section of the road from the banks of the estuary to the North Portal would be underground and would therefore have a low impact on the surrounding landscape. The North Portal would sit within the surrounding landscape, with proposals for an elevated area of land south of the portal. Any new earthworks would be designed to be sympathetic to the surrounding landscape.</p> <p>The Applicant investigated extending the tunnel northwards to pass under the Tilbury Loop railway line and Station Road, which would locate the North Portal 2km north of where it is currently proposed. Extending the tunnel that far would present significant engineering challenges due to the geology of the area and the need to adapt the existing tunnel design to account for the increased length. Both these factors would have added significantly to the Project costs. In addition, extending the tunnel beyond the location of the previously proposed Tilbury junction would limit any future connection to the route.</p> <p>North of the River Thames, the rest of the route passes through flood zones, which means the road would have to be elevated for much of the route between the Tilbury Loop railway line and the M25. As such, the use of cut and cover</p>	

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			<p>tunnelling for this section would not be viable. However, for a significant distance, the route would sit within a false cutting between 2m and 5m high, which would help it blend with the surrounding landscape. The route would pass under the existing A13/A1089 junction, helping to reduce the height of the proposed junction, while the route sits on embankments and viaducts across the Mardyke Valley. Finally, the route would pass under the M25, enabling the overall height of this junction to be limited, before joining the motorway south of junction 29.</p> <p>Where appropriate, across the northern section of the route, woodland planting and carefully designed earthworks would help make the road less obtrusive. Where false cuttings and embankments meet other landscape earthworks or landscape features, the earthworks would be effectively integrated or terminated in as naturalistic a way as possible. Earthworks would maintain a consistent level of screening if appropriate to the location, which would help reduce the visual impact on local communities. Information about planting can be found in the Environmental Masterplan. The Environmental Masterplan is secured through Schedule 2 Requirement 5 of the draft DCO.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>Structures incorporate landscaped features to improve their appearance and to maintain or link natural habitats for flora and fauna. Where practicable, green bridges have been proposed for their environmental and aesthetic benefits. A green bridge is a type of bridge that incorporates features that enable wildlife to safely pass over something such as a road or railway that it spans.</p> <p>The application for development consent includes seven green bridges: three south of the River Thames and four to the north. At the Statutory Consultation in October 2018, the Applicant consulted on five green bridges. South of the River Thames, there was one green bridge over the proposed M2/A2/A122 Lower Thames Crossing junction, two carrying Thong Lane over the A122 and the A2/M2, and one carrying Brewers Road over the A2/M2. North of the river, there was one green bridge proposed, carrying Green Lane over the Project. The proposed M2/A2/A122 Lower Thames Crossing junction and nearby Public Rights</p>	



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			<p>of Way were revised after Statutory Consultation and the green bridge there was removed from the proposals.</p> <p>As a result of further ecological investigations and feedback received during the Statutory Consultation in October 2018, the Applicant consulted on three more green bridges during the Supplementary Consultation in January 2020. All the newly proposed green bridges were north of the River Thames, carrying Hoford Road, Muckingford Road and North Road over the Project. In addition, the proposed green bridge at Thong Lane North was widened.</p> <p>All of the green bridges would include crossing routes for walkers and cyclists, with equestrian access provided as appropriate for the location.</p> <p>More information about how green bridges contribute to ecological connectivity can be found in ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1). The proposed green bridges are secured in the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>For more information about the proposals to improve facilities for walking, cycling and horse riding, see the Project Design Report (Application Document 7.4). The Structures Plans (Application Document 2.13) shows all new and modified structures along the route, including a plan, elevation and cross section of every structure, and an indication of its height and type. For more information about the design, including the embankments and viaducts, see also the Project Design Report, the Design Principles and the Structures Plans.</p>	
NR33	A comment expressing concern about the proposed northern route because of negative impacts and disruption to local businesses.	1	<p>In selecting the alignment of the proposed route, and subsequently in the design of the route and its junctions, the Secretary of State and the Applicant have sought to balance the Scheme Objectives, which were agreed with the Department for Transport and are set out in the Need for the Project (Application Document 7.1).</p> <p>The route and its associated junctions were chosen to maximise national and local benefits, while providing value for money for taxpayers. As part of the Non-Statutory Consultation in January 2016 on route options, the three shortlisted options for the section north of the River Thames were assessed in terms of their</p>	No

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			<p>community and environmental impacts as well as their respective journey-time savings. Route 3 was the recommended option on the basis that it offered the greatest improvement to journey times and the lowest environmental impacts. Factors such as the potential value of Route 3 to local and regional businesses were also considered.</p> <p>The traffic modelling presented as part of the application for development consent forecasts that, compared with the situation without the new crossing, the overall level of traffic using the Dartford Crossing would fall by 19% in 2030, with the traffic using the route remaining below current levels for the foreseeable future. This would provide substantial benefits to users of the road network by cutting congestion on the Dartford Crossing and its approach roads, where journey times would be reduced, and reliability increased. The improved connectivity would benefit local economic growth and employment by making it easier for local businesses to interact with their customers and suppliers, and for them to retain and attract workers.</p> <p>For more information about the traffic modelling, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7), with information about the Project benefits in Appendix D, the Economic Appraisal Package. The Appraisal Summary Table within the Economic Appraisal Package summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.</p> <p>Where the land needed for the Project directly affects a business, the Applicant has worked closely with the business to find alternative arrangements that mitigate the impacts wherever practicable. Where it is not feasible for eligible businesses to continue operating during construction or after the Project is in place, then affected parties may be entitled to compensation in line with the Compensation Code.</p> <p>Further information about the compensation offered to eligible businesses affected by the Project can be found in the Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a). Information</p>	

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			<p>about compensation offered to eligible owners and occupiers of agricultural land affected by the Project can be found in the Compulsory Purchase and Compensation: guide 3 – Compensation to Agricultural Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021b).</p> <p>The Applicant has assessed the impact of the Project on the viability of farm businesses. This information can be found in ES Chapter 13: Population and Human Health (Application Document 6.1), which includes aspects such as the proportion of land taken (temporarily and permanently), changes to access routes, and the severance impacts of the Project. Information about the agricultural land holdings affected by the northern route of the Project can also be found in ES Chapter 13.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant consulted on the predicted impacts on local people and businesses during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in particular the information presented in the Ward Impact Summaries (see Appendix S of this report). Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>The Applicant has also carried out Agricultural Land Classification surveys, the results of which are described in ES Chapter 10: Geology and Soils (Application Document 6.1). These surveys assess the Project's impact on the best and most versatile land (Grades 1, 2 and 3a) and explain how impacts would be minimised wherever practicable.</p>	

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			<p>In addition, as part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7), submitted as part of the application for development consent, forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (Application Document 3.1).</p>	
NR30	A comment expressing concern about the cost of the northern route, in which an alternative alignment near Orsett paid for with private financing is suggested.	1	<p>Costs of construction and operation are considered at every part of the design process. All parts of the Project, including links and structures, have been designed to be cost efficient and the Project carries out periodic reviews to ensure that costs are controlled. The budget is also subject to close scrutiny by the Department for Transport, whose objectives include that the Lower Thames Crossing be affordable to government and users, and to achieve value for money. In assessing the three shortlisted options for a northern route, the Non-Statutory</p>	No
NR31	A comment opposed to the cost of the proposed northern route, suggesting an alternative route near Orsett to save money.	1	<p>Consultation in January 2016 assessed their relative costs, benefits, benefit-cost ratios (BCRs) and value for money. The Pre-Consultation Scheme Assessment Report (Highways England, 2016a), produced to inform the Non-Statutory Consultation, reported that Route 3 had the highest BCR, would provide the shortest route, the greatest improvement to journey times and would have the lowest environmental impact of the three options. Of the options presented at the Non-Statutory Consultation, Route 3 also proved to be the most popular.</p> <p>In 2017, having carefully considered the feedback received during consultation, and having carried out further investigations into the impacts of the connection options, the Applicant produced its seven-volume Post-Consultation Scheme</p>	No

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			<p>Assessment Report (Highways England, 2017a). This document set out the process by which the route options had been carefully assessed and explained the recommendations. The Secretary of State announced the Government's preferred route later in 2017, having had regard to that report.</p> <p>The options appraisal process was summarised in the Guide to Statutory Consultation and presented in detail in the Design, Construction and Operations document, also published for the Statutory Consultation. The process is also described in the Need for the Project (Application Document 7.1).</p> <p>The Project has been designed to address all the Scheme Objectives, including value for money, focusing on how public resources can be used to create and maximise public value. More information about the benefits and costs of the Project can be found in the Need for the Project, and in the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.</p>	
NR36	<p>Comments opposed to the northern route because of the potential negative impact on the countryside, green spaces and the Green Belt. Locations mentioned include Orsett and Thurrock.</p>	2	<p>As part of the options appraisal undertaken in advance of the 2016 Non-Statutory Consultation and continued as part of the Post-Consultation Scheme Assessment Report (Highways England, 2017a) with an Executive Summary in Volume 1, the landscape impacts of the different options for a northern route (known as Routes 2, 3 and 4) were considered. Having considered responses to the consultation and carried out further assessments, the Applicant concluded that Route 3 was, on balance, the best performing of the three shortlisted options and was selected by the Secretary of State as part of the 2017 Preferred Route Announcement.</p> <p>Volume 6 of the Post-Consultation Scheme Assessment Report (Highways England, 2017a) describes the environmental appraisal of the post-consultation appraisal routes.</p> <p>To reduce the impacts on local communities, the Project's northern route has been aligned to reduce impacts on population centres. This means that it would have an impact on the surrounding countryside, including Green Belt.</p>	Yes

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			<p>The National Policy Statement for National Networks (Department for Transport, 2014) and the Draft Overarching National Policy Statement for Energy (EN-1) (Department for Business, Energy and Industrial Strategy, 2021) recognise that new roads or utility diversions through Green Belt may constitute inappropriate development. Where that is the case, there is a presumption against such development except in very special circumstances. The Applicant has developed the Project to ensure it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and the associated planning practice guidance to support the framework (Department for Levelling Up, Housing and Communities; and Ministry of Housing, Communities and Local Government, 2021). This assessment, which explains the very special circumstances, is set out in Appendix E of the Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Table.</p> <p>After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment, local communities, and the Green Belt near East Tilbury.</p> <p>If the Project is granted development consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the SRN. Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time – for example, commenting on what facilities should be provided.</p> <p>More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p>	



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			<p>Throughout the development of the Project, the Applicant has aimed to minimise the overall footprint and height of the road, while still satisfying the Scheme Objectives.</p> <p>The A122 Lower Thames Crossing/M25 junction has been developed to reduce the impacts on the Thames Chase Forest Centre. The design makes the junction as compact and low as possible while still complying with the required highway standards. For example, by aligning the A122 northbound under the M25, the Applicant was able to limit the height of the junction and its impact on the surrounding landscape. Retaining walls would limit the amount of land needed, while embankment slopes have also been steepened to reduce the footprint further.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (Application Document 3.1).</p> <p>This includes an assessment of the impact of the Project and its junctions on woodland (including ancient woodland) and other open space, which can be found in ES Chapter 7: Landscape and Visual (Application Document 6.1). ES Chapter 8: Terrestrial Biodiversity and ES Chapter 13: Population and Human Health (Application Document 6.1) include the assessment of impacts on habitats and community land respectively. These chapters also present any proposed measures in each area.</p>	

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			<p>An assessment of the impact on the Green Belt, which outlines the very special circumstances that exist for the Project, is set out in Appendix E of the Planning Statement (Application Document 7.2). The assessment specifically considers the extent of any harm to the openness of the Green Belt.</p> <p>The Applicant consulted on the predicted impacts on local people, including open space, during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in particular the information presented in the Ward Impact Summaries (see Appendix S of this report). Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the CoCP (Application Document 6.3, ES Appendix 2.2).</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on the air quality impacts of the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments</p>	



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			<p>were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as Sites of Special Scientific Interest, Local Nature Reserves, and Special Areas of Conservation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>If appropriate, the areas of compensatory land may be made publicly accessible in a way that complements their primary function as compensatory habitats. Other benefits of the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants; enhance biodiversity by increasing the number of linked habitats; and planting new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	

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NR46	A comment opposed to the proposed northern route's potential impact on an area which the consultee says was intended for conservation purposes.	1	The northern route of the Project has been developed and refined through careful consideration of potential impacts on wildlife and ecology. The material produced for the Non-Statutory Consultation in January 2016, including the consultation booklet, a factsheet and the Pre-Consultation Scheme Assessment Report (Highways England, 2016a), described the predicted environmental impacts of the shortlisted route options north of the River Thames (known as Routes 2, 3 and 4) and their potential to be mitigated. The consultation booklet set out the Applicant's conclusion that Route 4 had the greatest impact on ecological sites, and Volume 6 of the Pre-Consultation Scheme Assessment Report (Highways England, 2016a) listed the habitats and woodlands that would or could be affected by each of Routes 2, 3 and 4. Route 2 was discarded as a potential northern route in part because it was generally unpopular with consultees, and also due to concerns regarding the potential loss of the Tilbury Flood Storage Area.	No
NR45	Comments opposed to the impact of the proposed northern route on wildlife and ecology.	2	<p>In selecting Route 3 as the preferred northern route, the Applicant explained that further work would be necessary to better understand and mitigate the potential effects on local biodiversity.</p> <p>The Applicant has developed the Project following the mitigation hierarchy of 'avoid, reduce, restore and compensate', to reduce any potential adverse effects, and has developed a biodiversity mitigation strategy that aims to ensure there would be no net loss of valued habitats. It would maintain habitat connectivity, reduce disturbance to species and create new habitat areas for a range of species.</p> <p>Environmental Statement (ES) Chapter 8: Terrestrial Biodiversity, and ES Chapter 9: Marine Biodiversity (Application Document 6.1) present the baseline conditions and explain how the relevant flora and fauna have been valued and assessed. These chapters also explain what measures are proposed to reduce adverse effects. ES Chapter 8 outlines assessments and mitigation for all designated sites, including a list of statutory and non-statutory designated sites on the northern route that have been assessed.</p> <p>To the north of the River Thames, the Project would mostly be designed within a false cutting and would incorporate habitat creation measures comprising a mix of</p>	No

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			<p>grassland, with areas of scrub, hedgerow and tree planting. Landscape mitigation is presented in ES Figure 2.4: Environmental Masterplan (Application Document 6.2) and in the Design Principles (Application Document 7.5). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>In areas where grassland would be created, the species mix would be focused on locally prevalent species that would benefit local invertebrate populations. This would support the Project becoming a wildlife corridor linking the areas around the Thames Estuary to the A13, Mardyke and M25 corridors.</p> <p>The proposed A122 Lower Thames Crossing/M25 junction would affect the Thames Chase Forest Centre and the Applicant has engaged with Forestry England to inform the plans to mitigate this impact. Proposals include the provision of replacement land to compensate for the loss within the Thames Chase Forest Centre. As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a proposed reduction of the amount of replacement open space land, removing a previously proposed area of land on the eastern side of the M25 with all proposed replacement land now on the western side of the M25, north and south of the existing Thames Chase Forest Centre. Appendix S of this report contains more information about these proposals.</p> <p>Since the Community Impacts Consultation, the Applicant has extended the Order Limits for the Project to include most of Hole Farm, excluding the buildings.</p> <p>The intention is to compensate for the potential impacts of nitrogen deposition on designated ecological sites as a result of vehicles using the Project and replacement land for part of the existing Folkes Lane Woodland. The remainder of the site would be used to provide the facilities associated with a community woodland including a tree nursery and a visitors centre.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with</p>	

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			<p>other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft DCO.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related</p>	

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			<p>measures set out in the REAC. By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>In addition, as part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent, forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO, the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the CoCP (Application Document 6.3, ES Appendix 2.2).</p> <p>At Statutory Consultation in October 2018, the Applicant proposed realigning Rectory Road to the east of its current route in order to accommodate the then-proposed alignment of the A13/A1089/A122 Lower Thames Crossing junction slip roads, with the new Rectory Road passing through the Orsett Showground. These proposals would have permanently affected the land on which the Orsett Show usually operated. Since Statutory Consultation, the Applicant's proposals in this area have been revised several times. The proposals submitted as part of the</p>	

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			<p>application for development consent feature realigned slip roads and keep Rectory Road on its current alignment, reducing the impacts on the Showground. A smaller area of the Showground near the A13 would be required permanently to accommodate the new slip roads. Additional land near the A13 would be required temporarily to divert a gas pipeline, with permanent rights acquired allowing for access and maintenance of the pipeline. The Applicant consulted on these revised highways and utilities proposals during subsequent consultations, including Supplementary Consultation in January 2020 and the Community Impacts Consultation in July 2021. More information about the land needed in this area can be found in the Land Plans (Application Document 2.2).</p>	
NR42	<p>A comment opposed to the proposed northern route due to concerns that land surrounding the Project might be susceptible to flooding.</p>	1	<p>Consideration was given to the northern route's potential for flooding impacts as part of the Non-Statutory Consultation in January 2016, and feedback on that issue informed decisions on which of the three shortlisted route options to pursue (known as Routes 2, 3 and 4). As reported in the Applicant's Response to Consultation 2017, which was included in the Statutory Consultation materials (see Appendix M of this report), Route 2 was discarded as a potential northern route in part because it was generally unpopular with consultees, and also due to concerns regarding the potential loss of the Tilbury Flood Storage Area.</p> <p>Volume 6 of the Post-Consultation Scheme Assessment Report (Highways England, 2017a) set out a summary of the potential flood impacts of Route 3. It also explained that Route 3 would not affect the Tilbury Flood Storage Area.</p> <p>The proposals have been designed to meet the policies in the National Policy Statement for National Networks (Department for Transport, 2014) and National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021). This sets out Government policy on development and flood risk. In accordance with national policy, the Project would not increase flood risk, with the exception of some pre-designated areas known as Compensatory Flood Storage Areas. In these areas, the land would be lowered and would accommodate any flood water displaced by the Project. In line with good practice, all flood assessments and mitigations include the projected effects of climate change.</p>	No



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			<p>Watercourses that are susceptible to flooding or are important for the dispersal of flood water are known as main rivers. Where it is necessary to cross a main river, the Project would be carried over the river by a bridge or viaduct, except in the Mardyke Valley where a large box culvert would convey the main river under the route. The route would be designed to ensure the performance of main rivers is not affected. This is secured in the Design Principles (Application Document 7.5), which sets out the use of clear spanning viaducts over the Mardyke and its tributaries, as well as in the Register of Environmental Actions and Commitment (REAC), which can be found in the CoCP (Application Document 6.3, ES Appendix 2.2), which includes commitments relating to road drainage and the water environment. Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021.</p> <p>Other watercourses, such as ordinary watercourses and drainage ditches, would be maintained by diverting them away from the works where necessary and routing them through culverts where they cross the route.</p> <p>For more information about the Project's impact on drainage and water, see ES Chapter 14: Road Drainage and the Water Environment (Application Document 6.1). In addition, an assessment of the risk of flooding within the proposed development and elsewhere as a result of the Project being constructed and operated is contained within the ES Appendix 14.6: Flood Risk Assessment (Application Document 6.3).</p>	
NR60	A comment opposed to the proposed northern route because of the potential impacts on the environment.	1	<p>During the development of the Project to date, the Applicant has sought to minimise the amount of land needed for the Project, with the aims of reducing the impact on local people and the environment, controlling costs, and still meeting the Scheme Objectives, including the need to provide relief at the Dartford Crossing. Information about the Scheme Objectives can be found in the Need for the Project (Application Document 7.1).</p> <p>In selecting Route 3 (the alignment north of the River Thames, for which the Applicant is seeking development consent) as its recommended northern route for the Project following the non-Statutory Consultation in January 2016, the Applicant explained that, of the shortlisted options that had been considered, it</p>	No

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			<p>provided the best balance between minimising community and environmental impacts, combined with better transport and economic benefits. A commitment was also made at that time to carry out further work to understand how best to minimise impacts on communities and the environment. For more information on the decision to select Route 3, refer to the Applicant's Response to Consultation 2017 document, which was included in the Statutory Consultation materials (see Appendix M of this report).</p> <p>After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities.</p> <p>Removing the roadside service facility allowed the removal of the Tilbury junction. These measures significantly reduced the environmental impact of the Project and the impact on Green Belt near East Tilbury.</p> <p>The Applicant has also reduced the number of southbound lanes from three to two between the proposed A122 Lower Thames Crossing/M25 and A13/A1089/A122 Lower Thames Crossing junctions, decreasing the road's footprint along this section, and has revised the design for the viaducts and embankments crossing the Mardyke Valley to reduce the visual impact and flood mitigation requirements.</p> <p>The Applicant has kept the Project's Order Limits under review, through ongoing assessments and discussions with stakeholders such as utility companies. In some instances, it has been possible to reduce the land required. In other instances, there has been an increase in land take. The Applicant has been open and transparent about these changes throughout the consultation process, providing appropriate information on the changes to enable consultees to comment on them.</p>	



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			<p>The Applicant has set out the land needed for the Project in the Land Plans (Application Document 2.2) and explained why rights or interests over each plot of land are required in the Statement of Reasons (Application Document 4.1).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft DCO (Application Document 3.1).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC. By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an</p>	

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			<p>EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The Project, including the northern route, has been developed through close engagement with statutory stakeholders such as Natural England and the Environment Agency, as well as non-statutory bodies, including local community groups. The Statement of Engagement (Application Document 5.2) provides a detailed description of the Applicant's engagement with stakeholder groups throughout the pre-application period.</p> <p>In addition, as part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent, forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the CoCP (Application Document 6.3, ES Appendix 2.2).</p>	
NR127	Comments opposed to the noise and vibration that	5	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which	Yes

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	the proposed northern route would generate.		is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).	
NR128	A suggestion for reducing the noise pollution generated by the northern route by extending the tunnel or using cuttings.	1	<p>ES Chapter 12: Noise and Vibration (Application Document 6.1) assesses the potential impacts of noise and vibration on the area. The ES includes an assessment of the impact of construction traffic and the works, as well as the operational impact of the Project, as well as the mitigation proposed to address these impacts. For further information on the noise policies that apply to the Project, see ES Appendix 12.1: Noise and Vibration Legislation and Policy (Application Document 6.3).</p> <p>Noise mitigation has been considered during the design of the route, with the proposed route designed at the lowest practicable height in the surrounding landscape, which includes the use of cuttings and false cuttings. Low-noise surfacing would be specified where appropriate. This is secured by the Design Principles (Application Document 7.5).</p> <p>Where the noise assessments indicate that additional noise mitigation is needed, the Applicant has included provision for noise barriers at specific points alongside the carriageway and consulted on the locations of noise barriers as part of the Design Refinement Consultation in July 2020. More information about that consultation is provided in Chapter 7 of this report. The locations were selected after analysis of the predicted traffic noise that would be generated by the Project when in operation and consideration of sensitive receptors such as properties and population centres.</p>	Yes

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			<p>During construction, good practice measures would be implemented, such as closed-board fencing installed around the construction compounds, the use of low-noise equipment, and the locating of noisy activities as far away from key local buildings as possible. Appropriate noise and vibration limits would be monitored and adjusted to ensure ongoing effectiveness.</p> <p>There is the potential for some significant noise and vibration impacts in some locations during the construction phase as a result of construction traffic and onsite activities. Construction noise would, however, be mitigated using good practice measures set out in the CoCP and the REAC.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic</p>	

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			<p>flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>For more information about the proposed noise barriers, see ES Chapter 12, the Environmental Masterplan and the Design Principles. The Environmental Masterplan is secured through Schedule 2 Requirement 5 of the draft DCO. Compliance with the Design Principles is secured by Requirement 3 of the draft DCO.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	
NR119	A comment opposed to the connectivity provided by the proposed northern route in which the consultee proposes an alternative route into Orsett.	1	<p>The Project would include junctions with key parts of the strategic road network (SRN) north of the River Thames, namely the A13, A1089 and M25. It would also provide connections to a limited number of local roads via the junctions at Orsett Cock and Gravesend East.</p> <p>The Scheme Objectives agreed between the Applicant and the Department for Transport require the Project to relieve the congested Dartford Crossing and approach roads. The Project is also required to improve the resilience of the River Thames crossings and the SRN. As described in the Need for the Project (Application Document 7.1), the Applicant has thoroughly assessed and, where appropriate, carried out consultations on where junctions should be situated and</p>	No

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			<p>the connections they should provide. More information on the route options considered can be found in Planning Statement (Application Document 7.2).</p> <p>The desire to provide more local connections to and from the Project has to be balanced against the need to ensure free-flowing connections with the SRN, as well as safety for all road users. It also has to be balanced against the potential for increased traffic on local roads that could arise if local connections are provided, as well as increased environmental effects associated with building larger and higher junctions capable of accommodating multiple traffic movements.</p> <p>In 2017, the Applicant considered an option to provide a direct link road between the then-proposed Tilbury junction and the Port of Tilbury. However, this link was discounted because traffic modelling highlighted a number of drawbacks to the potential design at Tilbury and the A13, including unnecessary delays to freight journeys and significant impacts on local roads. Following the decision not to provide a roadside service facility or new maintenance depot, the Tilbury junction was also removed from the design. The design of the Project at this location would not preclude construction of a junction at Tilbury should this be pursued at a later time.</p> <p>For more information about the Tilbury Link Road, the roadside service facility and the Tilbury junction, see the Project Design Report (Application Document 7.4).</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant has amended the operational access arrangements in the Tilbury area to provide permanent operational and emergency service vehicles access to this section of the Project. This change also includes the provision of a bridge over the Project for operational and emergency access. These design changes would not preclude construction of a junction at Tilbury connecting the Lower Thames Crossing to the wider road network, should this be pursued later. More information about the construction access routes can be found in the outline Traffic Management Plan for Construction (Application Document 7.14) and the Temporary Works Plans (Application Document 2.17), while information about operational access routes can be found in the General Arrangements (Application Document 2.5).</p>	



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>Where direct local connections are not provided, it is possible to connect to the Project by first joining roads on the SRN that are served by the proposed junctions. This is the case for the population centres in Thurrock and Gravesend.</p> <p>For more about the design principles in relation to the northern route and junctions, see the Design Principles (Applications Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021. For more information about the traffic modelling, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7).</p>	
NR24	<p>A comment opposed to the proposed northern route on the grounds that it would not address congestion, saying it would not improve the current situation at the Dartford Crossing.</p>	1	<p>As part of the 2016 Non-Statutory Consultation on route options, three shortlisted options for the northern section were assessed according to different factors including journey-time savings, in combination with shortlisted options for the southern section, and overall route length. Route C, which follows the alignment of the proposed northern section, was assessed to provide the greatest journey-time savings between junction 4 of the M2 and junction 28 of the M25, as well as the shortest overall length. Having considered responses to the consultation and carried out further assessments, the Applicant concluded that Route 3 was, on balance, the best performing of the three shortlisted options and was selected by the Secretary of State as part of the 2017 Preferred Route Announcement.</p>	No
NR29	<p>Comments opposed to the proposed northern route, with consultees saying traffic would be attracted to Thurrock and the M25 and congestion would worsen.</p>	7	<p>The proposed northern route was further refined after consideration of the Applicant's traffic modelling, which forecasts that the route would help relieve congestion at the Dartford Crossing, in line with the Scheme Objectives agreed with the Department for Transport, with traffic predicted to remain below current levels for the foreseeable future.</p> <p>The number of lanes along the route has been adjusted over time as part of the ongoing design development process. While it was originally expected that two lanes in each direction would be enough to accommodate predicted traffic flows, after carrying out further traffic modelling in 2017, this was increased to three lanes in each direction for the Statutory Consultation proposals in October 2018.</p> <p>A subsequent phase of traffic modelling confirmed the decision to have three lanes along the majority of the route but enabled the Applicant to conclude that</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>the number of lanes on the southbound section of the route between the A122 Lower Thames Crossing/M25 and the A13/A1089/A122 Lower Thames Crossing junctions could be reduced from three to two while still maintaining free-flowing traffic. As described in the Supplementary Consultation material, in January 2020, this would reduce the footprint of the route at this location, thereby reducing its environmental impact and cost. Traffic modelling submitted as part of the application for development consent confirms that these junctions would remain free-flowing for the foreseeable future.</p> <p>For more information about the design of the Project, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). A draft version of the Design Principles was published during the Community Impacts Consultation in July 2021.</p>	
NR73	Comments opposed to the northern route due to the impacts on Hornsby Lane.	2	Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).	No
NR72	Suggestions that specific roads in the vicinity of the proposed northern route should be upgraded to handle predicted increases in traffic.	2	<p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p>	No



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			<p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department of Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.</p> <p>More information on the predicted traffic impacts on local roads and the SRN is available in the Transport Assessment (Application Document 7.9).</p> <p>While the Project does result in additional vehicle mileage being travelled, this is largely as a result of longer trips – particularly those across the River Thames. The number of new trips predicted as a result of the Project is relatively low.</p>	
NR23	A suggestion that the A128 should be widened to accommodate more traffic.	1	<p>As part of the 2016 Non-Statutory Consultation on route options, three shortlisted options for the northern section were assessed according to different factors including journey-time savings, in combination with shortlisted options for the southern section, and overall route length. Route C, which follows the alignment of the proposed northern section, was assessed to provide the greatest journey-time savings between junction 4 of the M2 and junction 28 of the M25, as well as the shortest overall length. Having considered responses to the consultation and carried out further assessments, the Applicant concluded that Route 3 was, on balance, the best performing of the three shortlisted options and was selected by the Secretary of State as part of the 2017 Preferred Route Announcement.</p> <p>The proposed northern route was further refined after consideration of the Applicant's traffic modelling, which forecasts that the route would help relieve</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>congestion at the Dartford Crossing, in line with the Scheme Objectives agreed with the Department for Transport, with traffic predicted to remain below current levels for the foreseeable future.</p> <p>The number of lanes along the route has been adjusted over time as part of the ongoing design development process. While it was originally expected that two lanes in each direction would be enough to accommodate predicted traffic flows, after carrying out further traffic modelling in 2017, this was increased to three lanes in each direction for the Statutory Consultation proposals in October 2018.</p> <p>A subsequent phase of traffic modelling confirmed the decision to have three lanes along the majority of the route but enabled the Applicant to conclude that the number of lanes on the southbound section of the route between the A122 Lower Thames Crossing/M25 and the A13/A1089/A122 Lower Thames Crossing junctions could be reduced from three to two while still maintaining free-flowing traffic. As described in the Supplementary Consultation material, in January 2020, this would reduce the footprint of the route at this location, thereby reducing its environmental impact and cost. Traffic modelling submitted as part of the application for development consent confirms that these junctions would remain free-flowing for the foreseeable future.</p> <p>For more information about the design of the Project, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). A draft version of the Design Principles was published during the Community Impacts Consultation in July 2021.</p>	
NR68	A suggestion about how traffic flows on the proposed northern route should be regulated and rat-running prevented. For example, number plate recognition technology, speed humps and height,	1	<p>There are no plans to regulate traffic entering or leaving the route, using Automatic Number Plate Recognition (ANPR). Traffic modelling forecasts that the route would remain free flowing for the foreseeable future, so traffic management systems of this kind would not be necessary. For more information about the traffic modelling, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>If an incident occurred at some point on the route, including within the tunnel, and it was deemed necessary to regulate traffic entering the route or heading towards the tunnel for safety purposes, then this could be achieved using the traffic</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	weight and width restrictions.		<p>management technology that is an integral part of the Project design. For example, traffic speeds towards the tunnel could be slowed or motorists approaching one of the Project junctions could be directed away from the route. These systems would be used to manage general traffic in the event of an incident and ANPR would not be required to identify individual vehicles.</p> <p>ANPR would operate at the tunnel as part of the charging system. For more information about the charging system, see the Road User Charging Statement (Application Document 7.6). For more information about the traffic management and safety systems, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
NR4	Comments asking for further information about the proposed northern route.	4	<p>For the Statutory Consultation in October 2018, the Applicant produced over 3,000 pages of information about the design of the Project, including its route and junctions. This information included detailed explanations and maps of the road and the tunnel at their current stages of design development. The consultation materials also included information about the potential impacts of the Project, such as how the environment might be affected (primarily in the Preliminary Environmental Information Report) and on traffic movements on and around the Project (in the Traffic Forecasts Non-Technical Summary (Application Document 7.8)). In addition, the Applicant explained the process whereby options for the Project had been investigated and the preferred route established (in the Approach to Design, Construction and Operations document).</p> <p>The Applicant promoted the consultation extensively over the 10-week period, holding over 60 consultation-related events where staff were available to answer questions about the Project. The Correspondence Team was also available throughout the consultation and answered over 500 email queries sent by members of the public. The Stakeholder Engagement Team met numerous organisations, businesses, interest groups and statutory stakeholders to share information and answer questions about the proposals. The Applicant considers that the consultation materials and information provided were sufficient to allow</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>the public and stakeholders to take an informed view of the Project and provide feedback.</p> <p>For more information about the Statutory Consultation materials and promotional activities, see Chapter 4 of this report. The Statutory Consultation materials are set out in Appendix M of this report.</p> <p>Since the Statutory Consultation in October 2018, the Applicant has developed the plans for junctions north of the River Thames and presented updated information as part of the Supplementary Consultation in January 2020, Design Refinement Consultation in July 2020, the Community Impacts Consultation in July 2021, and the Local Refinement Consultation in May 2022. In developing those plans, the Applicant took into the account the views of relevant stakeholders, including local authorities. More information about the Supplementary Consultation, Design Refinement Consultation, the Community Impacts Consultation and the Local Refinement Consultation can be found in Chapters 6, 7, 8 and 9 of this report.</p>	

## Summary of issues raised relating to the southern connections and the Applicant's responses

11.5.26 Table 11.29 below summarises the issues raised relating to the southern connections and presents the Applicant's responses to those issues raised.

**Table 11.29 Summary of issues raised relating to the southern connections and the Applicant's responses**

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
SC163	A comment in support of removing the A226 junction.	1	These comments have been noted.	No
SC164	A comment in support of the design and use of accompanying structures such as bridges and underpasses, as well as the use of green bridges to reduce environmental impact.	1		No
SC168	A comment in support of the proposed widening of the A2/M2, saying it would improve traffic flow.	1		No
SC190	A comment in support of the proposed M2/A2/A122 Lower Thames Crossing junction based on a perception that it would provide new or improved access to/from local roads.	1		No
SC180	A comment in support of the proposed M2/A2/A122	1		No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	Lower Thames Crossing junction, saying it would provide new or improved access to the M2/A2/M20 motorways.			
SC194	A comment in support of the proposed junction based on a perception that journey times would improve because of more direct route/reduced congestion.	1		No
SC2	A general comment opposed to the proposed M2/A2/A122 Lower Thames Crossing junction.	1	<p>The Project and its junctions have been developed in line with the Scheme Objectives, which were agreed with the Department for Transport. These objectives were presented in the Case for the Project during the Statutory Consultation in October 2018 and are set out in the Need for the Project (Application Document 7.1). Options for the southern section of the Project were considered as part of the appraisal that preceded and informed the Non-Statutory Consultation in January 2016. The Applicant developed plans for the Eastern Southern Link (ESL) and the Western Southern Link (WSL), each connecting to the A2/M2. As explained in the consultation booklet produced for the Non-Statutory Consultation, the ESL was the Applicant's recommended option, on the basis that it would provide the more direct route, greater improvements to journey times and would connect directly to the M2. It was acknowledged that this option would have significant implications for the local community.</p> <p>Having considered responses to the consultation and further assessed the two options, the Applicant changed its recommendation to the WSL. The environmental and community impacts of the ESL were deemed to be unacceptable and modifications to the plans for the WSL could enable a 70mph route to be achieved. The WSL formed part of the route that was announced by the Secretary of State in the Preferred Route Announcement of 2017. Further</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>commentary on the assessment and selection of alternatives can be found in ES Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1) and Chapter 4: Project Evolution and Alternatives, of the Planning Statement (Application Document 7.2).</p> <p>In choosing the location of the junctions and their design, the Applicant has aimed to provide the necessary connectivity to relieve congestion at the Dartford Crossing, support sustainable local development and regional economic growth, improve road safety, and minimise the impacts of the Project on health and the environment. Underpinning all these requirements is a need to control costs and provide value for money.</p> <p>The design of the proposed M2/A2/A122 Lower Thames Crossing junction was updated following feedback received during the Statutory Consultation in October 2018, and now provides improved access for motorists travelling eastwards along the A2/M2 from Gravesend. The Applicant consulted on this improved design during the Supplementary Consultation in January 2020.</p> <p>Consultation on additional Project changes, including measures designed to mitigate the impact of the proposed M2/A2/A122 Lower Thames Crossing junction, was carried out during the Design Refinement Consultation in July 2020 and the Community Impacts Consultation in July 2021.</p> <p>For more information about the consultation and engagement during the development of the Project to date, see Chapters 1 to 9 of this report. Descriptions and links to consultation materials are provided in Appendices M to T. The Applicant has assessed the proposals for the M2/A2/A122 Lower Thames Crossing junction against environmental factors such as landscape, biodiversity and noise. Information about the assessments of the environmental impacts and proposed mitigation are set out in the relevant topic chapters of the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). A summary of all the findings is presented in ES Chapter 17: Summary (Application Document 6.1). For information about the mitigation proposed around the proposed M2/A2/A122 Lower Thames Crossing junction, see ES Figure 2.4: Environmental Masterplan</p>	



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			(Application Document 6.2), secured through Schedule 2 Requirement 5 of the draft Development Consent Order (Application Document 3.1).	
SC13	A comment opposed to the proposed junction on the grounds of the impact on properties in the area, such as compulsory purchases, demolitions and reduced house prices.	1	<p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. For more information see ES Chapter 13: Population and Human Health (Application Document 6.1).</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The assessment of the environmental and health impacts has informed the CoCP, which sets out the range of controls and mitigation measures that would be used to limit or avoid impacts on local communities and their amenities during the Project's construction.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in</p>	No



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			<p>Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them. The Applicant has sought to minimise the land impacted or required for the Project, while ensuring that there is sufficient land to build and operate the road.</p> <p>At the Statutory Consultation in October 2018, the Applicant proposed the demolition of nine residential and five business properties, mostly near the proposed M2/A2/A122 Lower Thames Crossing junction. During the Design Refinement Consultation in July 2020, the Applicant consulted on revised proposals for the junction, which would reduce the total number of properties to be demolished south of the river to seven residential and four business properties, again near the proposed M2/A2/A122 Lower Thames Crossing junction. At the Community Impacts Consultation, the Applicant reduced the number of residential properties to be demolished near the M2/A2/A122 Lower Thames Crossing junction and south of the river to four, and the number of commercial properties to be demolished there to three. For more information about these consultations, see Chapters 4, 7 and 8 of this report.</p> <p>The Applicant has set out the land required for the Project in the Land Plans (Application Document 2.2) and explained the reason each plot is required in the Statement of Reasons (Application Document 4.1).</p> <p>Since the Preferred Route Announcement by Secretary of State in April 2017, owner-occupiers of residential properties within the Order Limits have been able to ask the Applicant to purchase their properties by serving a Blight Notice under the Town and Country Planning Act 1990 (as amended). The Applicant has received a number of Blight Notices and are processing these. More information about the blight process can be found in the booklet Your Property and Blight (National Highways, 2022d).</p> <p>Those affected by the Project may also be entitled to make a claim for compensation, where a relevant ground for compensation is made out in accordance with the Compensation Code. Each claim for compensation would be considered on its own merits, in line with the Code.</p>	

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			Further information about the compensation offered to those affected by the Project can be found in Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers and guide 4 – Compensation to Residential Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a; 2021c). These include information about compensation for when the value of a property has been affected by the Project.	
SC22	A comment opposed to the proposed junction because of environmental concerns such as impact on the countryside and Green Belt.	1	To reduce the impacts on local communities, the Project has been routed away from population centres as much as possible. This has meant that it would have an impact on the surrounding countryside, including Green Belt. Throughout the development of the Project, the Applicant has designed junctions to minimise their footprint and height, while still retaining the necessary connectivity.	Yes
SC27	A suggestion to reduce the visual impact of the proposed junction by reducing the footprint of the junction.	1	The National Policy Statement for National Networks (Department for Transport, 2014) and the Draft Overarching National Policy Statement for Energy (EN-1) (Department for Business, Energy and Industrial Strategy, 2021) recognise that new roads or utility diversions through Green Belt may constitute inappropriate development. Where that is the case, there is a presumption against such development except in very special circumstances. The Applicant has developed the Project to ensure it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and the associated planning practice guidance to support the framework (Department for Levelling up, Housing and Communities; and Ministry of Housing, Communities and Local Government, 2021). This assessment, which explains the very special circumstances, is set out in Appendix E of the Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Table. Supplementary Consultation proposals, in January 2020, included the narrowing of the upgraded A2/M2 corridor, meaning that less land within Shorne Woods Country Park would be required than was proposed at the Statutory Consultation in October 2018. The proposals also included a new green bridge at Thong Lane over the A2/M2, which would help provide access to Shorne Woods Country Park and the Kent Downs Area of Outstanding Natural Beauty (AONB).	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>For the Design Refinement Consultation in July 2020, it was proposed that the original block planting layout of woodland compensation to the north of Shorne Woods Country Park would be redesigned to better reflect the landscape character of the area. Revisions to the planned works affecting utilities meant that it was also possible to reduce the area of land required through Shorne Woods Country Park. Shorne Woods switching station was proposed to be relocated to the western side of Thong Lane, north of the Thong Lane bridge over the A2/M2. Following feedback from the Design Refinement Consultation, and after engagement with relevant utility companies, the Applicant has proposed to move the equipment to the proposed A226 primary substation. By amending the cable type supplying the A226 substation and reconfiguring the local network, it is possible to remove around 2.8km of existing overhead electricity network (and associated wooden poles that currently run from the A2/Thong Lane intersection northwards to the A226). This would allow these areas to be managed as woodland, which avoids potential conflict of use with the cable network.</p> <p>Following the Design Refinement Consultation in July 2020, the Applicant worked with the relevant utility companies to reduce the impact of the gas pipeline diversion north of the A2/M2 on Shorne Woods Country Park. The proposals consulted on during the Community Impacts Consultation in July 2021 would mean approximately 1km of the pipeline that would have been diverted along the A2/M2's northern verge would now be routed under Brewers Road and Park Pale. This would reduce the amount of existing woodland that would need to be removed to accommodate the works. More information about utility diversions can be found in Environmental Statement (ES) Chapter 2: Project Description (Application Document 6.1).</p> <p>Following the Statutory Consultation in October 2018, the Applicant sought to reduce the impacts of the proposed M2/A2/A122 Lower Thames Crossing junction. The new junction design provides a more compact layout, reduces overall land take and enables the tunnel to be extended 350m south, thereby reducing the impacts on local populations and the protected sites near the Thames Estuary.</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>The Applicant has also redesigned the section of the A2/M2 that the Applicant is proposing to upgrade as part of the Project. The proposed footprint of the upgraded section of the A2/M2 corridor (between the junction with the A122 and M2 junction 1) has been reduced by removing the hard shoulder along the eastbound A2 parallel connector road, reducing the width of lane four in the A2/M2 mainline, and reducing the width of the central reservation. These changes have reduced the impact of the road on the Kent Downs AONB by narrowing the A2/M2's footprint, compared with the proposals put forward during the Statutory Consultation in October 2018, while still maintaining safety and traffic flow.</p> <p>The Environmental Impacts Update, produced for the Supplementary Consultation in January 2020, acknowledged that the loss of vegetation within the central reservation would increase the visibility of the HS1/A2 corridor from Cobham Hall park and garden, and that the changes would result in a marginal worsening of the effect reported in the Preliminary Environmental Information Report.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx).</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p>	

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			<p>More information about the assessments of the impacts of nitrogen once the Project is open, including the compensation package, can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p> <p>One benefit of the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants. More information relating to the impact on landscape can be found in ES Chapter 7: Landscape and Visual (Application Document 6.1).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the ES (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The ES includes a review and assessment of the impact of the Project and its junctions on woodland (including ancient woodland) and other open space. For more information, see ES Chapter 7: Landscape and Visual, ES Chapter 8: Terrestrial Biodiversity, and ES Chapter 13: Population and Human Health (Application Document 6.1). These present the assessments, as well as any measures, such as the use of tree planting, considered to be appropriate to reduce impacts in each area. Information relating to the Kent Downs AONB can be found in ES Appendix 7.11 (Application Document 6.3).</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>In response to feedback at the Statutory Consultation in October 2018, the proposal for tree planting near the Thong Lane green bridge over the Lower Thames Crossing, close to Riverview Park, was revised to better account for the existing chalk landscape, with fewer trees but still providing a visual screen between the Project and properties to the west of the road. The proposals were refined after the Supplementary Consultation in January 2020 and now include some additional planting on the east side the Project between the route and Thong.</p> <p>Tree planting for the purposes of environmental mitigation would typically make use of immature trees, because transplanting larger and more established trees tends to be less successful. The assessment recognises that such planting takes time to establish, which is why the assessment considers the design after 15 years.</p> <p>The Applicant consulted on the predicted impacts on local people and open spaces during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in particular the information presented in the Ward Impact Summaries (see Appendix S of this report). Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>The entire southern section of the route between the Thames Estuary and the proposed M2/A2/A122 Lower Thames Crossing junction is either in a tunnel or a cutting.</p> <p>The South Portal was moved 350m south after the Statutory Consultation in October 2018 and its new location was consulted on during the Supplementary Consultation in January 2020, meaning that the South Portal has been moved 950m in total. The location of the South Portal has been determined by the need to mitigate negative environmental impacts, such as changes to groundwater levels, on the Thames Estuary and Marshes Special Protection Area and Ramsar site. Extending the tunnel further south is not possible due to the need to maintain a safe distance between the tunnel portal and the proposed M2/A2/A122 Lower</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>Thames Crossing junction to allow for the appropriate signage and to give motorists enough time to make safe lane changes.</p> <p>For more information, see the Project Design Report (Application Document 7.4) and the Design Principles. The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>The Applicant is proposing to use some land for the Project that was designated as environmental mitigation for HS1. The impact of the Project on woodland and landscape in the vicinity of the A2/M2 and the Kent Downs AONB has been assessed holistically and, where practicable, the Applicant has sought to offset those impacts through the use of new planting. More information about landscape and woodland mitigation can be found in ES Chapter 7: Landscape and Visual, and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1). The landscape planting for the area around the A2/M2 is presented in the Environmental Masterplan and is described in the Design Principles. The Environmental Masterplan is secured through Requirement 5 of the draft DCO.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments.</p> <p>The oLEMP (Application Document 6.7) submitted as part of the application for development consent, forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft, the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan and the CoCP.</p> <p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs AONB. Additionally, the A2/M2 upgrade proposed at Statutory Consultation would now use lower-noise surfacing compared to the previous proposals. The Applicant has assessed</p>	



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>the impact of removing this noise barrier and found that there would be no significant impacts on sensitive receptors, such as residential properties, as a result of the change. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road. For more information about the proposed noise mitigation measures, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2).</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
SC4	A general comment expressing concern about the proposed M2/A2/A122 Lower Thames Crossing junction because of environmental concerns.	1	<p>All of the Project's junctions have been designed to minimise their environmental impacts, while still fulfilling the Project requirements, as agreed between the Applicant and the Department for Transport. Each junction has been designed to minimise its height and footprint as far reasonably possible, while still providing the necessary capacity, safety and connectivity to the strategic road network.</p> <p>The Applicant has assessed the proposals for the M2/A2/A122 Lower Thames Crossing junction as part of the Environmental Impact Assessment (EIA) to understand its impacts on environmental factors such as landscape, biodiversity and noise, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation which is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as additional commitments within ES Appendix 2.2: Code of Construction Practice (CoCP) and the Register of Environmental Actions and Commitments (REAC) (Application Document 6.3).</p> <p>Draft versions of the CoCP and REAC were included in the material provided published for the Community Impacts Consultation. Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has acted on had regard to them.</p>	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>In January 2020, as part of the Supplementary Consultation, the Applicant consulted on an improved design for the proposed M2/A2/A122 Lower Thames Crossing junction. The new junction design would require the removal of some ancient woodland from Claylane Wood to provide safe accessibility for strategic and local traffic. To offset this loss, new areas of woodland would be planted in the area. For more information, see Chapter 6 of this report.</p> <p>Following the Supplementary Consultation in January 2020, the Applicant updated the proposals for woodland planting, utilities and noise barriers. The Applicant consulted on these updates during the Design Refinement Consultation in July 2020, which also included an Environmental Impacts Update document. For more information on the consultation, see Chapter 7 of this report. For more information about the proposed noise barriers, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and the Environmental Masterplan (Application Document 6.2, ES Figure 2.4).</p> <p>Following the Design Refinement Consultation in July 2020, the Applicant made changes to proposals for utilities and construction activities, which resulted in changes to the Order Limits near the proposed M2/A2/A122 Lower Thames Crossing junction. The Applicant consulted on these changes during the Community Impacts Consultation in July 2021, which also included updated information about impacts during construction and operations in the Ward Impact Summaries (see Appendix S of this report). For more information, see Chapter 8 of this report.</p>	
SC75	A comment opposed to the proposed M2/A2/A122 Lower Thames Crossing junction on the basis that it would encourage drivers to use unsuitable local roads.	1	<p>The Project would connect directly to the key points on the strategic road network (A2/M2, A13/A1089 and M25) and selected local connections, such as the Gravesend East and Orsett Cock junctions. This would reduce the likelihood of motorists using local roads to access the new crossing.</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south</p>	No
SC76	A comment expressing concern about the	1		No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	<p>proposed M2/A2/A122 Lower Thames Crossing junction, saying it would encourage additional traffic to use the A229 Blue Bell Hill interchange.</p>		<p>capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.</p> <p>While the Project does result in additional vehicle mileage being travelled, this is largely as a result of longer trips – particularly those across the River Thames. The number of new trips predicted as a result of the Project is relatively low.</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			For more information about the impacts across the road network, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).	
SC83	A comment expressing concern about the proposed A2/M2 corridor saying that it currently has heavy traffic and needs improving towards London.	1	The purpose of the Project is to fulfil the Scheme Objectives agreed between the Applicant and the Department for Transport (DfT), which include the provision of traffic relief at the Dartford Crossing as well as providing new free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).  Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).	No
SC88	A comment expressing concern that the Project would encourage additional traffic from Maidstone and the M20 on to the M2 junction 3 / Blue Bell Hill.	1	While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).	No
SC81	A suggestion that existing roads would need to be upgraded to cope with increased traffic as a result of the Project, which focused on specific roads including the M20, A2/M2 and Blue Bell Hill.	1	The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.  The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.  The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.</p> <p>More information on the forecasted traffic impacts on local roads and the A2/M2 is available in the Transport Assessment (Application Document 7.9).</p>	
SC103	<p>A comment opposed to the location of the proposed M2/A2/A122 Lower Thames Crossing junction, saying the A2 and M2 are already heavily congested.</p>	1	<p>Following the Non-Statutory Consultation in January 2016, a decision was made and announced by the Secretary of State that the Western Southern Link (WSL) would be the preferred route from the South Portal to the A2/M2 because it best meets the Scheme Objectives.</p> <p>The decision to recommend the WSL followed consideration of responses to the consultation and further analysis of the two alternatives. The Eastern Southern Link Road (ESL) had previously been the recommended route, as described in the consultation booklet produced for the Route Consultation. Before recommending the WSL, it was concluded that the proposed design could be improved so that it offered a free-flowing connection with the default national speed limit speed limit for this type of road (e.g. 70mph for cars), as was the case with the ESL.</p> <p>The WSL offers high value for money, fully supports wider regeneration and economic benefits, while having a lower impact than the ESL on the environment and local communities. Both the ESL and WSL offered direct journeys across the River Thames, meaning the relative mileage between the two options was not a factor in the decision-making process.</p> <p>In advance of the Statutory Consultation in October 2018, the Applicant carried out a reappraisal of the options, which confirmed that the WSL remained the most appropriate choice to connect the South Portal with the strategic road network.</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>This appraisal included consideration of the traffic modelling forecasts presented during the Statutory Consultation.</p> <p>For a description of the development and selection of a preferred route, see Chapter 3 of this report. For more information about the Applicant's options consideration, see Chapter 4 of the Planning Statement (Application Document 7.2), which includes an explanation as to how the Project developed and the options considered, along with further information, including an explanation to why the WSL was selected. It also sets out the Project's Scheme Objectives, agreed with the Department for Transport.</p>	
SC112	A comment expressing concern about the level of connectivity provided by the Project south of the river.	1	<p>The Project's Scheme Objectives include to relieve the congested Dartford Crossing and approach roads. The connection to the A2/M2 has been assessed and refined to ensure that it meets the Scheme Objectives. It has been subject to an extensive options appraisal process in which two shortlisted options, the Eastern Southern Link (ESL) and the Western Southern Link (WSL), formed part of the 2016 Non-Statutory consultation. The connection to the A2/M2 that was proposed for Statutory Consultation, WSL, offered a 70mph free-flowing connection to the new crossing and its environmental impacts were considered to be less significant than those of the ESL alternative. Following Statutory Consultation, these plans were further refined and an updated design was proposed as part of the Supplementary Consultation described in Chapter 6 of this report.</p> <p>More information about the design of the southern route of the Project can be found in the Project Design Report (Application Document 7.4), Design Principles (Application Document 7.5) and the General Arrangement (Application Document 2.5).</p>	No
SC122	A comment expressing concern about the changes to connectivity at Gravesend East from Valley Drive to the A2/M2.	1	<p>Following feedback at the Statutory Consultation in October 2018, the design of the proposed M2/A2/A122 Lower Thames Crossing junction was revised to provide a more direct route from the Gravesend East junction to the M2 eastbound. This revised layout was included in the Supplementary Consultation in January 2020, which is described in Chapter 6 of this report. Traffic for the A2 eastbound and the A289 would continue to use Brewers Road, as originally</p>	Yes

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>proposed during Statutory Consultation. The Applicant now considers that the proposals for the M2/A2/A122 Lower Thames Crossing junction represent the optimum solution, balancing the need to provide a free-flowing 70mph connection between the new crossing and the strategic road network with the need to avoid or mitigate any associated environmental impacts, including those affecting designated sites.</p> <p>Some increases in traffic on local roads are forecast at peak times as a result of the Project, such as around Shorne. In other areas, such as around Dartford, there is expected to be less traffic on local roads.</p> <p>More information can be found in the Traffic Forecast Non-Technical Summary (Application Document 7.8). For more information about the design of the southern route, see the Project Design Report (Application Document 7.4), the Design Principles (Application Document 7.5) and the General Arrangement (Application Document 2.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
SC130	A comment expressing concern about the proposed M2/A2/A122 Lower Thames Crossing junction, saying the existing network experiences heavy traffic.	1	<p>The proposed M2/A2/A122 Lower Thames Crossing junction includes free-flowing connections between the Project and the strategic road network (SRN), as well as links to key local roads. The Applicant's traffic modelling forecasts that the junction's connections to the SRN would remain free flowing for the foreseeable future.</p> <p>Following feedback at the Statutory Consultation in October 2018, the design of the proposed M2/A2/A122 Lower Thames Crossing junction was revised to simplify the route from the Gravesend East junction to the A2/M2 eastbound. This revised junction layout, which retains the free-flowing design, was included in the Supplementary Consultation in January 2020, which is described in Chapter 6 of this report.</p> <p>Traffic modelling presented as part of the application for development consent predicts that, compared with the situation without the Project, the overall level of traffic using the Dartford Crossing is forecast to fall by 19% in 2030 and remain below current levels for the foreseeable future.</p>	No
SC131	A comment opposed to the M2/A2/A122 Lower Thames Crossing junction, saying it would make congestion worse.	1	<p>Traffic modelling presented as part of the application for development consent predicts that, compared with the situation without the Project, the overall level of traffic using the Dartford Crossing is forecast to fall by 19% in 2030 and remain below current levels for the foreseeable future.</p>	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>Average speeds on that part of the network would rise and journey times would become more reliable, reducing journey times at the Dartford Crossing in line with the Scheme Objectives agreed with the Department for Transport (DfT). Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities. More information on the forecasted traffic impacts on local roads and the A2/M2 is available in the Transport Assessment (Application Document 7.9). While the Project does result in additional vehicle mileage being travelled, this is largely as a result of longer trips – particularly those across the River Thames. The number of new trips predicted as a result of the Project is relatively low.</p>	
SC139	A suggestion that HGV traffic should be segregated from general traffic to improve flows.	1	<p>The Project would include a restriction on HGVs using lane three, similar to a motorway. There would be no other restrictions on HGVs using the Project, including the tunnel, apart from abnormal loads, which would be subject to the usual restrictions and route-planning requirements. The Project has been designed with adequate capacity to remain free-flowing for the foreseeable future, including the predicted volumes of HGVs. For more information, see the Project Design Report (Application Document 7.4).</p>	No



## Summary of issues raised relating to the northern connections and the Applicant’s responses

11.5.27 Table 11.30 below summarises the issues raised relating to the northern connections and presents the Applicant's responses to those issues raised.

**Table 11.30 Summary of issues raised relating to the northern connections and the Applicant's responses**

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant’s response	Project change
NC300	A general comment in support of the proposed location of the junctions north of the River Thames.	1	These comments have been noted.	No
NC305	A comment in support of the proposed junctions north of the River Thames based on a perception that they would provide improved access.	1		No
NC304	A comment in support of the proposed A13/A1089/A122 Lower Thames Crossing junction based on a perception that it would deliver improved access to local routes.	1		No
NC2	General comments expressing opposition to the proposed junctions north of the River Thames.	2	In choosing the location of the junctions and their design, the Applicant has sought to balance the Scheme Objectives, which were agreed with the Department for Transport and are set out in the Need for the Project (Application Document 7.1). The Applicant has aimed to provide the necessary connectivity to relieve the Dartford Crossing, support economic growth, improve road safety and to minimise the impacts of the Project on health and the environment.	No
NC10	A general comment opposed to the proposed	1		No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	A122 Lower Thames Crossing/M25 junction.		<p>Underpinning all these requirements is a need to control costs and provide value for money.</p> <p>The A13/A1089/A122 Lower Thames Crossing junction proposals presented at the Statutory Consultation in October 2018, including the chosen connectivity, were determined after careful consideration of traffic modelling, and the impacts on local communities and the environment. The junction connects two major highways to the Project, which is why a major junction is required. To reduce its footprint and height, not all direct links between the three highways are provided. The inclusion of additional direct links, such as those between the A13 westbound and the A1089, would require a third level to the junction, significantly increasing the visual impact and cost. The links that have been provided at the junction are those that would align best with the Scheme Objectives, based on consideration of the traffic modelling, feedback from stakeholders and costs.</p> <p>After the Statutory Consultation, the Applicant redesigned some slip roads at the junction between the Lower Thames Crossing, A13, A1089 and A1013 to reduce the visual impact of the junction, move roads away from properties, and improve safety and connectivity at the junctions.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant presented a change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction, adding an extra lane to the link road connecting the Lower Thames Crossing northbound and southbound to the A13 eastbound. The extra lane on the link road east of Baker Street would provide additional capacity for traffic leaving the Lower Thames Crossing and accounts for the latest predicted traffic flows.</p> <p>In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design would provide a direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the Project northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>Orsett Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road.</p> <p>The proposed A122 Lower Thames Crossing/M25 junction would impact the Thames Chase Forest Centre. The Applicant has engaged with Forestry England to develop the proposals to reduce the adverse impacts. The proposals include the provision of replacement land to compensate for the loss of part of the site, to the north and south of the Thames Chase Forest Centre, which the Applicant consulted on as part of the Design Refinement Consultation in July 2020. There would also be upgrades and additions to the walking, cycling and horse riding routes in the area. More information about the Design Refinement Consultation can be found in Chapter 7 of this report. As part of the Community Impacts Consultation in July 2021, the Applicant consulted on proposals for a reduced amount of replacement open space land, removing a previously proposed area of land on the eastern side of the M25. As a result, all the proposed replacement land would be on the western side of the M25. The land would be designed to match the existing forest and is being developed in collaboration with stakeholders. The replacement land covers approximately 15.6ha compared with about 14.5ha and is proposed to be acquired or be subject to rights. Further information about the Thames Chase Forest Centre compensation land can be found the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7). The Applicant consulted on a draft oLEMP during the Community Impacts Consultation in October 2018. More information about that consultation can be found in Chapter 8 of this report.</p> <p>The proposed A122 Lower Thames Crossing/M25 junction has been designed to function efficiently with the proposed upgrades to junction 29 of the M25. These upgrades include dedicated slip roads from the M25 and the Project, an increased number of lanes on the junction's roundabout, and additional traffic lights to improve traffic management. After the Statutory Consultation, the Applicant made changes to the junction to reduce the junction's overall footprint and to reduce the impact on existing infrastructure such as the Folkes Lane footbridge. After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities.</p> <p>More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p> <p>In 2017, the Applicant considered an option to provide a direct link road between the then-proposed Tilbury junction and the Port of Tilbury. However, this link was discounted because traffic modelling highlighted a number of drawbacks to the potential design at Tilbury and the A13, including unnecessary delays to freight journeys and significant impacts on local roads.</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant has amended the operational access arrangements in the Tilbury area to provide permanent operational and emergency service vehicles access to this section of the Project. This change also includes the provision of a bridge over the Project for operational and emergency access. These design changes would not preclude construction of a junction at Tilbury connecting the Lower Thames Crossing to the wider road network, should this be pursued later. More information about the construction and operational access arrangements can be found in Environmental Statement (ES) Chapter 2: Project Description (Application Document 6.1). If a Tilbury Link Road and junction were proposed in the future, they would require their own appropriate planning consents.</p> <p>During the development of the Project to date, the Applicant has selected options and designs that have been rigorously tested against the Scheme Objectives and, at the appropriate stages, have been presented at public consultation. The Applicant has worked closely with stakeholders to understand their needs and, wherever practicable, to incorporate their feedback into the designs while still fulfilling the Scheme Objectives.</p> <p>Having carried out and documented this design process, the Applicant has now concluded that the Project includes the optimal junctions in the most suitable</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>locations and is proposing appropriate mitigation to reduce negative impacts on local people and the environment.</p> <p>For more information about the design of the junctions north of the River Thames, see the Project Design Report (Application Document 7.4). For more information about the environmental assessments and mitigations, see the ES (Application Documents 6.1, 6.2 and 6.3).</p>	
NC21	A comment opposed to the proposed junctions north of the River Thames, saying they would disrupt local communities, including reference to traffic congestion during construction.	1	<p>Local people and communities have been considered throughout the design and development of the Project and consulted with at appropriate stages of development. This would remain the case up to construction of the Project, including in relation to the implementation of proposals for how the Applicant would mitigate the impacts of the Project on roads, schools, businesses, Public Rights of Way and community assets.</p> <p>Throughout the development of the Project, the Applicant has designed junctions to minimise their footprint and height, while still retaining the necessary connectivity. The Applicant has designed extensive mitigation into the proposed A13/A1089/A122 Lower Thames Crossing junction to reduce the visual impact on local populations, including the use of cuttings, landscaped earthworks and woodland planting, which over time would partially screen this junction.</p>	No
NC25	A comment opposed to the proposed A122 Lower Thames Crossing/M25 junction, saying it would cause disruption to local communities.	2	<p>The Applicant also made changes to the layout of the proposed A13/A1089/A122 Lower Thames Crossing junction as a result of feedback received during the Statutory Consultation in October 2018. These included moving some slip roads away from residential properties, changes to improve connectivity for emergency vehicles, and improvements to routes for walking, cycling and horse riding. More information about the changes proposed at the A13/A1089/A122 Lower Thames Crossing junction since Statutory Consultation can be found in Chapters 6, 7, 8 and 9 of this report.</p>	No
NC250	A comment opposed to the proposed A122 Lower Thames Crossing/M25 junction, saying it would impact on people's property or homes.	1	<p>In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design provides a</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the Project northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the Orsett Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road.</p> <p>The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design.</p> <p>The proposed A122 Lower Thames Crossing/M25 junction has been developed to reduce impacts on the Thames Chase Forest Centre. The junction would be designed to be as compact and low in height as reasonably possible while still being in accordance with the latest Design Manual for Roads and Bridges standards. For example, by aligning the Project northbound under the M25, the Applicant has been able to limit the height of the junction and its impact on the surrounding landscape. Retaining walls would limit the amount of land needed, while embankment slopes have also been steepened to further reduce the footprint of the junction.</p> <p>At junction 29, the Applicant has kept the design as compact as possible while still providing the necessary additional road capacity and avoiding ancient woodland as much as possible. Additional work on the design carried out after the Statutory Consultation enabled reduction of the footprint of the junction by moving the slip roads closer to the main carriageways.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant</p>	

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			<p>plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 13: Population and Human Health (Application Document 6.1) provides assessments of the impacts during construction and operation on local people and includes information about the proposed mitigation for each area.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>Requirement 4 in the Schedule 2 Requirements of the draft Development Consent Order (DCO) (Application Document 3.1) stipulates that an Environmental Management Plan (EMP2), which is substantially in accordance with the CoCP, must be submitted to and approved by the Secretary of State for each part of the authorised development.</p> <p>The CoCP and the REAC are legally secured in the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and</p>	



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			<p>would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. Draft versions of the Design Principles (Application Document 7.5), CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in response to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO. The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p> <p>The Transport Assessment (Application Document 7.9) considers the Project's forecast impact on the strategic and local highway networks. It also assesses the predicted impact of construction traffic on the network.</p> <p>For more information about the design of the Project north of the River Thames, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation.</p>	
NC26	A comment opposed to the proposed A13/A1089/A122 Lower Thames Crossing junction,	1	In response to feedback received during the Statutory Consultation in October 2018, the Applicant has proposed a new emergency service access road off Heath Road linking to the A1089 southbound. This would allow emergency services to maintain response times to the Port of Tilbury from the fire station at	Yes



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	saying would cause disruption to local communities.		<p>the Orsett Cock junction. In addition, emergency access would be provided from Brentwood Road to the Lower Thames Crossing northbound and southbound to improve response times for emergency services from Orsett and Grays. Following further design development, emergency access from the Project to Brentwood Road has also been provided. The Applicant consulted on this change in the Design Refinement Consultation in July 2020 and would continue to engage with emergency services in relation to the development of the Project.</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies (such as emergency services) identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments. The Transport Assessment (Application Document 7.9) sets out the Project's forecast impact on the strategic and local highway networks. It also assesses the predicted impacts on the road and public transport networks during the Project's construction.</p>	
NC28	A general comment opposed to the proposed junctions north of the River Thames because of their perceived impact on local communities.	1	The Applicant has consulted at appropriate phases of the Project's development. In addition, the Applicant has engaged extensively with stakeholders and carried out studies and surveys to develop the understanding of the local environment and communities. The information collected has informed the development of junction locations and their design, as well as the development of the proposals to	No

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NC32	A general comment opposed to the proposed A122 Lower Thames Crossing/M25 junction, saying it would negatively affect local communities.	1	<p>mitigate their impacts. All the junctions on the Project have been designed to minimise their height and footprint, while still providing the necessary connectivity. During the Community Impacts Consultation in July 2021, the Applicant provided more information and consulted on construction and operational impacts, including mitigation proposals. More information about this consultation can be found in Chapter 8 of this report.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 13: Population and Human Health (Application Document 6.1) provides assessments of the impacts during construction and operation on local people, and includes information about the proposed mitigation for each area.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There</p>	No

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			<p>would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse riding routes; as well as access to new areas of recreational land at Tilbury Fields. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which could have positive and negative mental health outcomes (such as anxiety as a result of increases in noise levels).</p> <p>Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>The Applicant consulted on the predicted impacts on local people during the Project's construction and operation as part of the Community Impacts Consultation in the Ward Impact Summaries (see Appendix S of this report).</p> <p>The Applicant has designed extensive mitigation into the proposed A13/A1089/A122 Lower Thames Crossing junction to reduce the visual impact on local populations, including the use of cuttings, landscaped earthworks and woodland planting, which over time would partially mask this junction.</p> <p>At Statutory Consultation in October 2018, the Applicant proposed realigning Rectory Road to the east of its current route in order to accommodate the then-proposed alignment of the A13/A1089/A122 Lower Thames Crossing junction slip roads, with the new Rectory Road passing through the Orsett Showground. These proposals would have permanently affected the land in which the Orsett Show usually operates. Since Statutory Consultation, the Applicant's proposals in this area have been revised several times. The proposals submitted as part of the application for development consent feature realigned slip roads and keep Rectory Road on its current alignment, reducing the impacts on the Showground. A smaller area of the Showground near the A13 would be required permanently to accommodate the new slip roads. Additional land near the A13 would be required temporarily to divert a gas pipeline, with permanent rights acquired allowing for access and maintenance of the pipeline. The Applicant consulted on these revised highways and utilities proposals during subsequent consultations, including Supplementary Consultation in January 2020 and the Community</p>	

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			<p>Impacts Consultation. More information about the land needed in this area can be found in the Land Plans (Application Document 2.2).</p> <p>During the Design Refinement Consultation in July 2020, the Applicant consulted on the provision of an area of land to compensate for the impacts on the Orsett Showground site. It has now been agreed with the owner that the area of compensatory land would not be required. The Order Limits have also been reduced in this area, as shown in the Land Plans (Application Document 2.2).</p> <p>The Applicant has ensured that an alternative location and facilities for the travellers at Gammonfields Way would be provided as part of the Project. The Applicant consulted on several locations during the development of the Project to date, including a proposed site adjacent to its current location, which the Applicant consulted on during the Design Refinement Consultation. The Applicant has included that proposal in the application for development consent, having reviewed the comments received during the Design Refinement Consultation. Issues raised in relation to that proposal by consultees, and the Applicant's response to them can be seen in Chapter 13 of this report.</p> <p>After the Design Refinement Consultation, the alignment of a proposed high pressure gas pipeline diversion either side of Rectory Road was revised to locate it closer to the earthworks that would form part of the new road. The relocated pipeline aims to minimise the temporary and permanent disruption to the Orsett Showground as well as any future proposed development in this area.</p> <p>Further information on these proposals was provided in the Ward Impact Summaries and the Construction Update published during the Community Impacts Consultation. The consultation materials can be found in Appendix S of this report.</p> <p>More information on this decision is set out in the Statement of Reasons (Application Document 4.1) and there is a summary of Project changes in Chapters 11 to 15 of this report. More information can be found in the Land Plans.</p> <p>The Whitecroft Care Home is Grade II listed and impacts on listed buildings are assessed in ES Chapter 6: Cultural Heritage (Application Document 6.1). The Applicant has sought to address concerns raised by the owners of the care home</p>	

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			<p>by altering the design of the road and landscaping to the west of the property. Discussions with the owner would continue to resolve or mitigate concerns.</p> <p>The Statement of Reasons provides information about engagement with the owners of the care home. The care home is referred to in the existing baseline section of ES Chapter 13: Population and Human Health (Application Document 6.1), under community land and assets. The impacts to community assets as a whole (including the care home) are assessed in ES Chapter 13.</p> <p>Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report.</p> <p>The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design.</p> <p>The proposed A122 Lower Thames Crossing/M25 junction has been developed to reduce the impacts on the Thames Chase Forest Centre. The junction would be designed to be as compact and low in height as possible, while still complying with the latest standards set out in the DMRB. For example, by aligning the Project's northbound carriageway under the M25, the Applicant has been able to limit the height of the junction and its impact on the surrounding landscape. Retaining walls would further limit the amount of land needed, while embankment slopes have also been steepened to reduce the footprint of the junction.</p> <p>At junction 29, the Applicant has kept the design as compact as possible while still providing the necessary additional road capacity and reducing the impacts on ancient woodland where practicable. Additional work on the design carried out after the Statutory Consultation enabled a further reduction of the footprint of the junction by moving the slip roads closer to the main carriageways.</p>	

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NC60	A comment opposed to the proposed junctions north of the River Thames, saying they would impact on people's property or homes.	1	The configuration of each of the proposed junctions north of the River Thames is constrained by existing roads, properties and amenities. The proposed A13/A1089/A122 Lower Thames Crossing junction is the most complicated of the proposed junctions, and its design is highly constrained by existing roads and properties. One of the key movements that this junction must provide is from the Project southbound to the A13 eastbound, which would help relieve congestion at M25 junction 30. The alignment of this link road has been assessed and adjusted to minimise its impacts, but due to the proximity of existing roads and properties.	No
NC63	Comments opposed to the proposed A13/A1089/A122 Lower Thames Crossing junction, saying it would affect people's property or homes. These comments include objections to the loss of houses or the effects on remaining habitations.	2	<p>At Statutory Consultation the number of residential properties that would require demolition north of the River Thames was 20, this increased at the Design Refinement Consultation in July 2020 to 27, while commercial properties that would require demolition increased from zero to one. The proposed A122 Lower Thames Crossing/M25 junction design at the Design Refinement Consultation in July 2020 took into consideration the existing railway line, roads and properties, but due to the proximity of existing roads and properties, seven residential properties required demolition to accommodate the required footprint of the junction.</p> <p>At the Community Impacts Consultation in July 2021, the number of residential properties to be demolished due to the proposed A122 Lower Thames Crossing/M25 junction increased to 10.</p> <p>Overall, the Project would require the demolition of 26 residential properties north of the river.</p> <p>The Applicant has robust processes in place to manage the compensation of eligible property owners when demolition has been established as the only viable option. Others also affected by the Project would be entitled to make a claim for compensation, where a relevant ground for compensation is made out in accordance with the Compensation Code. Each claim for compensation would be considered on its own merits, in line with the Code.</p> <p>The Applicant has also been working with the owners of businesses and other local amenities to seek to mitigate the impacts of the Project during construction and operation. In situations where it is determined that businesses would no</p>	No



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			<p>longer be viable as a consequence of the Project, the Applicant would ensure suitable compensation is available in line with the Compensation Code. Information on the status of negotiations with affected parties is provided in the Statement of Reasons (Application Document 4.1).</p> <p>Since the Preferred Route Announcement in 2017, owner-occupiers of residential properties within the Order Limits have been able to ask the Applicant to purchase their properties by serving a Blight Notice under the Town and Country Planning Act 1990 (as amended). The Applicant has received a number of Blight Notices and is processing these. More information about the blight process can be found in the booklet Your Property and Blight (National Highways, 2022d).</p> <p>Further information about the compensation offered to those affected by the Project and other infrastructure projects can be found in Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers, and guide 4 – Compensation to Residential Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a; 2021c).</p>	
NC77	A comment opposed to the proposed junctions north of the River Thames on the grounds that they would be too close to schools.	1	<p>The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix</p>	No
NC73	A comment opposed to the proposed junctions north of the River Thames, saying they would increase traffic and make air quality worse.	1		No

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			<p>2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 5: Air Quality (Application Document 6.1) includes an assessment of the predicted changes to local air quality as a result of the Project and assesses impacts during construction and operation and sets out mitigation where this is considered appropriate.</p> <p>The construction phase is likely to affect air quality as a result of emissions of dust from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigations in place, the air quality impacts of the Project in relation to human health during construction are not expected to be significant.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC. By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the</p>	



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			<p>process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The operation of the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains where the air quality modelling was carried out and why.</p> <p>The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project. Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and Design Manual for Roads and Bridges LA 105 standards (Highways England, 2019b). Given that there would be no significant adverse impacts on air quality in relation to human health from the Project during operation, no mitigation for air quality human health effects is required.</p> <p>While the Project does result in additional vehicle mileage, this is largely as a result of longer trips – particularly those across the River Thames. The number of new trips predicted as a result of the Project is relatively low. For more information about the predicted impacts across the road network, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8) and the Transport Assessment (Application Document 7.9).</p>	
NC86	A comment opposed to the design of the proposed junctions north of the River	1	Throughout the development of the Project, the Applicant has selected options and designs that have been rigorously tested against the Scheme Objectives and, at the appropriate stages, have been presented at public consultation. The	No

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	Thames, saying they are too complex.		<p>Applicant has worked closely with stakeholders to understand their needs and, wherever practicable, to incorporate their feedback into the designs.</p> <p>Having carried out and documented this design process, the Applicant is now satisfied that the Project includes the optimal junctions in the most suitable locations, and that the Applicant is proposing appropriate mitigation to reduce negative impacts on local people and the environment.</p> <p>The junction proposals submitted for the application for development consent have been designed in accordance with Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design, ensuring that motorists have a safe and comfortable journey. The Project would include appropriate signage and design features to encourage safe lane changes.</p> <p>For more information about junction designs, see the Project Design Report (Application Document 7.4). For more about the traffic modelling, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7). Information about the Scheme Objectives can be found in the Need for the Project (Application Document 7.1).</p>	
NC41	A comment opposed to the proposed junctions north of the River Thames, saying they would be an unattractive addition to the landscape.	1	After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities.	No
NC44	A comment opposed to the proposed A13/A1089/A122 Lower Thames Crossing junction,	1	<p>More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p> <p>In 2017, the Applicant considered an option to provide a direct link road between the then-proposed Tilbury junction and the Port of Tilbury. However, this link was discounted because traffic modelling highlighted a number of drawbacks to the</p>	No

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	<p>saying it would negatively affect the landscape.</p>		<p>potential design at Tilbury and the A13, including unnecessary delays to freight journeys and significant impacts on local roads.</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant has amended the operational access arrangements in the Tilbury area to provide permanent operational and emergency service vehicles access to this section of the Project. This change also includes the provision of a bridge over the Project for operational and emergency access. These design changes would not preclude construction of a junction at Tilbury connecting the Lower Thames Crossing to the wider road network, should this be pursued later. Details about the construction and operational access arrangements can be found in the Environmental Statement.</p> <p>As a result of these changes to the Project, environmental impacts on the area, including the amount of Green Belt required, would be reduced. The design of the Project at this location would not preclude construction of a junction at Tilbury should this be pursued at a later time. If a Tilbury Link Road and junction were proposed in the future, they would require their own appropriate planning consents.</p> <p>The Applicant consulted on these changes during the Supplementary Consultation in January 2020, with information about this consultation provided in Chapter 6 of this report.</p> <p>Throughout the Project, the Applicant has designed junctions to minimise their footprint and height, while still retaining the necessary connectivity. By designing the proposed A13/A1089/A122 Lower Thames Crossing junction so the Project passes beneath the A13, the Applicant has been able to limit its height. In addition, by restricting the number of traffic movements that are possible, the need for a third level at the junction, which would make it more visually intrusive, has been avoided. The Applicant has designed extensive mitigation into the Project at this location to reduce the visual impact, including the use of cuttings, landscaped earthworks and woodland planting, which over time would partially mask this junction.</p>	

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			<p>The proposed A122 Lower Thames Crossing/M25 junction has been developed to avoid unnecessary impacts on the Thames Chase Forest Centre.</p> <p>The junction proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the junction would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design to be as compact and low as possible. For example, by aligning the Project's northbound carriageway under the M25, the Applicant was able to limit the height of the junction and its impact on the surrounding landscape. Retaining walls would limit the amount of land needed, while embankment slopes have also been steepened to reduce the footprint further.</p> <p>At junction 29, the Applicant has kept the design as compact as possible, while still providing the necessary additional road capacity and avoiding ancient woodland where practicable.</p> <p>The structures, including junctions, have been designed to be efficient and sustainable, with an appropriate balance between the use of bridges and embankments. The height of structures has been determined by engineering design factors, including gradients of connecting roads and the height clearance needed between roads that cross each other.</p> <p>Seven green bridges have been included at appropriate locations along the route, providing environmental benefits such as improved ecological connectivity. All of the green bridges would include crossing routes for walkers and cyclists, with equestrian access provided as appropriate for the location.</p> <p>More information about the Project's structures can be found in the Design Principles (Application Document 7.5) and the Structures Plans (Application Document 2.13). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>During operation, there would be permanent landscape effects from the Project in the Green Belt north of the River Thames. These would gradually reduce as</p>	

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			<p>planting mitigation establishes and matures over the 15 years after opening year. There would also be permanent visual effects on recreational facilities, residents and motorists, with these also reducing as planting matures over 15 years, although some significant effects would remain even when planting matures. Nitrogen deposition compensatory planting would have positive landscape and visual effects in some areas north of the River Thames.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The ES includes an assessment of the impact of the Project and its junctions on land designated as Green Belt, woodland (including ancient woodland) and other open space.</p> <p>For more information, see ES Chapter 7: Landscape and Visual, ES Chapter 8: Terrestrial Biodiversity, and ES Chapter 13: Population and Human Health (Application Document 6.1). These present the assessments, as well as the proposed mitigation to limit the impacts on each area. ES Chapter 7 includes information about mitigation designed into the Project, such as cuttings and false cuttings, which would reduce its visual impact on the surrounding countryside. More information about the design can be found in the Design Principles.</p>	

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			<p>Further information relating to the visual impacts of the Project was provided and consulted on in the Community Impacts Consultation. This contained specific detail on the local impacts of constructing and operating the Project and proposed mitigation, including the visual impacts in individual wards. Draft versions of DCO submission documents, including the outline Landscape and Ecology Management Plan, were also published. This provided further information on how the landscape would be managed in line with the Project, should development consent be granted. Copies of the materials published for the Community Impacts Consultation can be found in Appendix S of this report.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx).</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>A proportion of this land would be woodland. More information about the assessments of the impacts of nitrogen once the Project is open, including the compensation package, can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	



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			<p>One benefit of the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants. More information relating to the impact on landscape can be found in ES Chapter 7: Landscape and Visual (Application Document 6.1).</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent, forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO, the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan and the CoCP.</p>	
NC67	A comment opposed to the proposed junctions north of the River Thames, saying the increased traffic would generate noise pollution.	1	<p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 12: Noise and Vibration (Application Document 6.1), includes an assessment of the potential impacts of increased noise and vibration. The ES also includes an assessment of the impact of the works required to build the Project,</p>	No
NC69	A comment opposed to the proposed A13/A1089/A122 Lower Thames Crossing junction because of concerns increased traffic would generate noise pollution.	1		No

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			<p>including construction vehicles. The noise policy can be found in ES Appendix 12.1: Noise and Vibration Legislation and Policy (Application Document 6.3).</p> <p>Noise mitigation measures vary depending on the location and include an intention to design the road at the lowest practicable height above existing ground levels. They also include the use of noise barriers and road surfacing materials that are designed to reduce noise emissions.</p> <p>The Applicant consulted on the locations of noise barriers as part of the Design Refinement Consultation in July 2020. The barriers have been included as a result of the assessments in ES Chapter 12: Noise and Vibration (Application Document 6.1) and are designed to reduce noise levels from increased traffic as a result of the Project once it is operational. The barriers are designed to reduce noise impacts on some individual properties and nearby populations.</p> <p>There would be no noise barriers at the proposed A122 Lower Thames Crossing/M25 junction, although there would be one on the south side of the route to the east of South Ockendon to reduce noise impacts on nearby properties.</p> <p>For more information about how the size and location of the proposed noise barriers were determined, see ES Chapter 12: Noise and Vibration (Application Document 6.1) with their locations shown in the Environmental Masterplan. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p>	



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			<p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
NC203	A comment opposed to the decision-making process that led to the choice of the proposed junctions.	1	<p>The desire to provide more local connections to and from the Project has to be balanced against the need to provide a free-flowing, 70mph connection between the new crossing and the strategic road network (SRN), as well as safety for all road users. It also has to be balanced against the potential for increased traffic on local roads that could arise if more local connections were provided, as well as increased environmental impacts associated with implementing larger and higher junctions able to accommodate a greater number of traffic movements.</p>	No
NC6	A comment opposed to the proposed location of the A13/A1089/A122 Lower Thames Crossing	1	<p>During the development of the Project to date, the Applicant and the Department for Transport (DfT) have considered many options for the route. Each option has</p>	No

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	junction, in particular the impacts on Heath Road and Baker Street.		been considered carefully with regards to how it would contribute towards the Scheme Objectives agreed with the DfT (see the Need for the Project (Application Document 7.1)). Public consultations have been carried out at appropriate points in the Project to gain feedback from the public and stakeholders on the proposals presented.	
NC187	Suggestions for specific new junctions to be added to the Project north of the River Thames. Comments include those saying connections with roads such as the A130 would improve the Project.	4	In 2016, the Applicant consulted on Option C, a bored tunnel east of Gravesend and Tilbury, along with options to connect the tunnel to the SRN; two options south of the River Thames and three to the north. To the north of the river, one of these alternative options (known as Route 4) involved linking the Project directly to the A127 east of junction 29 on the M25 via junctions at the A13, between the Orsett Cock and Manorway junctions, and the A127 to the west of the A127/A128 junction. The northern section of another alternative route, Route 2, connected to the A1089 at the existing A1089/A126 junction, then a new free-flowing junction with the A13 and finally a new junction with the M25 between the existing junctions 29 and 30.	No
NC201	Suggestions of alternative locations for the A13 connection.	2	In 2017, having carefully considered the feedback received during consultation, and having carried out further investigations into the impacts of the connection options, the Secretary of State announced the preferred route, which has a junction with the A13/A1089 and connects to the M25 between junctions 29 and 30 as proposed. In advance of the Statutory Consultation in October 2018, the Applicant carried out further assessments of the preferred route and continued to develop the proposals.	No
NC199	A suggestion to link the Project with the M25 at the existing J29.	1	The options for linking to the M25 and alternative locations for the proposed A13/A1089/A122 Lower Thames Crossing junction were appraised in terms of technical viability and performance against the Scheme Objectives, which include improving the resilience of the River Thames crossings. In preparing for the Statutory Consultation in October 2018, the Applicant undertook a reappraisal of the preferred route to ensure that it was the best possible response to the Scheme Objectives. That process is summarised in the Guide to Statutory Consultation, and presented in detail in the Approach to	No
NC202	A suggestion to link the Project with the M25 at an alternative location.	1		No

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			Design, Construction and Operations document. The options appraisal process is described in detail in the Need for the Project.	
NC116	Comments expressing concern about the access provided by the proposed junctions north of the River Thames, criticising the lack of direct local access.	2	<p>The Project would include junctions with key parts of the strategic road network (SRN), namely the A2/M2, A13/A1089 and M25. It would also provide direct connections to a limited number of local roads via the Orsett Cock and Gravesend East junctions.</p> <p>In accordance with the Scheme Objectives agreed between the Applicant and the Department for Transport, one of the aims of the Project is to relieve the congested Dartford Crossing and approach roads and also to improve their performance by providing free-flowing north-south capacity. A further objective is to improve the resilience of the Thames crossings and the SRN. As described in the Need for the Project (Application Document 7.1), the Applicant has thoroughly assessed and, where appropriate, carried out consultations on the locations for junctions and the connections they should provide.</p>	No
NC115	A suggestion about the connectivity the proposed junctions should provide.	1	<p>There would be limited connection onto the local road network, as the desire to provide more local connections to and from the Project route has to be balanced against the need to ensure free-flowing connections with the SRN, as well as safety for all road users. It also has to be balanced against the potential for increased traffic on local roads that could arise if additional direct local connections were provided, as well as increased environmental effects associated with building larger and higher junctions capable of accommodating multiple traffic movements.</p> <p>Where direct local connections are not provided, it is generally possible to connect to the Project by first joining roads on the SRN that are served by the proposed junctions. This is the case for the major population centres in Thurrock and the London Borough of Havering.</p> <p>In 2017, the Applicant considered an option to provide a direct link road between the then-proposed Tilbury junction and the Port of Tilbury. However, this link was discounted because traffic modelling highlighted a number of drawbacks to the potential design at Tilbury and the A13, including unnecessary delays to freight journeys and significant impacts on local roads. The design of the Project at this</p>	No

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			<p>location would not preclude construction of a junction at Tilbury should this be pursued at a later time.</p> <p>Following the decision not to provide a roadside service facility or new maintenance depot, the Tilbury junction was also removed from the design. For more about the previously proposed Tilbury Link Road, see the Project Design Report (Applications Document 7.4). For more about the traffic modelling, see the Combined Modelling and Appraisal Report (Application Document 7.7), including Appendix C: Transport Forecasting Package.</p> <p>The Applicant has, however, amended the operational access arrangements in the Tilbury area since the Community Impacts Consultation in July 2021 to provide permanent operational and emergency service vehicles access to this section of the Project. This change also includes the provision of a bridge over the Project for operational and emergency access. These design changes would not preclude construction of a junction at Tilbury connecting the Lower Thames Crossing to the wider road network, should this be pursued later. Details about the construction and operational access arrangements can be found in the Environmental Statement</p> <p>In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design provides a direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the Project northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the Orsett Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road.</p> <p>The Project has been designed to make a positive contribution to the local economy and communities. For example, it aligns with the South East Local Enterprise Partnership (SELEP) strategy for tackling housing shortages, encouraging infrastructure and improving workforce skills to increase productivity and regional economic growth. The majority of the Project's economic, social and</p>	

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			<p>environmental benefits accrue from trips that begin and/or end in local authorities within the SELEP area. SELEP local authorities north of the River Thames are forecast to receive significant transport user benefits (mainly journey-time savings) and productivity benefits. For more information, see the Economic Appraisal Package, which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7).</p>	
NC152	<p>Comments opposed to the proposed junctions north of the River Thames, saying traffic would be attracted to the area and congestion in Thurrock would increase.</p>	4	<p>Traffic modelling submitted as part of the application for development consent shows that, compared with the situation without the Project, the overall level of traffic using the Dartford Crossing is forecast to fall by 19% in 2030 and remain below current levels for the foreseeable future. Average speeds on that part of the network would rise and journey times would become more reliable.</p> <p>As well as providing relief at Dartford, the traffic modelling forecasts that the Project would have an impact on other parts of the strategic road network (SRN) and local roads, with some roads predicted to see a decrease in traffic and others an increase.</p> <p>The Transport Assessment (Application Document 7.9) sets out the Project's forecast impact on the strategic and local highway networks. It also assesses the predicted impacts on the road and public transport networks during the Project's construction.</p> <p>The A13 east of the Project would see a reduction in traffic, as would the M25 between the Dartford Crossing and the Project's A122 Lower Thames Crossing/M25 junction. The A127 east of the M25 and the A128 would also see reductions in traffic, as would some local roads in Thurrock. For more information about these predicted changes to traffic levels in Thurrock, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is responsible for managing the strategic road network (SRN) in England. The Project sits within a wider package of works for the SRN in the southeast of England, as originally described within the Government's Road Investment Strategy: for the 2015/16 to 2019/20 Road Period (RIS 1) (Department for Transport, 2015b). Overall, RIS 1 outlined a long-term programme of</p>	No

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			<p>investment in over 100 major schemes to enhance, renew and improve the SRN in England.</p> <p>Any proposed upgrades would be considered alongside other calls for investment in the road network and would be subject to the decision-making process set out in the Government's Road Investment Strategy Post-2020, or those processes governing local road funding bids.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant presented a change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction, adding an extra lane to the link road connecting the Lower Thames Crossing northbound and southbound to the A13 eastbound. The extra lane on the link road east of Baker Street would provide additional capacity for traffic leaving the Lower Thames Crossing and accounts for the latest predicted traffic flows.</p> <p>In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design provides a direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the Project northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the Orsett Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road.</p> <p>Once the Project is operational, traffic impacts on the affected road network would be monitored, including local roads. The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require</p>	



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			<p>approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the SRN and local networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p>	
NC92	A comment expressing concern about the design of the A13/A1089/A122 Lower Thames Crossing junction, saying it is too complex, so doesn't provide the most efficient option for traffic.	1	<p>The proposed A13/A1089/A122 Lower Thames Crossing junction would feature multiple connections, including new connections to the Project, which is why its design of the junction is necessarily complex. During the development of the designs for the junction, the Applicant has worked with existing constraints at the location, aiming to provide only the required links and to minimise the height and footprint of the junction.</p> <p>The Project would be routed through this area below the existing ground level and under the A13. This would enable other links to pass over the main route, limiting the junction to two levels. One of the reasons the Applicant has refrained from adding additional connections to the A13 is that this would require a third level at the junction, increasing the visual impact to such an extent that it would have a significant impact on the surrounding communities. Putting the entire junction underground is not feasible for design and cost reasons, including the need to integrate the new Project connections with existing above-ground roads.</p> <p>The junction proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019,</p>	No

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			<p>with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the junction would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design, ensuring that motorists have a safe and comfortable journey. The Project would include appropriate signage and design features to encourage safe lane changes. For more information, see the Project Design Report (Application Document 7.4).</p> <p>During the Community Impacts Consultation in July 2021, the Applicant presented a change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction, adding an extra lane to the link road connecting the Lower Thames Crossing northbound and southbound to the A13 eastbound. The extra lane on the link road east of Baker Street would provide additional capacity for traffic leaving the Lower Thames Crossing and accounts for the latest predicted traffic flows.</p> <p>In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design provides a direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the Project northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the Orsett Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road.</p>	
NC332	A comment opposed to the potential impact of the A13/A1089/A122 Lower Thames Crossing junction on businesses.	1	The route and its associated junctions were chosen to maximise national and local benefits, while providing value for money for taxpayers. The traffic modelling presented as part of the application for Development Consent forecast that, compared with the situation without the new road crossing, the overall level of traffic using the Dartford Crossing would fall by 19% in 2030 and would remain below current levels for the foreseeable future. This would provide substantial benefits to users of the road network by cutting congestion on the Dartford Crossing and its approach roads, where journey times would be reduced, and	No
NC334	Comments opposed to the potential impact of the	2		No



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	M25 junction 29 changes on businesses.		<p>journey reliability increased. The improved connectivity would benefit local economic growth and employment by making it easier for local businesses to interact with their customers and suppliers, and for them to retain and attract workers.</p> <p>For more information about the traffic modelling, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (ComMA) (Application Document 7.7), with information about the Project benefits in Appendix D: Economic Appraisal Package (EAP) of the ComMA. The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.</p>	
NC103	A comment expressing concern about the cost of the proposed A13/A1089/A122 Lower Thames Crossing junction, in which the consultee suggests an alternative route for this section.	1	<p>All junctions within the Project, including the northern route section, only include links and structures where necessary, and these have been designed in a cost-efficient way. In preparing for the 2016 Non-Statutory Consultation for the Project, the Applicant carried out an extensive appraisal of a shortlist of options for the northern route, taking into account their respective junctions with existing roads. The outcomes of that appraisal and feedback from the consultation enabled the Applicant to confirm that the proposed route north of the River Thames was the most viable option.</p> <p>The costs of construction and operation have been considered at every part of the design process, and the Applicant continues to carry out periodic reviews to ensure that costs are controlled. The budget is also subject to close scrutiny by the Department for Transport.</p> <p>The Project has been designed to address all the Scheme Objectives, including value for money, focusing on how public resources can be used to create and maximise public value. More information about the benefits and costs of the Project can be found in the Need for the Project (Application Document 7.1) and the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while</p>	No

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			the Economic Appraisal Report provides more information about the appraisal methods and results.	
NC110	A comment opposed to the amount of land needed to build and operate the proposed A13/A1089/A122 Lower Thames Crossing junction, including an objection to the impact on nearby equestrian facilities.	1	<p>In designing the Project, including the northern route and its junctions, the Applicant has sought to minimise the footprint and height of the road, and reduce its impacts on land occupied by or close to communities, as well as on environmentally sensitive areas and farmland.</p> <p>The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design. The junctions would be designed to be as compact as possible, while still accommodating the expected number of traffic movements in each case.</p> <p>After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities.</p> <p>More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p> <p>The Applicant consulted on these changes during the Supplementary Consultation in January 2020, with information about this consultation provided in Chapter 6 of this report.</p> <p>Measures to be implemented across the Project would also include using retaining walls and making embankment slopes steeper to reduce the amount of land needed. In some instances, such as at the proposed A13/A1089/A122 Lower Thames Crossing junction, the Applicant has considered calls from consultees to</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>provide additional connectivity but rejected these in order to keep the junction as compact as possible.</p> <p>The area of land required around the proposed A13/A1089/A122 Lower Thames Crossing junction increased after the Statutory Consultation in October 2018. This was due to utility diversions and the provision of environmental mitigation.</p> <p>The equestrian business, Foxhounds Riding School, near the proposed A13/A1089/A122 Lower Thames Crossing junction is not within the Order Limits. However, land that is used by the business, which is owned by Thurrock Council, is partially within the Order Limits. The land would be used temporarily during construction of the Project, with permanent rights retained over the land to operate and maintain required utility diversions. The Applicant has engaged with the business since the Preferred Route Announcement (PRA) in 2017 and continues to engage with them with a view to mitigating any impacts, wherever practicable.</p> <p>The proposed A122 Lower Thames Crossing/M25 junction was redesigned after the PRA. The updated design has a significantly lower impact on the landscape and visual amenity compared to the preferred route. The new design also increases economic benefits as a result of improved traffic flow.</p> <p>During the Supplementary Consultation in January 2020, the Applicant consulted on revised proposals for utility works in the vicinity of the A122 Lower Thames Crossing/M25 junction. Additional works to pylons, underground power lines and access tracks increased the amount of land required within Thames Chase Forest Centre. To reduce the adverse impacts of this increased land for utility works, the Applicant proposes to acquire replacement land to the north and south of the Thames Chase Forest Centre, which would be open to the public and would complement the existing forest. This proposal was presented during Design Refinement Consultation in July 2020. More information about these consultations can be found in Chapters 6 and 7 of this report. Information about the replacement land can be found in the Special Category Land Plans (Application Document 2.4) and Appendix D of the Planning Statement (Application Document 7.2).</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on proposals for a reduced amount of replacement open space land, removing a previously proposed area of land on the eastern side of the M25. Now, all the proposed replacement land would be on the western side of the M25. The land would be designed to match the existing forest and is being developed in collaboration with stakeholders. The replacement land covers approximately 15.6ha compared with the 14.5ha that would be acquired or subject to rights. Further information about the Thames Chase Forest Centre compensation land can be found the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7). The Applicant consulted on a draft oLEMP during the Community Impacts Consultation. More information about that consultation can be found in Chapter 8 of this report.</p> <p>The Applicant has also provided information about the land needed for the Project in the Land Plans (Application Document 2.2) and explained the reason each plot is required in the Statement of Reasons (Application Document 4.1). For more information about how, where practicable, the Applicant has minimised the land required, see the Project Design Report.</p>	
NC122	Comments expressing concern about the access provided at the proposed A13/A1089/A122 Lower Thames Crossing junction.	2	The proposed A13/A1089/A122 Lower Thames Crossing junction provides vital strategic and local highway connections to the Project, which is why a major junction is required. To reduce its footprint and height and to manage the balance across the local and major routes, certain direct links between the three highways are provided. The inclusion of additional direct links, such as from Orsett Cock junction to the A1089, would require a third level to the junction and signalised junctions. This would increase congestion, visual impacts, and the cost of the junction. The links, including local connections, that have been provided at the proposed A13/A1089/A122 Lower Thames Crossing junction are those that provide the greatest benefits, based on consideration of the traffic modelling and feedback from stakeholders.	No
NC123	A comment opposed to the connectivity provided at the proposed A13/A1089/A122 Lower Thames Crossing junction.	1		No
NC120	A suggestion that the proposed A13/A1089/A122 Lower Thames Crossing junction	1	The design at Statutory Consultation proposed removing the existing connection for traffic joining the A13 at the Orsett Cock junction to reach the A1089. To prevent motorists from trying to access the A1089 via the Lower Thames Crossing from the M25, motorists travelling south on the M25 from junction 29 would be	Yes

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	<p>should provide greater connectivity, including realignment of the proposed route into Orsett.</p>		<p>signed to use the existing route via junction 30 and the A13 eastbound to reach the A1089, as this would continue to be the shortest and fastest route.</p> <p>However, additional traffic analysis has shown that this would have led to increased traffic flows on the A1013 to access the A1089. Consequently, a modification to the design was made and presented in the Local Refinement Consultation, removing the proposed link from the A13 westbound to the A1089 southbound and reinstating the link between Orsett Cock junction and the A1089 southbound. This would reduce the impact on the A1013.</p> <p>The introduction of the Project would result in a reduction in traffic on local roads and the A13 to the west of Orsett. Providing a link from the Orsett Cock junction to the Lower Thames Crossing would draw more traffic to the Orsett Cock junction and the surrounding local roads.</p> <p>The route, including its connections, has been assessed to understand the economic benefits it would bring to the region and the local area. The chosen connections provide the best balance between the various Scheme Objectives, which are set out in the Need for the Project (Application Document 7.1).</p> <p>As a result of design development and in response to feedback received during consultation, the design of some slip roads at the proposed A13/A1089/A122 Lower Thames Crossing junction was refined after the Statutory Consultation in October 2018 and presented during the Supplementary Consultation in January 2020.</p> <p>The A13/A1089 and its slip road roads proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design to operate safely and efficiently. Existing infrastructure, for example the A13/A1089 junction and its slip roads, would be used for the Project wherever this is possible and cost-effective, rather than replacing that infrastructure.</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>During the Community Impacts Consultation in July 2021, the Applicant presented a change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction, adding an extra lane to the link road connecting the Lower Thames Crossing northbound and southbound to the A13 eastbound. The extra lane on the link road east of Baker Street would provide additional capacity for traffic leaving the Lower Thames Crossing and accounts for the latest predicted traffic flows.</p> <p>In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design provides a direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the Project northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the Orsett Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road.</p> <p>For more about the information that has influenced the proposed A13/A1089/A122 Lower Thames Crossing junction, see the Project Design Report (Application Document 7.4), Design Principles (Application Document 7.5) and the Combined Modelling and Appraisal Report (Application Document 7.7), with the Economic Appraisal Package in Appendix D and traffic modelling in Appendix C: Transport Forecasting Package. The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
NC183	A comment expressing concern about the proposed route near Tilbury on planned developments in the area, including community	1	In 2017, the Applicant considered an option to provide a direct link road between the then-proposed Tilbury junction and the Port of Tilbury. A decision was taken not to include the proposed Tilbury Link Road as part of the application for development consent for the Project following finalisation of the Project's transport model and rationalisation of the A13/A1089/A122 Lower Thames Crossing	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	severance caused by the roadside service facility		junction design because it was not considered necessary to achieve the Transport Scheme Objectives of the Project.	
NC184	A suggestion for a road linking the Tilbury junction to the town of East Tilbury.	1	<p>The updated proposals for the A13/A1089/A122 Lower Thames Crossing junction provided a net improvement for access from the Tilbury docks area via the A1089. As a result, there was no longer a requirement for the Tilbury Link Road to relieve the congested Dartford Crossing and approach roads and improve their performance by providing free-flowing north-south capacity (Transport Scheme Objective).</p> <p>For more information about the Transport Scheme Objectives and the Tilbury Link Road, see the Need for the Project (Application Document 7.1) and the Project Design Report (Application Document 7.4).</p> <p>In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design provides a direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the Project northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the Orsett Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road.</p> <p>At Statutory Consultation in October 2018, the Applicant proposed realigning Rectory Road to the east of its current route in order to accommodate the then-proposed alignment of the A13/A1089/A122 Lower Thames Crossing junction slip roads, with the new Rectory Road passing through the Orsett Showground. These proposals would have permanently affected the land in which the Orsett Show usually operates. Since Statutory Consultation, the Applicant's proposals in this area have been revised several times. The proposals submitted as part of the application for development consent feature realigned slip roads and keep Rectory Road on its current alignment, reducing the impacts on the Showground. A smaller area of the Showground near the A13 would be required permanently to accommodate the new slip roads. Additional land near the A13 would be required</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>temporarily to divert a gas pipeline, with permanent rights acquired allowing for access and maintenance of the pipeline. The Applicant consulted on these revised highways and utilities proposals during subsequent consultations, including Supplementary Consultation in January 2020 and the Community Impacts Consultation in July 2021. More information about the land needed in this area can be found in the Land Plans (Application Document 2.2).</p> <p>After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities.</p> <p>More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p> <p>The removal of the junction at Tilbury from the proposals that were presented at Supplementary Consultation in January 2020 would not affect local access or journeys between Kent and Thurrock or Essex because no local access from this junction was proposed at the Statutory Consultation in October 2018.</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant has amended the operational access arrangements in the Tilbury area to provide permanent operational and emergency service vehicles access to this section of the Project. This change also includes the provision of a bridge over the Project for operational and emergency access. These design changes would not preclude construction of a junction at Tilbury connecting the Lower Thames Crossing to the wider road network, should this be pursued later. Details about the construction and operational access arrangements can be found in the Environmental Statement. The design of the Project at this location would not preclude the construction of a junction at Tilbury, should that option be pursued in future. If a Tilbury Link Road and junction were proposed in the future, these would require appropriate planning consent.</p>	



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
NC137	A comment opposed to the proposed A13/A1089/A122 Lower Thames Crossing junction, saying it would create congestion on the A13.	1	<p>As well as providing relief at Dartford, the traffic modelling forecasts that the Project would have an impact on other parts of the strategic road network (SRN) and local roads, with some roads predicted to see a decrease in traffic and others an increase.</p> <p>The Transport Assessment (Application Document 7.9) sets out the Project's forecast impact on the strategic and local highway networks. It also assesses the predicted impacts on the road and public transport networks during the Project's construction.</p>	No
NC139	Comments expressing concern about the proposed A13/A1089/A122 Lower Thames Crossing junction because consultees feel that excessive volumes of traffic would be attracted to the area and congestion would get worse.	2	<p>The traffic model forecasts that traffic on the A13 between its junction with the Project and the M25 would fall in both directions. However, on some areas of the road network, including the A13 east of the Project, there would be an increase in traffic levels. For more information about these predicted changes to traffic, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p>	No
NC140	A comment opposed to the proposed A13/A1089/A122 Lower Thames Crossing junction because consultees feel that excessive volumes of traffic would be attracted to the area and congestion would get worse.	1	<p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities. The proposed A13/A1089/A122 Lower Thames Crossing junction provides vital strategic and local highway connections to the Project, which is why a major junction is required. To reduce its footprint and height and to manage the balance across the local and major routes, certain direct links between the three highways are provided. The inclusion of additional direct links would require a third level to the junction and signalised junctions, increasing congestion, visual impacts and cost. The links that have been provided at the junction are those that would provide the greatest benefits, based on consideration of the traffic modelling and feedback from stakeholders.</p> <p>The reduction of a lane through the proposed A13/A1089/A122 Lower Thames Crossing junction is standard practice where slip roads diverge and then merge with the main carriageway because traffic flow is lower at this point and so this would not degrade the quality of the route or cause congestion.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant presented a change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction, adding an extra lane to the link road connecting the Lower Thames Crossing northbound and southbound to the A13 eastbound. The extra lane on the link road east of Baker Street would provide additional capacity for traffic</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>leaving the Lower Thames Crossing and accounts for the latest predicted traffic flows.</p> <p>In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design provides a direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the Project northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the Orsett Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road.</p> <p>More information on the traffic impacts on local roads is available in the Transport Assessment. More information about the design of the route can be found in the Project Design Report (Application Document 7.4).</p>	
NC181	A suggestion for the design of slip roads at the proposed A122 Lower Thames Crossing/M25 junction, saying it should be shortened.	1	<p>The M25 southbound slip roads into junction 29 were shortened to approximately 580m. The segregated turning lanes at the junction have been moved closer to the roundabout to reduce the footprint of the Project, thereby reducing the environmental impacts in this location. Refinements to the design after the Statutory Consultation in October 2018 would also reduce the construction impacts on the areas around the junctions. For example, the Applicant redesigned the southbound link from the M25 to the Project to avoid demolition and reconstruction of the existing Ockendon Road bridge over the M25 (which will now be underpinned and modified) while the new alignment of the junction 29 slip roads removes the need to carry out works on some overhead power lines or to rebuild the Folkes Lane footbridge.</p> <p>For more information about the design of the junctions, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
NC334	Comments opposed to the potential impact of proposed changes to the M25 junction 29 and how this may affect access to other routes.	2	The changes to the road network where the Project and the M25 meet are designed to maintain safety and promote free-flowing traffic, and to increase capacity of junction 29. The layout of the junctions has been designed to ensure the safe management of traffic, while also providing local access to the A127 to support economic growth and connectivity. The Applicant has modelled the junctions and they are forecast to remain within their designed capacity for the foreseeable future. This includes the road connecting the proposed A122 Lower Thames Crossing/M25 junction to M25 junction 29.	No
NC141	A comment opposed to the proposals for the M25 junction 29, saying the area is already congested and the new junction would attract more traffic and congestion to the area.	1	<p>Improvements are proposed at junction 29 as part of the application, which include increasing the number of lanes on the roundabout and providing dedicated lanes on to the M25 slip roads. The Applicant would also add additional traffic lights at the roundabout to help manage traffic flow. Removing the traffic lights at this roundabout would have a negative impact on traffic flows because the signals have an important role in managing the traffic flows.</p> <p>For more information about the design, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). For more information about the traffic modelling, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>As well as providing relief at Dartford and its approach roads, in line with the Scheme Objectives, traffic modelling predicts that the Project would have an impact on other parts of the strategic road network (SRN) and local roads, with some roads forecast to experience a decrease in traffic and others an increase. The Transport Assessment (Application Document 7.9) sets out the Project's forecast impact on the strategic and local highway networks. It also assesses the predicted impacts on the road and public transport networks during the Project's construction.</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.</p> <p>Forecast changes in traffic flows once the Project is operational are presented in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
NC236	A comment in support of the proposed Tilbury junction.	1	<p>After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities.</p> <p>More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p> <p>The Tilbury junction proposed at the Statutory Consultation in October 2018 would not have provided any connections between local communities and the Project and, as such, its removal from the proposals after the Statutory Consultation has not disadvantaged local communities in respect of transport access.</p>	No
NC211	A comment in support of the proposed Tilbury junction due to the positive impact it would have on local business.	1		No
NC221	A comment in support of the proposed Tilbury junction because of its access provisions to locations including Tilbury, East Tilbury and Chadwell St Mary.	1		No
NC225	A comment in support of the proposed Tilbury junction based on a perception that it would have a beneficial impact on local congestion.	1		No
NC220	Comments expressing concern about the removal of the Tilbury Junction and link road from the design proposals.	2		No
NC256	A comment in support of the proposed Tilbury junction on the grounds	1		No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	that it would be a benefit to local communities.			
NC255	A comment expressing concern about the proposed Tilbury junction, saying it would not benefit local communities.	1		Yes
NC253	A comment expressing concern about the design of the proposed Tilbury junction, saying it is too large and complex.	1		No
NC245	A comment opposed to the Tilbury junction based on a perception that it would have a negative visual impact on the landscape.	1		No
NC248	A comment opposed to the proposed Tilbury junction based on a perception that it would generate noise pollution.	1		No
NC13	Comments asking for more information on the junctions north of the River Thames.	3	For the Statutory Consultation in October 2018, the Applicant produced over 3,000 pages of information about the design of the Project, including its junctions. This information included detailed explanations and maps of the road and the tunnel at their current stages of design development. The consultation materials also included information about the potential impacts of the Project, such as how the environment might be affected (primarily in the Preliminary Environmental Information Report) and on traffic movements on and around the Project (in the	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>Traffic Forecasting Report). In addition, the Applicant explained the process whereby options for the Project had been investigated and the preferred route established (in the Approach to Design, Construction and Operations document).</p> <p>The Applicant promoted the consultation extensively over the 10-week period, including holding over 60 consultation-related events where staff were available to answer questions about the Project. The Correspondence Team was also available throughout the consultation and answered over 500 email queries sent by members of the public. The Stakeholder Engagement Team met numerous organisations, businesses, interest groups and statutory stakeholders to share information and answer questions about the proposals.</p> <p>For more information about the Statutory Consultation materials and promotional activities, see Chapter 4 of this report. The Statutory Consultation materials are set out in Appendix M of this report.</p> <p>Since the Statutory Consultation, the Applicant has developed the plans for junctions north of the River Thames and presented updated information as part of the Supplementary Consultation in January 2020, the Design Refinement Consultation in July 2020, and Community Impacts Consultation in July 2021. In developing those plans, the Applicant took into account the views of relevant stakeholders, including local authorities.</p> <p>During the Supplementary Consultation, the Applicant published over 500 pages of information about the proposed changes to the Project. The consultation materials included a Traffic Modelling Update, Utilities Update and an Environmental Impact Update. For more information about the Supplementary Consultation materials see Chapter 6 of this report. The Supplementary Consultation materials are set out in Appendix Q of this report.</p> <p>For the Design Refinement Consultation, the Applicant published over 300 pages of information about the proposed refinements to the Project. For more information about the Design Refinement Consultation materials, see Chapter 7 of this report. The Design Refinement Consultation materials are set out in Appendix R of this report.</p>	



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>During the Community Impacts Consultation in July 2021, the Applicant published over 3,000 pages of information about the construction and operational impacts, proposed mitigation, and how responses received at earlier consultations have informed the development of the Project. Documents published included the Ward Impact Summaries, the Operations Update and the Construction Update. The Community Impacts Consultation materials are presented in Appendix S of this report.</p>	

## Summary of issues raised relating to walking, cycling and horse riding and the Applicant's responses

11.5.28 Table 11.31 below summarises the issues raised relating to walking, cycling and horse riding and presents the Applicant's responses to those issues raised.

**Table 11.31 Summary of issues raised relating to walking, cycling and horse riding and the Applicant's responses**

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
WC26	A general comment in support of the proposals.	1	These comments have been noted.	No
WC72	A comment in support of the proposals which says that a certain degree of disruption to public rights of way is unavoidable.	1		No
WC43	A comment in support of the proposed measures to protect walking, cycling and horse riding routes with the caveat that this should not affect the Project timetable.	1		No
WC44	A comment in support of measures to benefit walking, cycling and horse riding.	1		No
WC45	A comment in support of the proposals, saying	1		No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	the proposals would improve the safety of the area, particularly for those walking, cycling or horse riding.			
WC64	Comments in support of the proposals, saying it is important for the Project to consider all road users, in particular the needs of walkers, cyclists and horse riders.	2		No
WC65	A comment in support of proposals to improve facilities for walking or cycling.	1		No
WC68	Comments in support of the proposals which see the Project as an opportunity to improve public rights of way.	3		No
WC69	Comments in support of the proposals which say that maintaining public rights of way or footpaths is important. ¶	3		No
WC70	A comment in support of the proposals which	1		No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	highlight the importance of minimising the disruption to public rights of way during construction.			
WC31	Comments opposed to the proposals because consultees feel measures to improve facilities for walking, cycling and horse riding and the maintenance of public rights of way would not be implemented.	2	<p>Additional information on the expected impacts of constructing and operating the Project, as well as mitigation, were also provided in the Community Impacts Consultation materials. Copies of this information can be found in Appendix S of this report.</p> <p>The Applicant is committed to implementing the walking, cycling and horse riding proposals that are set out in the Development Consent Order (DCO) application. These proposals are secured in the Design Principles (Application Document 7.5), the Rights of Way and Access Plans (Application Document 2.7) and Schedules 4 and 5 of the draft DCO (Application Document 3.1).</p>	No
WC39	Comments expressing concern about the proposals, saying walking, cycling or horse riding routes, or some aspect of them, would be unsafe, including a specific mention of route widths being too narrow or using alleyways.	2	<p>The Applicant's proposals for Public Rights of Way (PRoWs) in the vicinity of the Project would increase safety for walkers, cyclists and horse riders. This would be achieved by providing new routes, filling in missing connections in the existing network, and by upgrading existing facilities at key locations.</p> <p>All new routes would be designed to the latest standards, for example, where the Applicant is proposing new cycle routes that follow the alignment of an existing road, the cycle track would be separated from motor traffic. Where walkers, cyclists and horse riders share routes, the Applicant would enable them to do so safely by providing appropriate width and segregation where possible. Where routes cross roads, then the crossing points would be designed to be safe and comfortable for all users, with designs following the Design Manual for Roads and Bridges and local transport note LTN1/20 regulations and guidance. Details of PRoW surfacing and road crossings would be decided at the detailed design stage. Information about the design standards to which the routes would adhere is provided in the Design Principles (Application Document 7.5). The proposals were formulated after</p>	No

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			<p>engagement with stakeholder groups including local authorities, Sustrans, Cycling UK, The Ramblers Association and The British Horse Society.</p> <p>The proposals include seven green bridges, with five over the Project and two over the A2/M2. All of the green bridges would include crossing routes for walkers and cyclists, with equestrian access provided as appropriate for the location. The proposals also include a new walking, cycling and horse riding bridge over the M25, providing a new east-west connection for the southern part of Thames Chase Forest Centre.</p> <p>During the Local Refinement Consultation, following feedback from the London Borough of Havering and local cycling groups, the Applicant proposed a new bridge for walkers, cyclists and horse riders across the A127 west of M25 junction 29, linking Moor Lane in the south to Folkes Lane in the north. This change addresses consultation feedback about connectivity between the north and south footways and cycleways alongside the A127, to both east and west sides of M25.</p> <p>In addition, following consultation feedback from the British Horse Society and Essex County Council, and safety concerns about horses sharing routes with motor traffic, the Applicant proposed an upgrade to the previously proposed A127 walking-cycling bridge east of junction 29, so it could also accommodate horse riders and to would include a link to bridleway BR183. This means horse riders would no longer be dependent on the existing vehicle bridge across the A127, which is shared with motor traffic, including Heavy Goods Vehicles. The Applicant would be required to deliver this new bridge for walking, cycling and horse riding, unless alternative facilities for walking, cycling and horse riding are constructed and open for use. These commitments are set out in the Design Principles (Application Document 7.5). Under Requirement 3 of the draft Development Consent Order (Application Document 3.1), the Applicant would be required to carry out the authorised development in accordance with the Design Principles.</p> <p>This bridge to the west of junction 29 would be in addition to a previously proposed bridge to the east of junction 29. The addition of free-flowing slip roads at junction 29 of the M25 would make the existing east-west walking</p>	

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			<p>route through the south side of the junction unviable. To maintain continuity for the footway along the A127, a proposed new dedicated pedestrian and cycle bridge to the east of junction 29, would link the existing east-west paths that run adjacent to the A127 on the north and south sides. This would allow users of the southern route to use a new route through the north side of the junction 29 roundabout using new traffic signals, before crossing back south at the crossing to the north of Cranham junction 29. The Applicant consulted on this proposed bridge during the Design Refinement Consultation in July 2020.</p> <p>During the Local Refinement Consultation, and following feedback from local people and interest groups, the Applicant made changes to some sections of the walking, cycling and horse riding network south of the River Thames to increase connectivity and safety. For example, the Applicant proposed making the Hever Court track, which is currently only suitable for walking and cycling, and the northern section of footpath NG8 into bridleways. The footpath through Michael Gardens would also become a walking-cycling track, not a bridleway due to the route being less suitable for horses.</p> <p>During the Local Refinement Consultation, the Applicant also proposed new routes to link the heritage assets of Coalhouse Fort and Bowaters Farm Battery to East Tilbury. Following feedback from the consultation about linking Tilbury Fields to Coalhouse Fort and providing access for all users, the Applicant proposed new PRoWs and permissive path links to the heritage sites of Coalhouse Fort and Bowaters Farm Battery, and to East Tilbury. These new connections would create a variety of alternative routes that walkers, cyclists and horse riders in the local area could use. This change also addresses feedback from Thurrock Council about active travel routes around the Coalhouse Fort area.</p> <p>An earlier iteration of the design included a proposed walking and cycling bridge over the Project just south of the South Portal. That bridge has been removed from the design as a result of moving the tunnel portal 350m southwards, with the PRoW now circling behind the South Portal without the need for a bridge. The Applicant consulted on this revised proposal at Supplementary Consultation in January 2020.</p>	

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			<p>The proposed diversion to National Cycle Route 177 would link Henhurst Road and Brewers Road, providing a safe cycle route, which also extends to Gravesend to the east and links with the existing shared-use path south of HS1, which would be upgraded.</p> <p>Additional information on the proposals for walking, cycling and horse riding were provided during the Community Impacts Consultation in July 2021 and the Local Refinement Consultation in May 2022.</p> <p>The traffic modelling, submitted as part of the application for development consent, forecasts that once the Project is operational, Thong Lane would experience an increase in traffic northbound during the evening peak. There would, however, be a reduction in traffic southbound in the evening peak. The predicted changes in the number of vehicles using Thong Lane are small, but it is expected that the impact on current traffic levels would be significant because Thong Lane is currently a low-traffic route. At the times when Thong Lane has an increase in traffic, it may become less attractive to some people for cycling, and when traffic is reduced, it may become more attractive.</p> <p>Once the Project is operational, traffic impacts on the affected road network would be monitored, including local roads.</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p>	

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			<p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities. More information on the predicted traffic impacts on local roads is available in the Transport Assessment (Application Document 7.9).</p> <p>The Project Design Report (Application Document 7.4) includes indicative information about surfacing for new and upgraded routes, although the final details of these would be decided by the appointed Contractor, within the parameters of the proposals and in accordance with the latest standards for shared facilities.</p> <p>For more information about the proposed structures, including green bridges, and walking, cycling and horse riding bridges, see the Project Design Report and the Structures Plans (Application Document 2.13).</p>	



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WC34	A comment expressing concern about proposed walking, cycling and horse riding routes being too close to the Project, saying they would be unattractive for users or bad for their health.	1	<p>Some of the proposed walking, cycling and horse riding routes are located near the route of the Project and other parts of the existing strategic road network such as the A2 and M25. Other proposed routes are located near the local road network. Where Public Rights of Way (PRoWs) are close to the route alignment, this is often a result of consultation with landowners.</p> <p>The Applicant has aimed to realign and upgrade routes and crossings in such a way as to provide a high-quality experience for walking, cycling and horse riding, and has sought to maintain the directness of PRoWs where it is most suitable, such as for commuter cycling routes. For leisure routes, the Applicant has in some instances routed PRoWs away from major roads where that would provide a better experience for users.</p>	No
WC37	A comment expressing concern about the proposals, saying the proximity of walking, cycling or horse riding routes to roads would discourage people from using them.	1	<p>The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. If development consent for the Project is granted, the walking, cycling and horse riding facilities would continue to be refined during the detailed design phase. The Design Manual for Roads and Bridges sets out that another review of the walking, cycling and horse riding provision would take place during detailed design. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design. As such, there would be another opportunity to refine the proposals based on further consideration of any environmental impacts, in line with design standards, and in accordance with the Development Consent Order.</p> <p>During the Local Refinement Consultation in May 2022, and following feedback from local people and interest groups, the Applicant made changes to some sections of the walking, cycling and horse riding network south of the River Thames to increase connectivity and safety. For example, the Applicant proposed making the Hever Court track, which is currently only suitable for walking and cycling, and the northern section of footpath NG8 into bridleways.</p>	No

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			<p>The footpath through Michael Gardens would also become a walking-cycling track, not a bridleway due to the route being less suitable for horses.</p> <p>During the Local Refinement Consultation, the Applicant also proposed new routes to link the heritage assets of Coalhouse Fort and Bowaters Farm Battery to East Tilbury. Following feedback from the consultation about linking Tilbury Fields to Coalhouse Fort and providing access for all users, the Applicant is proposing to include new Public Rights of Way and permissive path links to the heritage sites of Coalhouse Fort and Bowaters Farm Battery, and to East Tilbury. These new connections would create a variety of alternative routes that walkers, cyclists and horse riders in the local area could use. This change also addresses feedback from Thurrock Council about active travel routes around the Coalhouse Fort area.</p> <p>The proposals include seven green bridges, with five over the Project and two over the A2/M2. All of the green bridges would include crossing routes for walkers and cyclists, with equestrian access provided as appropriate for the location. The proposals also include a new walking, cycling and horse riding bridge over the M25, providing a new east-west connection for the southern part of Thames Chase Forest Centre.</p> <p>During the Local Refinement Consultation, following feedback from the London Borough of Havering and local cycling groups, the Applicant proposed a new bridge for walking, cycling and horse riding across the A127 west of M25 junction 29, linking Moor Lane in the south to Folkes Lane in the north. This change addresses connectivity between the north and south footways and cycleways alongside the A127 to the west of M25 junction 29. The newly proposed bridge would complement another proposed walking, cycling and horse riding bridge proposed to the east of junction 29, which would also improve north-south connectivity across the A127 and help maintain connectivity for walking and cycling routes alongside the A127.</p> <p>In addition, following consultation feedback from the British Horse Society and Essex County Council, and safety concerns about horses sharing routes with motor traffic, The Applicant proposed an upgrade to the previously proposed A127 walking-cycling bridge east of junction 29, so it could also accommodate</p>	

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			<p>horse riders and to would include a link to bridleway BR183. This means horse riders would no longer be dependent on the existing vehicle bridge across the A127, which is shared with motor traffic, including Heavy Goods Vehicles. The Applicant would be required to deliver this new bridge for walking, cycling and horse riding, unless alternative facilities for walking, cycling and horse riding are constructed and open for use. These commitments are set out in the Design Principles (Application Document 7.5). Under Requirement 3 of the draft Development Consent Order (Application Document 3.1), the Applicant would be required to carry out the authorised development in accordance with the Design Principles.</p> <p>For more information about the walking, cycling and horse riding proposals, see the Project Design Report (Application Document 7.4).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the EIA process, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>ES Chapter 5: Air Quality; ES Chapter 12: Noise and Vibration; and ES Chapter 7: Landscape and Visual (Application Document 6.1), assess the impacts and proposed mitigation of the Project on air quality, noise and vibration and the local landscape. These assessments include consideration</p>	

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			<p>of the impacts on Public Rights of Way during construction and operation of the Project.</p> <p>Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and the Design Manual for Roads and Bridges LA 105 Air Quality (Highways England, 2019b). Given there are no significant adverse impacts on air quality in relation to human health from the Project during operation, then no mitigation for air quality human health effects is required.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation.</p> <p>For more information about the noise impacts of the Project, see the ES Chapter 12: Noise and Vibration (Application Document 6.1). For maps showing the areas predicted to be affected by noise once the Project is operational and the proposed mitigation measures, see ES Figure 12.7 and ES Figure 12.6 (Application Document 6.2) respectively.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
WC7	A comment expressing concern about the proposals, in which it is suggested they are inadequate.	1	After Statutory Consultation, the Applicant considered responses to consultation and carried out additional design development for walking, cycling and horse riding routes. At Supplementary Consultation in January 2020, the Applicant presented proposals to maintain, upgrade and expand the network of footpaths, cycling and horse riding routes in the vicinity of the Project. The	Yes

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WC12	A comment expressing concern about the proposals, saying public rights of way would be lost and this would be unacceptable.	1	proposals included over 40km of new or upgraded routes, including new routes that link the populations of Grays, Chadwell St Mary, Orsett, East Tilbury, South Ockendon, as well as those of Gravesend and Thong. Other routes provide connections between Jeskyns Community Woodland and Shorne Woods Country Park, and between Thames Chase Forest Centre and Belhus Country Park.	No
WC13	Comments opposed to the proposals, saying public rights of way would be lost and this would be unacceptable.	4	To inform assessments and developments of route and facility proposals, the Applicant has carried out counts of walkers, cyclists and horse riders at key locations in the vicinity of the Project. For more information about these counts, see the walking, cycling and horse riding surveys in the Transport Assessment (Application Document 7.9).	No
WC11	A comment suggesting cycling facilities, such as cycle paths, should be included in the Project.	1	<p>The Applicant also consulted on updates to some of the proposals during Design Refinement Consultation in July 2020. Additional information on the proposals for walking, cycling and horse riding were provided at the Community Impacts Consultation in July 2021. This included specific detail on the local impacts and planned mitigation of constructing and operating the Project in the Ward Impact Summaries. Copies of the materials provided at the Community Impacts Consultation can be found in Appendix S of this report. Chapters 7 and 8 of this report provide more information about the Design Refinement and Community Impacts Consultations. For more information about the proposals, see the Project Design Report (Application Document 7.4).</p> <p>Wherever practicable, the proposals maintain existing Public Rights of Way (PRoWs) once the Project is operational. Where this is not practicable, diverted PRoWs have been proposed, with a view to making them as attractive as possible. The Applicant has tried to maintain directness where it is suitable for commuter cycling routes while also maintaining connections between recreational amenities such as public parks and stables. In some circumstances it was considered appropriate to prioritise options that provide a higher quality leisure experience over those offering the most direct route available.</p>	Yes

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			<p>Decisions about the provisions for walking, cycling and horse riding have been made through consideration of design standards and best practice, consultation responses and ongoing engagement with local authorities and user groups, including Sustrans, Cycling UK, The Ramblers Association and The British Horse Society. For more information about the proposals, see the Project Design Report (Application Document 7.4).</p>	
WC60	<p>A comment opposed to the proposals because specific public rights of way would be lost or disrupted, which specifically refers to Thames Chase Community Forest.</p>	1	<p>In implementing its proposals, the Applicant would ensure that the connectivity of all walking, cycling and horse riding routes are maintained once the Project is operational, although some would become less direct, either temporarily during construction or permanently once the Project is complete.</p> <p>The changes presented at Supplementary Consultation in January 2020, and subsequently at the Design Refinement Consultation in July 2020 included improvements to National Cycle Route 177, as well as providing a new walking, cycling and horse riding bridge across the M25 to link the east and west sections of the Thames Chase Forest Centre. The route from Thong Lane through Shorne and Ashenbank Woods would be diverted, while the Mardyke Way would be partially resurfaced. The footpath linking the Tilbury forts would not be affected.</p> <p>During the Local Refinement Consultation, the Applicant also proposed new routes to link the heritage assets of Coalhouse Fort and Bowaters Farm Battery to East Tilbury. Following feedback from the consultation about linking Tilbury Fields to Coalhouse Fort and providing access for all users, the Applicant is proposing to include new Public Rights of Way and permissive path links to the heritage sites of Coalhouse Fort and Bowaters Farm Battery, and to East Tilbury. These new connections would create a variety of alternative routes that walkers, cyclists and horse riders in the local area could use. This change also addresses feedback from Thurrock Council about active travel routes around the Coalhouse Fort area.</p> <p>Additional information on the proposals for walking, cycling and horse riding were provided at the Community Impacts Consultation in July 2021. This included information about the local impacts and planned mitigation of constructing and operating the Project in the Ward Impact Summaries. The</p>	Yes



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			<p>information provided included diversions for NCN177 cycle route. Materials provided during the Community Impacts Consultation can be found in Appendix S of this report.</p> <p>As a result of ongoing engagement with UK Power Networks, following the Community Impacts Consultation in July 2021, the Applicant made changes that would avoid the need to close the NCN177 cycle route near Pepper Hill as proposed in the Community Impacts Consultation. Further details about this proposed change can be found in Appendix S of this report.</p> <p>The addition of free-flowing slip roads at junction 29 of the M25 would make the existing east-west walking route through the south side of the junction unviable.</p> <p>During the Local Refinement Consultation, following feedback from the London Borough of Havering and local cycling groups, the Applicant proposed a new bridge for walkers, cyclists and horse riders across the A127 west of M25 junction 29, linking Moor Lane in the south to Folkes Lane in the north. This change addresses consultation feedback about connectivity between the north and south footways and cycleways alongside the A127, to both east and west sides of M25.</p> <p>In addition, following consultation feedback from the British Horse Society and Essex County Council, and safety concerns about horses sharing routes with motor traffic, The Applicant proposed an upgrade to the previously proposed A127 walking-cycling bridge east of junction 29, so it could also accommodate horse riders and to would include a link to bridleway BR183. This means horse riders would no longer be dependent on the existing vehicle bridge across the A127, which is shared with motor traffic, including Heavy Goods Vehicles. The Applicant would be required to deliver this new bridge for walking, cycling and horse riding, unless alternative facilities for walking, cycling and horse riding are constructed and open for use. These commitments are set out in the Design Principles (Application Document 7.5). Under Requirement 3 of the draft Development Consent Order (Application Document 3.1), the Applicant would be required to carry out the authorised development in accordance with the Design Principles.</p>	

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			<p>The Applicant consulted on this proposed bridge during Design Refinement Consultation in July 2020 and the Community Impacts Consultation in July 2021.</p> <p>To improve connectivity in the south of the area, the Applicant has proposed a new walking, cycling and horse riding bridge across the M25, which would link the east and west sections of the Thames Chase Forest Centre. There would also be new and upgraded links to Thames Chase Forest Centre from other local areas</p> <p>More information about Public Rights of Way can be found in the Project Design Report (Application Document 7.4).</p>	
WC76	Comments opposed to the Project, saying it would have an impact on public rights of way, affecting local communities, both specifically mentioned Thames Chase Community Forest.	2	<p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 13: Population and Human Health (Application Document 6.1), includes an assessment of the Project's impact on local roads and Public Rights of Way. The ES presents assessments of the impacts and sets out any proposed mitigation. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction</p>	No



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			<p>and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>The Applicant consulted on the predicted impacts on local people of proposed changes to Public Rights of Way during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in particular the information presented in the Ward Impact Summaries (see Appendix S of this report).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects, including those on walkers, cyclists and horse riders, would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP</p>	

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			<p>Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>During construction, the Applicant would seek to minimise impacts on PRowS as much as possible. Where a PRow is affected, the Applicant would consider options that would include closing the route temporarily, providing a temporary diversion, or opening an alternative permanent route before the existing one is closed. How the impacts are mitigated would depend on factors such as the type of works in the area and the safety implications. The CoCP includes commitments to maintain or divert rights of way where construction sites are planned.</p> <p>The Applicant consulted on additional information about the construction impacts on walking, cycling and horse riding routes during the Community Impacts Consultation in July 2021. This included setting out the length of time that routes in the vicinity of the Project would be likely to close and what alternative routes would be available during construction or once the Project is complete.</p>	

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			<p>Information about which PRow's and roads that would be affected during construction can be found in the Streets Subject to Temporary Restrictions of Use Plans (Application Document 2.8) and Schedule 3 of the draft DCO.</p> <p>For more information on the potential effects of construction on users of PRow's, see the Transport Assessment (Application Document 7.9), which includes information about the construction impacts on pedestrians, cyclists and equestrians. See also ES Chapter 13: Population and Human Health (Application Document 6.1).</p>	
WC79	<p>Comments opposed to the Project, saying it would affect designated areas such as Areas of Outstanding Natural Beauty or ancient woodland. Comments include those mentioning negative impacts of the Project on walking, cycling and horse riding routes around Thames Chase Community Forest.</p>	2	<p>To assess the environmental impacts of the construction and operation of the Project, including on Public Rights of Way and Areas of Outstanding Natural Beauty, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>ES Chapter 7: Landscape and Visual (Application Document 6.1), includes an assessment of the visual impacts of the Project on the surrounding landscape. Assessment of the impacts of the Project's construction and operation on flora and fauna, including ancient woodland, is set out in ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and impacts on local communities, including community land such as the Thames Chase Forest Centre, are set out in ES Chapter 13: Population and Human Health (Application Document</p>	Yes

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			<p>6.1). The ES presents assessments of the impacts and sets out the proposed mitigation.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The Project has engaged closely with Thames Chase Forest Centre to seek to reduce the impacts of the Project on this community asset. Proposals include plans to maintain existing Public Rights of Way wherever practicable, although some permanent diversions are required. To improve connectivity in the south of the area, the Applicant has proposed a new walking, cycling and horse riding bridge across the M25, which would link the east and west sections of the Thames Chase Forest Centre. There would also be new and upgraded links to Thames Chase Forest Centre from other local areas.</p> <p>For more information about the proposals, see the Project Design Report (Application Document 7.4).</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft DCO (Application Document 3.1)</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs Area of Outstanding Natural Beauty (AONB). Additionally, the A2/M2 upgrade proposed at Statutory Consultation would now use lower-noise surfacing compared to the previous proposals. The Applicant has assessed the impact of removing this noise barrier and found that there would be no significant impacts on sensitive receptors, such as residential properties, as a result of the change. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road.</p>	
WC81	<p>A comment opposed to the proposals, saying wildlife and plants would be negatively affected, particularly during construction of the road.</p>	1	<p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), explains the steps taken to mitigate the impacts of the Project on wildlife, such as habitat fragmentation and severance, through the provision of green bridges and over-sized culverts and underpasses.</p> <p>As part of the Community Impacts Consultation, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2).</p> <p>At Statutory Consultation, five green bridges were proposed, although one was removed from the proposals because the proposed M2/A2/A122 Lower Thames Crossing junction and nearby Public Rights of Way were revised after Statutory Consultation. As a result of further design development, as well as additional ecological surveys, three more green bridges were proposed at Supplementary Consultation in January 2020. Of the seven green bridges in the Project's proposals, four would include walking, cycling and horse riding provision.</p> <p>Following the Community Impacts Consultation, the Applicant presented new proposals for a wider green bridge at Thong Lane over the A2/M2, increasing the width over what was previously proposed by 10m. This change was made in response to feedback from key stakeholders and would improve habitats and connectivity for wildlife, increase landscape planting, and provide additional screening of the proposed M2/A2/A122 Lower Thames Crossing junction.</p> <p>For more information about the walking, horse riding and cycling proposals, see the Project Design Report (Application Document 7.4). For more information about the proposed structures, including green bridges and walking, cycling and horse riding bridges, see the Structures Plans (Application Document 2.13).</p>	



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
WC88	A comment opposed to the proposals because it is felt that public rights of way would be negatively impacted by the increase in air pollution.	1	<p>The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans, e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>ES Chapter 5: Air Quality (Application Document 6.1), includes an assessment of the predicted changes to local air quality as a result of the Project and assesses impacts during construction and operation and sets out mitigation where this is considered appropriate.</p> <p>The construction phase is likely to affect air quality as a result of emissions of dust from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.</p> <p>The Applicant consulted on predicted air quality impacts of the Project as part of the Community Impacts Consultation in July 2021. The Ward Impacts Summaries (see Appendix S of this report) presented during information about air quality impacts during the construction and operational phases. Information</p>	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>about the comments received and how the Applicant had regard to those comments can be found in Section 14.4 of this report.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigations in place, the air quality impacts in relation to human health of the Project during construction are not expected to be significant.</p> <p>The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Chapter 14 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The operation of the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains where the air quality modelling was carried out and why.</p> <p>The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project. Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and the Design Manual for Roads and Bridges LA 105 standards (Highways England, 2019b). Given there are no significant adverse impacts on air quality in relation to human health from the Project during operation, then no mitigation for air quality human health effects is required.</p>	

## Summary of issues raised relating to the Project's environmental impacts and the Applicant's responses

11.5.29 Table 11.32 below summarises the issues raised relating to the Project's environmental impacts and presents the Applicant's responses to those issues raised.

**Table 11.32 Summary of issues raised relating to the Project's environmental impacts and the Applicant's responses**

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
EN37	A general comment in support of the proposals for environmental mitigation, saying the measures would be sufficient and that it is correct that mitigation would be applied.	1	These comments have been noted.	No
EN81	A comment highlighting the benefits of the Project on the grounds of the positive impacts on climate change, with journeys at Dartford mentioned.	1		No
EN84	A comment in support of the proposed climate change mitigation measures.	1		No
EN94	A comment highlighting the benefits of the Project for local communities.	1		No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
EN95	A comment in support of the Project's mitigation measures for local communities.	1		No
EN37	General comments in support of the proposals for environmental mitigation.	2		No
EN38	General comments in support of the proposed environmental mitigation, saying that protecting the environment should be a priority for the Project.	2		No
EN170	A comment in support of the proposed water management and flood mitigation measures, or elements of those measures.	1		No
EN1	A general comment opposed to the proposals to reduce the environmental impacts.	1		<p>Minimising adverse impacts on the environment is one of the Scheme Objectives agreed between the Applicant and the Department for Transport and the Project has been developed accordingly. The route has been designed to provide an appropriate balance between the need to reduce environmental impacts during construction and operation, while still fulfilling the other Scheme Objectives as set out in the Need for the Project (Application Document 7.1), including the need to reduce congestion at the Dartford Crossing, and complying with relevant legislation.</p>
EN4	A comment expressing concern about the effectiveness of the environmental mitigation proposals.	1	No	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
EN3	Comments opposed to the impact of the Project on the environment. These include general comments including references to concerns over air and noise pollution as well as impacts on property and homes.	3	<p>The Project has also been developed to minimise the amount of land needed for its construction and operation, thereby reducing impacts on buildings, environmentally sensitive areas and farmland. The roads and junctions that comprise the Project would have the minimum height and footprint possible, while still providing the necessary capacity, safety and connectivity that road users and operation require.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans, e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p>	No
EN8	Comments opposed to the proposed environmental mitigation, saying no amount is enough to compensate for the impacts of the Project. Impacts mentioned include pollution, habitat destruction, impacts on the landscape and traffic.	2	<p>The ES includes an assessment of the Project's impacts on different aspects of the environment, including air quality, heritage, landscape and visual, terrestrial and marine biodiversity, geology and soils, materials and waste, noise and vibration, communities, health, drainage and water, and climate.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The</p>	No
EN5	Comments expressing concern about the effectiveness of the environmental mitigation proposals, or elements of these. Comments include those saying not enough is being done, that mitigation is not being developed holistically, and that construction impacts have	2	<p>The ES includes an assessment of the Project's impacts on different aspects of the environment, including air quality, heritage, landscape and visual, terrestrial and marine biodiversity, geology and soils, materials and waste, noise and vibration, communities, health, drainage and water, and climate.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	not been properly accounted for.		HRA concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.	
EN6	A comment opposed to the environmental mitigation proposals, or elements of these, on the basis that the measures, or elements of these, are inadequate or lack essential detail.	1	<p>The Applicant has followed the mitigation hierarchy of 'avoid, minimise, restore and compensate' to protect the environment in which it would be situated and in keeping with industry best practice. Where required, adverse impacts on sensitive areas would be reduced. All mitigation proposals would be designed to be appropriate and proportionate to the type and extent of adverse effect they are intended to offset.</p> <p>All proposed mitigation has been developed through an extensive and ongoing programme of engagement with relevant statutory bodies – such as the Environment Agency, Natural England, Historic England and the Kent Downs AONB Unit – to ensure the most appropriate and effective mitigation strategy is followed. The Applicant has also considered feedback to statutory and non-statutory consultation and engaged with non-statutory community groups wherever possible.</p>	No
EN9	A suggestion that the Project's mitigation measures should not only offset the environmental impacts, but also enhance the environment.	1	<p>In relation to noise, the Project has been aligned as far as reasonably practicable from population centres and other noise-sensitive locations. Operational noise impacts would be reduced through the use of the tunnels, cuttings and false cuttings, along with low-noise road surfacing and noise barriers.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant published Ward Impact Summaries covering the North and South of the River Thames, which provided detailed explanations of the environmental impacts and</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>mitigations in each area, including Chalk, wards in Thurrock (including Orsett) as well as the Kent Downs AONB and the Thames Chase Community Forest.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as Sites of Special Scientific Interest, Local Nature Reserves, and Special Areas of Conservation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition. Further information can be found in the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p> <p>If appropriate, the areas of compensatory land would be made publicly accessible in a way that complements their primary function as compensatory habitats. Other benefits of the new habitats would be improvement of the appearance of the local landscape by planting new trees and other plants; enhancement of biodiversity by increasing the number of linked habitats; and the planting of new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project.</p>	



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them. Environmental mitigation measures proposed as part of the Project have been designed, wherever practicable, to avoid addressing single effects. For example, the landscape design and the drainage design both provide significant contributions towards the Project's ecological mitigation proposals by creating new habitats, avoiding habitat fragmentation and linking existing habitats within the vicinity of the Project. Proposed mitigation also includes green bridges, environmental barriers, landscape planting, habitat compensation and translocation of protected species into the plans.</p> <p>Overall, the Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
EN46	A comment expressing concern about air quality and how it was assessed for Statutory Consultation saying that the PEIR did not include assessments for PM <sub>2.5</sub> levels and designated areas.	1	<p>Chapter 6: Air Quality, of the Preliminary Environmental Information Report (PEIR) presented an interim assessment of the air quality impacts of the Project. The Applicant followed the relevant regulations, paid attention to guidance notes and industry best practice in the development of the PEIR. The PEIR provided information so consultees could take an informed view of the Project's impacts and respond to the consultation.</p> <p>The air quality analysis was carried out according to guidance in the Design Manual for Roads and Bridges (DMRB) LA 105 (Highways England, 2019b). Thresholds of average annual daily traffic (AADT) of 1,000 vehicles and 200 Heavy Goods Vehicles (HGVs) are used for the DMRB assessment, representing the lowest threshold above which the traffic model can represent change in traffic conditions to a reasonable level of confidence. DMRB standards specify 200m from the roadside as the maximum analysis area. Anywhere beyond that limit, road traffic pollution levels would be difficult to differentiate from background levels of pollution. The air quality model has been extensively calibrated against hundreds of air quality monitoring sites and compared to LAQM(TG16) (Defra, 2021) for model performance to ensure it is robust.</p>	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>The assessment in Environmental Statement (ES) Chapter 5: Air Quality (Application Document 6.1) includes a more detailed consideration of air quality impacts than was presented in the PEIR at Statutory Consultation. For example, it includes assessments of air quality on sensitive ecological sites (for example, through additional nitrogen deposition) and of air quality impacts during construction. The impact of the Project on PM<sub>2.5</sub> is also considered in the ES.</p> <p>In July 2021, the Applicant carried out a Community Impacts Consultation on construction and operational impacts, which included additional information about air quality impacts on local communities, presented in the Ward Impact Summaries (WIS) and Operations Update. The WIS also explained how the Applicant assessed and developed proposals to mitigate the impacts of the Project. For more information about this consultation, see Chapter 8 of this report and Appendix S.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on the air quality impacts of the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as Sites of Special Scientific Interest, Local Nature Reserves, and Special Areas of Conservation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>The proposed compensation sites are in four areas: Hole Farm, Brentwood; Southfields, Thurrock; Gravesham and Shorne Woods; and the A2/M2 corridor, including Blue Bell Hill. If appropriate, the areas of compensatory land may be made publicly accessible in a way that complements their primary function as compensatory habitats. Other benefits of the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants; enhance biodiversity by increasing the number of linked habitats; and planting new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	
EN48	Comments expressing concern about the impact of the Project on air quality, both in the vicinity of the route and near roads that consultees say would also see traffic increases, such as the A228, A229, A127 and M25.	2	<p>The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
EN49	Comments opposed to the impact of the Project on air quality. Many consultees making this point drew attention to what they describe as the poor air quality in Thurrock, with references to a 'toxic triangle'.	5	<p>plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>ES Chapter 5: Air Quality (Application Document 6.1), includes an assessment of the predicted changes to local air quality as a result of the Project, assessing impacts during construction and operation, and setting out mitigation where this is considered appropriate.</p>	No
EN53	Suggestions for measures to improve air quality mitigation. These included suggestions for the use of screens or bunds near the route and requests to limit the emissions of construction vehicles allowed to work on the Project.	2	<p>The construction phase of the Project is likely to affect air quality as a result of emissions of dust from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. These industry-standard measures to reduce air pollution during construction were presented in Chapter 6 of the Applicant's Preliminary Environmental Information Report (PEIR), which was published during Statutory Consultation in October 2018. With the mitigation measures set out in the CoCP in place, the air quality impacts of the Project in relation to human health during construction are not expected to be significant.</p> <p>The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2</p>	No

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			<p>Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>Once operational, the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains where the air quality modelling was carried out and why.</p> <p>The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project. Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and the Design Manual for Roads and Bridges LA 105 (Highways England, 2019b). Given there are no significant adverse impacts on air</p>	

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			<p>quality in relation to human health from the Project during operation, then no mitigation for air quality human health effects is required.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as Sites of Special Scientific Interest, Local Nature Reserves, and Special Areas of Conservation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>The proposed compensation sites are in four areas: Hole Farm, Brentwood; Southfields, Thurrock; Gravesham and Shorne Woods; and the A2/M2 corridor, including Blue Bell Hill. If appropriate, the areas of compensatory land may be made publicly accessible in a way that complements their primary function as compensatory habitats. Other benefits of the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants; enhance biodiversity by increasing the number of linked habitats; and planting</p>	

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			<p>new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p> <p>The Applicant consulted on additional information about the health impacts of the Project during the Community Impacts Consultation in July 2021 Information about the comments received and how the Applicant had regards to those comments can be found in Section 14.4 of this report.</p> <p>Earthworks, including cuttings and false cuttings, would be designed into the Project to reduce the noise and visual impacts but these measures are not intended to have air quality benefits, other than by reducing the amount of excavated materials that need to be transported off site during construction, which has reduced the number of HGV journeys planned.</p> <p>Under normal circumstances, air in the tunnels would be refreshed primarily by the movement of traffic through each tunnel. In support of this, there would be a longitudinal ventilation system comprising banks of jet-fans mounted within each tunnel at regular intervals. The tunnels would be equipped with equipment to monitor visibility, carbon monoxide and nitrogen oxide levels, and the ventilation would operate automatically to disperse concentrations of gases. The air quality predictions for the tunnel portals show no significant adverse effects on human health.</p> <p>For more information about the tunnel design, including the tunnel service buildings, see the Project Design Report (Application Document 7.4), Design Principles (Application Document 7.5), and the General Arrangements (Application Document 2.5).</p>	
EN68	A comment expressing concern about the potential impact of the Project on ancient	1	The Applicant recognises the irreplaceable nature of ancient woodlands and the importance attached to them within the National Policy Statement for National Networks (Department for Transport, 2014). Adverse effects on ancient woodland habitats have been reduced as much as possible.	No



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	woodlands, specifically mentioning Cobham Wood.		<p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which will be secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) includes assessments of the impacts on flora, fauna and habitats, including ancient woodland.</p> <p>Where adverse effects on ancient woodland could not be avoided, woodland would be planted to offset the loss of wooded areas and strengthen connectivity between existing retained woodlands in the area, particularly around Claylane Wood, Shorne and Ashenbank Woods Site of Special Scientific Interest (SSSI), Great Crabbles Wood SSSI and, south of the A2/M2, Jeskyns Community Woodland.</p> <p>Where appropriate, woodland planting has been proposed in locations shown in the Applicant's Environmental Masterplan (Application Document 6.2, ES Figure 2.4), with this planting designed to enhance connectivity along the Project and contribute towards the biodiversity value. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (Application Document 3.1). Commitments in relation to protecting terrestrial biodiversity, including ancient woodland, can be found in the Register of Environmental Actions and Commitments (REAC), which can be found in the CoCP (Application Document 6.3, ES Appendix 2.2).</p>	

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			<p>Any woodland planting would be appropriate to the surrounding landscape character and context. It is acknowledged that vegetation would take a period of time to establish. Landscape mitigation measures are presented in ES Figure 2.4: Environmental Masterplan (Application Document 6.2). These would be permanent measures managed by the Applicant or its representatives. This would be initially for a period of five years from road opening, unless agreements are reached with other organisations or landowners.</p> <p>Following Statutory Consultation in October 2018 and having considered the responses received, the Applicant made changes to the way the Project affected woodland, including ancient woodland. A revised design for the M2/A2/A122 Lower Thames Crossing junction allowed the South Portal to be moved a further 350m south which helped reduce forecast environmental impacts on the Thames Estuary and Marshes Special Protection Area and Ramsar site.</p> <p>However, the revised junction design and additional utility works proposed resulted in increased impacts on Claylane Wood and other woodlands near the A2/M2. These changes were presented during Supplementary Consultation in January 2020. At that consultation, the Applicant also presented revised designs for how the A2/M2 would be widened, reducing the impacts on the Kent Downs Area of Outstanding Natural Beauty compared with the proposals put forward at Statutory Consultation.</p> <p>Following Supplementary Consultation, the Applicant was able to refine the design to reduce the amount of land required for utility works compared with what was proposed previously. The revised utilities proposals presented during the Design Refinement Consultation in July 2020 reduced the impacts on Shorne and Ashenbank Woods SSSI, Jeskyns Community Woodland and Claylane Wood. More information about the Project's impacts on these areas, and others such as Cobham Woods, can be found in ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>After the Design Refinement Consultation, the Applicant worked with the relevant utility companies to reduce the impact of the gas pipeline diversion north of the A2/M2 on Shorne Woods Country Park. The proposals consulted on during the Community Impacts Consultation in July 2021 mean approximately 1km of the</p>	



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			<p>pipeline that would have been diverted along the A2/M2's northern verge would now be routed under Brewers Road and Park Pale. This would reduce the amount of existing woodland that would need to be removed to accommodate the works. More information about utility diversions can be found in ES Chapter 2: Project Description (Application Document 6.1).</p> <p>As part of the Community Impacts Consultation, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), ES Figure 2.4: Environmental Masterplan (Application Document 6.2), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2).</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx).</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. A proportion of this land would be woodland, increasing the amount of compensatory woodland planting proposed during previous consultations.</p> <p>The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p>	

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			<p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>During operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation. Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open, including the compensation package, can be found in ES Chapter 5: Air Quality, and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p>	
EN59	Comments expressing concern about the way in which biodiversity has been assessed, including suggestions for new sources of information and for stakeholder organisations with whom the Project should engage.	2	<p>The Preliminary Environmental Information Report (PEIR) published at Statutory Consultation, represented an interim stage of the process of identifying the baseline environmental conditions, including the flora and fauna most likely to be affected by the Project. The Applicant followed the relevant regulations, and had regard to guidance notes and industry best practice. The PEIR provided preliminary information so consultees could take an informed view of the Project's impacts and respond to the consultation.</p> <p>Collation of data for the PEIR followed best practice and included reviews of desk-based studies and data sources, site visits and surveys to understand the characteristics of the study area, and engagement with key organisations.</p> <p>In some cases, survey work was still ongoing and the PEIR stated that final results would be presented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3), which would be prepared as part of the Development Consent Order application. See ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), for information about the completed bird, reptile and other surveys. Surveys included recording the presence and</p>	No

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			<p>abundance of reptile species in areas of suitable habitat. Up to date records from sources such as local biological records centres and local groups were included as part of the PEIR baseline. Based on feedback received during Statutory Consultation in October 2018, the Applicant engaged with Essex Field Club, and their data was used to inform the ES baseline.</p> <p>Updated information on the assessment of environmental impacts was presented during the Supplementary and Design Refinement Consultations in January and July 2020 respectively.</p> <p>The Applicant held a Community Impacts Consultation in July 2021 which included an overview of changes and impacts the Project may have during construction and operation. This was presented in the Ward Impact Summaries (WIS) which also explained how the Applicant assessed and developed proposals to mitigate the impacts of the Project. The impact of the Project on local flora and fauna was covered as a topic for each ward in the WIS. It also described plans to create new habitats, build green bridges and introduce landscaping measures.</p> <p>More information on those consultations, including the environmental updates and other material published at that time, can be found in Chapters 4, 6, 7 and 8, and Appendices M, Q, R and S, of this report.</p> <p>Since Statutory Consultation, to assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the ES (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments, which forms part of the CoCP. The impacts on biodiversity are</p>	

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			<p>documented in ES Chapter 8: Terrestrial Biodiversity, and ES Chapter 9: Marine Biodiversity (Application Document 6.1).</p> <p>The ecological baseline data for the ES was gathered from a combination of desk-based studies and fieldwork, following good-practice survey guidelines where they exist. The ES includes assessments on effects such as habitat loss and potential species mortality, as well as how changes to factors such as noise levels, hydrological conditions, landscape and air quality could affect the species and habitats within the Project's zone of influence.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p> <p>The Tilbury Link Road did not form part of the proposals put forward at Statutory Consultation in October 2018 and no assessment of its environmental impacts was included in the consultation materials because this information was not required.</p>	
EN61	Comments expressing concern about the impact of the Project on biodiversity, such as owls, badgers, invertebrates and wading birds. Locations mentioned include Cobham Wood and Thames Estuary and Marshes Special	3	<p>Since Statutory Consultation in October 2018, to assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2), or as good practice or</p>	No

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	Protection Area and Ramsar site.		essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The impacts on biodiversity are documented in ES Chapter 8: Terrestrial Biodiversity, and ES Chapter 9: Marine Biodiversity (Application Document 6.1).	
EN62	Comments opposed to the potential impact of the Project on biodiversity. Consultees referred to various forms of wildlife that were considered to be at risk from the Project, including mammals such as voles and badgers, as well as birds, invertebrates, amphibians and insects. There were also references to wildflowers, fungi and lichen.	7	<p>These biodiversity chapters provide a robust assessment of the impacts on sensitive flora and fauna as a result of the construction and operation of the Project. It includes assessments of habitat loss and potential species mortality, as well as how changes to factors such as noise and air quality or hydrological conditions could affect the species and habitats present within the Project's zone of influence.</p> <p>The ES also includes descriptions of the impacts on designated and non-designated sites, such as Shorne Woods Country Park, Ashenbank Wood, Claylane Wood, Goshems Farm, Low Street Pit, Blackshots Nature Area, Codham Hall Wood and Cobham Woods.</p> <p>The mitigation hierarchy of 'avoid, minimise, restore and compensate' has been integral to the development of the Project and the objective to reduce adverse effects to 'not significant' levels. Where opportunities exist to provide biodiversity enhancements within the Project's design scope and Order Limits, these would be taken to improve biodiversity.</p>	No
EN63	A comment expressing concern that the proposed biodiversity mitigation measures, or elements of them, would not be enough to alleviate potential impacts.	1	<p>For more information about the status of the Project's biodiversity loss-gain balance, see ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>The Applicant has committed to achieving no net loss in biodiversity by the end of Road Investment Strategy 2 (Department for Transport, 2020a), which covers the period 2020-25, and will work towards biodiversity net gain by 2040 across its estate. Although the construction of the Project would have significant adverse effects on statutory designated sites and irreplaceable habitats, such as veteran trees and some sections of ancient woodland, the design has sought to provide biodiversity benefits wherever possible. An assessment of baseline biodiversity value and that achieved by the Project's design post development is presented within the Sustainability Statement (Application Document 7.11).</p>	No
EN65	A suggestion for measures to improve biodiversity mitigation.	1		No

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			<p>The Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats. Mitigation measures include safe crossing points for wildlife over or under the Project and translocation of protected species to suitable existing or new habitats. Habitat creation is proposed to compensate for the loss of habitat from within designated sites, including ancient woodland, to improve connectivity between existing habitats, to provide replacement habitats for protected species, and to compensate for the impacts of nitrogen deposition when the Project is operational. These measures would include the salvage of soils from ancient woodlands for beneficial reuse in new areas of compensatory woodland planting, and the planting of new woodland and other habitats on existing agricultural land. Overall, there would be several hundred hectares of new woodland and habitats created across the Project during the construction phase, providing biodiversity benefits.</p> <p>Mitigation measures include the provision of green bridges, as well as large culverts with features to enable mammals to safely pass through them. These would help to link adjacent wildlife habitats once they are separated by the construction of the new road. Where replacement habitats for species are required, these would be put in place to allow sufficient time to fully establish before any animals are released into them.</p> <p>The Applicant would ensure that mitigation measures are in place before the adverse effect that they are intended to address, can occur. Where necessary, the Applicant would secure relevant protected species licences from Natural England, which would need to ensure the favourable conservation status of the species affected.</p> <p>During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial invertebrates, and permanent habitat loss within ancient woodland and the loss of six veteran trees (three north of the River Thames and three to the south).</p> <p>During the Local Refinement Consultation in May 2022, the Applicant published information on proposals for a wider green bridge at Thong Lane over the A2/M2, increasing the width over what was previously proposed by 10m. This change was</p>	



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			<p>made in response to feedback from key stakeholders and would improve habitats and connectivity for wildlife, increase landscape planting, and provide additional screening of the proposed M2/A2/A122 Lower Thames Crossing junction.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), ES Figure 2.4: Environmental Masterplan (Application Document 6.2), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>At the Local Refinement Consultation in May 2022, the Applicant presented proposals to include approximately 279ha of compensatory planting to offset the potential impacts of nitrogen from vehicle emissions. This compensatory planting would provide new wildlife rich habitats using land that is currently mostly farmland, improving biodiversity in these areas and enhancing the area's wider</p>	

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			<p>biodiversity by increasing the number of linked habitats. A proportion of this land would be woodland.</p> <p>As a result of feedback received during the Local Refinement Consultation, the Applicant revised the compensation proposals to 246ha. This reduction reduces the impact on some landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	
EN77	A comment expressing concern about the impact of the Project on climate change.	1	As part of the Development Consent Order application, the Applicant has explained how the relevant legislative and policy requirements in relation to climate change impacts are met. An Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 15: Climate (Application Document 6.1), assesses the Project's impact on climate change, including greenhouse gas emissions during construction and operation, and sets out the proposed mitigation measures, including those measures that are secured through the Carbon and Energy Management Plan (Application Document 7.19). The assessment concludes that the increase in greenhouse gas emissions resulting from the Project would not have a material impact on the ability of Government to meet its carbon reduction targets, in accordance with the policy test set out in the National Policy Statement for National Networks.	No
EN78	A comment opposed to the impact of the Project on climate change, with references to additional traffic during construction and operation.	1	During construction, greenhouse gas emissions would be minimised through the design of the Project, such as incorporating low-emission materials, using those materials efficiently, reducing the distance they would be transported, using zero-carbon energy sources, and reducing and beneficially reusing waste. By incorporating these measures into the Project's proposals, the Applicant has already reduced emissions during construction by over a third compared with a scenario where those measures were not employed. This represents a leading	No
EN80	A suggestion concerning the measures to mitigate the effects of the Project on climate change.	1		No



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			<p>position in the industry today, and would result in construction emissions equivalent to 1.76 million tonnes of carbon dioxide.</p> <p>However, the Applicant is committed to going further and to using the time available before construction begins to explore ways of achieving greater reductions in emissions. The Carbon and Energy Management Plan therefore provides a framework within which the Applicant and contractors would, working closely with industry partners, seek to identify and develop innovative ways of reducing the Project's construction emissions below today's industry-leading position. The Carbon and Energy Management Plan also sets out the low-carbon solutions that would be deployed by the Applicant to manage and maintain the Project once it is operational.</p> <p>The Applicant has considered the additional carbon emissions from road users that could result from operation of the Project over a 60-year period and presented this information in ES Chapter 15. The Government has published its plans to deliver the required Net Zero trajectory for transport in the Decarbonising Transport Plan (Department for Transport, 2021a). The Applicant has assessed that if the trajectories set out in the plan are achieved, it would lead to a reduction in the additional road-user emissions attributable to the Project of at least 76%, across the 60-year appraisal period, compared with the more conservative figure that results from the use of national projections included in the current version of Defra's Emissions Factor Toolkit.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p>	
EN86	Comments expressing concern about the impact	2	The land required for the Project has been restricted to the minimum amount needed for the operation or construction of the Project. Some land would only be	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	of the Project on farmland and the countryside.		required on a temporary basis. Under article 35 of the draft Development Consent Order (DCO) (Application Document 3.1), before giving up possession of land of which temporary possession has been taken to construct the Project, the Applicant would be required to restore the land to the reasonable satisfaction of the owner. This obligation is subject to the exceptions set out in article 35(6), which include the right to retain any permanent works constructed on the land, such as diverted utilities.	
EN87	A comment opposed to the impact of the Project on farmland and the countryside.	1	<p>The Applicant has carried out Agricultural Land Classification surveys, the results of which are described in Environmental Statement (ES) Chapter 10: Geology and Soils (Application Document 6.1). These surveys assess the Project's impact on the 'best and most versatile land' (Grades 1, 2 and 3a) and explain how impacts would be minimised wherever practicable.</p> <p>The Applicant has also assessed the impact of the Project on the viability of farm businesses (see ES Chapter 13: Population and Human Health (Application Document 6.1)), including aspects such as the proportion of land taken (temporarily and permanently), changes to access routes, and disruption to drainage and water supplies. ES Chapter 7: Landscape and Visual (Application Document 6.1), assesses visual impacts on the surrounding landscape and outlines relevant mitigation measures.</p> <p>Soils would be handled and stored to allow their sustainable reuse in line with the guidance in ES Chapter 10: Geology and Soils (Application Document 6.1).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the ES (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft DCO (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP)</p>	No

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			<p>(Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how</p>	

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			<p>the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), ES Figure 2.4: Environmental Masterplan (Application Document 6.2), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant amended the amount of land required for ecological mitigation to a field south of HS1 following concerns raised by the landowner. The changes provided a curved rather than stepped edge to the area of proposed ecological habitat creation, allowing the land to be farmed while still providing a suitable area of ecological mitigation.</p> <p>Information about compensation offered to eligible owners and occupiers of agricultural land affected by the Project can be found in Compulsory Purchase and Compensation: guide 3 – Compensation to Agricultural Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021b).</p>	
EN88	Comments expressing concern about the impact of the Project on the health and wellbeing of local people.	2	<p>The Applicant consulted on information about the health impacts of the Project during the Community Impacts Consultation in July 2021. Information about the comments received and how the Applicant had regards to those comments can be found in Section 14.4 of this report.</p> <p>Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1) includes assessments of impacts on community land and assets, as well as access and health.</p>	No
EN89	Comments opposed to the impact of the Project on the health and wellbeing of local people. Some consultees refer to	3	<p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and</p>	No

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	<p>concerns over respiratory diseases and others mention other conditions that they feel could be linked to the effects of construction works and loss of open space, such as stress and depression. There are requests for a Health Impact Assessment.</p>		<p>operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Chalk Park and Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such as cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p> <p>The Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP, set out the best practice and location-specific measures that would be used to reduce the impact of the Project's construction and operation on local people. These include measures to reduce noise, dust and light impacts on local communities.</p> <p>During the construction phase, local people would benefit from work and training opportunities provided by the Project during construction, which are likely to have positive impacts on mental health. However, while construction impacts have been mitigated as far as reasonably practicable, there would be temporary negative impacts on communities from construction activities. These could result in mental health impacts on local people – for example, due to anxiety around perceived changes in air quality or as a result of changes to noise levels. Longer journey times due to traffic management and road closures, reduced access to green spaces and closures of walking, cycling and horse riding routes could also impact people's health and wellbeing. Some local businesses, including farms, would have land temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of 30 residential and 5 commercial properties.</p>	

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			<p>Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse riding routes; as well as access to new areas of recreational land at Chalk Park and Tilbury Fields. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which could have positive and negative mental health outcomes (such as anxiety as a result of increases in noise levels).</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>Information about the impacts on local communities, including health impacts, is presented in the Community Impact Report (Application Document 7.16).</p>	
EN90	A comment expressing concern about the potential impact of the Project on people and communities.	1	<p>Local people and communities have been considered throughout the design of the Project, including several phases of public consultation aimed at the communities most likely to be affected. To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>ES Chapter 13: Population and Human Health (Application Document 6.1) includes assessments of impacts on community land and assets, as well as access and health. The EIA process has informed the Project's design and helped to determine any appropriate mitigation, which is set out in the ES.</p>	No



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			<p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse riding routes; as well as access to new areas of recreational land at Chalk Park and Tilbury Fields. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which could have positive and negative mental health outcomes (such as anxiety as a result of increases in noise levels).</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft Development Consent Order (DCO) (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of any temporary traffic management.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments. Information</p>	

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			<p>about the predicted impact of construction traffic on local roads is presented in the Transport Assessment (Application Document 7.9).</p> <p>The Applicant consulted on the predicted impacts on local people during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in the Ward Impact Summaries (see Appendix S of this report). Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The mitigation measures outlined in the CoCP include the use of appropriate construction phasing, implementation of noise screening and low-noise equipment, and other measures to reduce the impacts of dust, noise, lighting and other visual impacts.</p> <p>Across the Project, the Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>As part of the efforts to generate benefits for local communities, the Applicant intends to provide opportunities for local people that might enable them to work on the construction or operation of the route and would also seek to help local businesses form part of the supply chain that would build and operate the route. The Applicant is working with stakeholders to develop these plans and put them into action.</p> <p>The Applicant's Benefits and Outcomes Document (Application Document 7.20) provides a framework to communicate what is being delivered within the Project's Development Consent Order and some of the wider activities undertaken by the</p>	



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			Applicant (both already and planned for the future) in the local area of the Project to support local people and the environment.	
EN91	Comments opposed to the potential impact of the Project on people and communities. Concerns included loss of being able to use open space and country parks in the vicinity of the route.	2	<p>Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1) includes assessments of impacts on local people and communities, including loss of open space and severance. The EIA process has informed the Project's design and helped to determine any appropriate mitigation, which is set out in the ES.</p> <p>The proposed alignment of the route avoids population centres, wherever practicable, to reduce the impacts on local communities. While this is not always possible, the use of earthworks such as cuttings and false cuttings would reduce the noise and visual impacts of the Project once it is operational, with approximately 80% of the route either within earthworks or tunnel. In some locations, noise barriers would be installed to supplement the earthworks and low-noise surfacing mitigation. New woodland planting would also help screen the Project once it is operational. More information about landscaping and noise mitigation measures can be found ES Chapter 7: Landscape and Visual, and ES Chapter 12: Noise and Vibration (Application Document 6.1).</p> <p>The Applicant has sought to minimise the land impacted or required for the Project, while ensuring there is sufficient land to build and operate the Project. While the Project would require the removal of agricultural and open space land, the Applicant would compensate for these impacts. Any open space land (such as common or public recreational land) would be replaced with an area of equal or greater size and of equivalent amenity. In addition, the Applicant is proposing the creation of two new areas of public recreational land around the North and South Portal. Both of these would provide landscaped areas for recreation, with new Public Rights of Way linking to existing networks. Information about the impacts on and replacement of open space land can be found in the Planning Statement (Applicant Document 7.2).</p> <p>Community severance would be minimised during the operational phase by maintaining road connections across the Project (with the exception of Hornsby Lane, for which local alternatives area available) and through the upgraded and</p>	No

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			<p>enhanced network of Public Rights of Way north and south of the River Thames. The Applicant would provide overpasses to maintain road connectivity between communities on either side of the route, several of which would be green bridges (to maintain landscape and habitat connectivity) with provision for walking, cycling and horse riding.</p> <p>The Applicant is proposing over 60km of new or improved routes for walking, cycling and horse riding, which would be delivered across Kent, Thurrock, Brentwood and Havering as part of the Project. The Applicant would deliver almost 3km of new Public Rights of Way for every 1km of new road, which would encourage active travel and promote health and wellbeing across the region. The proposals include new bridges and routes that 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. More information about the proposed PRow can be found in the Project Design Report (Application Document 7.4).</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence</p>	

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			<p>to support scheme development and case making through existing funding mechanisms and processes.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic monitoring plan is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.</p>	
EN101	A comment expressing concern about the potential impact of the Project on the geology of the affected area.	1	<p>The Applicant has considered ground conditions across the Project, including potential ground instability and areas of geological interest. These assessments are detailed in Environmental Statement (ES) Chapter 10: Geology and Soils (Application Document 6.1), which also includes the proposed mitigation measures such as the appropriate design of structures and use of construction techniques that significantly reduce risks arising from ground instability. In addition, ES Appendix 10.2: Stability Report (Application Document 6.3) includes information about the ground investigations and assessments that have been carried out during the pre-Application stage and the engineering solutions that are likely to be used to minimise risks from unstable ground conditions during the construction phase and once the Project is operational.</p> <p>Reuse of soils would follow the appropriate protocols, while ES Appendix 11.2: Mineral Safeguarding Assessment (Application Document 6.3), sets out the policy on the safeguarding and sterilisation of minerals.</p>	No

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			<p>The Applicant's approach to reuse the excavated materials is set out in ES Chapter 11: Material Assets and Waste (Application Document 6.1). Excavated materials, including from nearby historic landfill sites, as appropriate and required, would undergo treatment to make them suitable for handling and reuse.</p> <p>The Applicant held a Community Impacts Consultation in July 2021, which included an overview of changes and impacts the Project is expected to have during construction and operation. Updated information regarding geology and soils was presented in the Ward Impact Summaries, the Construction Update and the Operations Update published as part of that consultation.</p> <p>More information on that consultation, including the environmental updates and other material published at that time, can be found in Chapter 8 as well as Appendix S of this report.</p>	
EN109	A comment expressing concern about the way in which the impacts of the Project on heritage have been assessed.	1	<p>Chapter 7 of the Preliminary Environmental Information Report (PEIR) provided an interim assessment of heritage assets that are likely to be affected by the Project, either directly or through consideration of their setting in the landscape. The PEIR presented an assessment of impacts from construction and operation. The Applicant followed the relevant regulations, and paid attention to guidance notes and industry best practice in the development of the PEIR and provided information so consultees could take an informed view of the Project's impacts and respond to the consultation.</p> <p>Updated information on the assessment of environmental impacts of the design revisions was presented during the Supplementary and Design Refinement Consultations in January and July 2020 respectively.</p> <p>The Applicant has considered cultural heritage across the Application Site, including designated and non-designated assets, and their settings. These assessments are presented in Environmental Statement (ES) Chapter 6: Cultural Heritage (Application Document 6.1), which also includes an explanation of the approach taken to identifying heritage assets in the survey area and the proposed mitigation measures.</p> <p>The Applicant liaised with stakeholders to better understand the setting of historic assets and their significance. This has enabled the Project to ensure that changes</p>	No

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			<p>to setting are reduced as much as possible. As in all areas of environmental mitigation, the Project has sought a holistic programme of mitigation with regards to heritage assets, with consideration for them being closely linked to landscape and ecology mitigation measures.</p> <p>Trial trenching (ground investigations for cultural artefacts) has been conducted across the Application Site. Any finds of archaeological importance have been dealt with on a per-case basis.</p> <p>The Applicant held a Community Impacts Consultation in July 2021, which included an overview of changes and impacts the Project is expected to have during construction and operation. Updated information regarding cultural heritage was presented in the Ward Impact Summaries, the Construction Update and the Operations Update published as part of that consultation.</p> <p>More information on those consultations, including the environmental updates and other material published at that time, can be found in Chapters 6, 7 and 8 as well as Appendices Q, R and S of this report.</p> <p>Since Statutory Consultation in October 2018, to assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments, which forms part of the CoCP. Designated and non-designated assets are included in the ES baseline and assessment, and setting is a factor in the assessment of significance. The assessments have been informed by desk-based studies and aerial photography,</p>	

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			<p>as well as walkover surveys, non-invasive geophysical surveys and trial trenching where appropriate and landowner permissions allow.</p> <p>The cultural heritage assessment methodology has been informed through consultation and engagement with heritage stakeholders. Via meetings, workshops and reviews of technical documents, stakeholders were able to share their views to inform the methodology. Meetings also served as a platform to update heritage stakeholders on trial trenching activities.</p> <p>ES Chapter 6: Cultural Heritage (Application Document 6.1) includes an assessment of the impacts of the Project on the historic environment during construction and operation, as well as information about the proposed mitigation. The assessment methodology adheres to the Design Manual for Roads and Bridges LA 106 Cultural Heritage Assessment (Highways England, 2020j) and other guidance produced by Historic England and the Chartered Institute for Archaeologists.</p>	
EN110	A comment expressing concern about the impact of the Project on heritage assets.	1	The Applicant has considered cultural heritage across the Application Site, including designated and non-designated assets, and their settings. These assessments are detailed in Environmental Statement (ES) Chapter 6: Cultural Heritage (Application Document 6.1), which also includes the proposed mitigation measures.	No
EN111	Comments opposed to the impact of the Project on heritage assets. One consultee mentioned assets such as the Roman settlements near Orsett.	2	The Applicant liaised with stakeholders to better understand the setting of historic assets and their significance, enabling the changes to the setting to be reduced where possible. As in all areas of environmental mitigation, the Applicant has sought a holistic programme of mitigation with regards to heritage assets, with consideration for them being closely linked to landscape and ecology mitigation measures.	No
EN114	A suggestion for measures to improve heritage mitigation.	1	The assessment of the construction phase of the Project showed mitigation would be needed to reduce the impacts on buried archaeological remains and built heritage, which would be caused by their partial or total removal by construction activity. This essential mitigation has been designed for each specific impact and following best practice.	No

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			<p>Mitigation is also required to reduce impacts through changes to the setting of heritage assets that would affect their value. This best practice mitigation would include fencing and screening of construction compounds and dust and noise reduction measures.</p> <p>There would be significant impacts on cultural heritage during construction. Three listed buildings in Orsett would be demolished, most of the Orsett Cropmarks Scheduled Monument would also be removed. There would be complete or partial removal of 300 non-designated and six low-value built heritage assets, as well as permanent or temporary effects on the setting of two additional Scheduled Monuments near Orsett, three Conservation Areas and seven non-designated archaeological features.</p> <p>The Applicant held a Community Impacts Consultation in July 2021, which included an overview of changes and impacts the Project is expected to have during construction and operation. Updated information regarding cultural heritage was presented in the Ward Impact Summaries, the Construction Update and the Operations Update published as part of that consultation.</p> <p>More information on consultation, including the environmental updates and other material published at those times, can be found in Chapter 8 as well as Appendix S of this report.</p> <p>The assessment of the operational phase shows that mitigation would be needed to reduce impacts through changes to the setting of heritage assets that would affect their value. This would take the form of embedded mitigation through landscape design. These are set out in ES Figure 2.4: Environmental Masterplan (Application Document 6.2), which is secured through Schedule 2 Requirement 5 of the draft Development Consent Order (Application Document 3.1).</p> <p>The Register of Environmental Actions and Commitments, which can be found in the CoCP (Application Document 6.3, ES Appendix 2.2), also lists the Applicant's commitments with regards to mitigating environmental impacts, including those relating to cultural heritage and landscape and visual impacts.</p> <p>As well as aligning and designing the Project to reduce impacts on cultural heritage assets, specific mitigation measures would include designing road</p>	



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			<p>lighting to have minimal impact, planting trees to preserve views of heritage assets, and reinstating land after construction to preserve field patterns.</p> <p>During the operation of the Project, there would be significant permanent impacts on some cultural heritage assets, including negative impacts on the settings of the Orsett Cropmarks Scheduled Monument; Conservation Areas in Thong, North Ockendon, East Tilbury and West Tilbury; the Grade-II listed Baker Street Windmill; Cobham Hall Registered Park and Garden; and the reclaimed landscape north of the River Thames.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
EN119	A comment expressing concern about the way in which the Project's impacts on the landscape have been assessed.	1	<p>Chapter 8 of the Preliminary Environmental Information Report (PEIR) provided an interim assessment of the Project's impacts on the landscape. The PEIR presented preliminary environmental information for the assessment and made assumptions around the likely significant impacts as a result of construction and operation of the Project and included potential mitigation. All the assessments were carried out in accordance with guidance in the Design Manual for Roads and Bridges. Baseline landscape and visual amenity information was gathered from key stakeholders such as local authorities, Natural England and the Kent Downs AONB Unit. The PEIR also set out the provisional environmental masterplan which is a series of drawings setting out all the proposed elements of environmental design, together with their functions. The PEIR provided information so consultees could take an informed view of the Project's impacts and respond to the consultation.</p> <p>Updated information on the assessment of environmental impacts of the design revisions was presented during the Supplementary and Design Refinement Consultations in January and July 2020 respectively.</p> <p>The Applicant held a Community Impacts Consultation in July 2021 which included an overview of changes and impacts the Project may have during construction and operation. This was presented in the Ward Impact Summaries (WIS) which also explained how the Applicant assessed and developed proposals</p>	No



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			<p>to mitigate the impacts of the Project. The visual impact of the construction and operation of the Project was covered as a topic for each ward in the WIS. It also described how the Applicant sought to reduce impacts through measures such as landscaping and good design. More information on those consultations, including the environmental updates and other material published at that time, can be found in Chapters 6, 7 and 8 of this report, as well as Appendices Q, R and S.</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant presented proposals to include 279ha of compensatory planting to offset the potential impacts of nitrogen from vehicle emissions. This was presented at the Local Refinement Consultation in May 2022.</p> <p>As a result of feedback received during the Local Refinement Consultation the Applicant revised proposals for nitrogen compensation planting to provide 246ha. This reduction reduces the impact on some landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>A proportion of this land would be woodland. More information about the compensatory planting can be found in Environmental Statement (ES) Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p> <p>One benefit of the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants. More information relating to the impact on landscape can be found in ES Chapter 7: Landscape and Visual (Application Document 6.1).</p> <p>Since Statutory Consultation, to assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the ES (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application</p>	

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			<p>Document 6.2), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments, which forms part of the CoCP.</p> <p>Comments received during Statutory Consultation in October 2018 on the validity and appropriateness of the PEIR methodology and its study area were considered in how the Applicant carried out additional work. These assessments are documented in ES Chapter 7: Landscape and Visual (Application Document 6.1). The ES also includes an assessment of impacts on the landscape during construction and operation, as well as information about the proposed mitigation.</p> <p>The Project's mitigation has been designed in a holistic way, so mitigation solutions span multiple environmental requirements, including flood risk, ecology and biodiversity, cultural heritage, and landscape and visual assessment. Consideration of land use has formed part of this process, and the Applicant has considered impacts on both agricultural land and on the viability of farm businesses. This includes aspects such as the proportion of land taken temporarily and permanently.</p> <p>As part of the Community Impacts Consultation, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage landscapes, as well as existing habitats and new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), ES Figure 2.4: Environmental Masterplan (Application Document 6.2), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p>	

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EN126	Comments opposed to potential impacts of the Project on the Green Belt and countryside.	3	<p>To reduce the impacts on local communities, the Project's northern route has been aligned away from population centres as much as possible. This means the Project would have an impact on the surrounding countryside, including land designated as Green Belt.</p> <p>The National Policy Statement for National Networks (Department for Transport, 2014) recognises that new roads through Green Belt may constitute inappropriate development. Where that is the case, there is a presumption against such development except in very special circumstances. The Applicant has developed the Project to ensure it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and the associated planning practice guidance (Department for Levelling Up, Housing and Communities; and Ministry of Housing, Communities and Local Government, 2021). These assessments, which demonstrate that very special circumstances exist, are presented in Appendix E of the Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Table.</p> <p>After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities.</p> <p>If the Project is granted development consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the SRN. Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time – for example, commenting on what facilities should be provided.</p>	Yes

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			<p>More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments, which forms part of the CoCP.</p> <p>The ES includes an assessment of the impact of the Project and its junctions on the surrounding landscape, including land designated as Green Belt, which is documented in ES Chapter 7: Landscape and Visual (Application Document 6.1). The assessment includes any proposed measures to reduce adverse impacts.</p> <p>As part of the Community Impacts Consultation, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing landscape and habitats and create new habitats. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), ES Figure 2.4: Environmental Masterplan (Application Document 6.2), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2). The</p>	

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			Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).	
EN120	Comments expressing concern about the impact of the Project on the landscape, including Green Belt.	4	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments, which forms part of the CoCP. ES Chapter 7: Landscape and Visual (Application Document 6.1) examines the impact of the Project on the landscape, including land designated as Green Belt, woodland (including ancient woodland) and open spaces.  A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.  The landscape assessment reports the landscape and visual impacts following implementation of the Project. These impacts include the loss of landscape features, such as agricultural land, that contribute to the overall character of the landscape. The assessment includes consideration of mitigation measures proposed to reduce impacts, as well as the effects of traffic, street lighting, signage and technology on both the landscape character and visual amenity. The	No
EN122	A suggestion for measures to improve landscape mitigation.	1		Yes
EN125	A suggestion to increase or improve the amount of planting to be used as mitigation for the impacts of the Project on the landscape.	1		Yes

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>Project assessment follows the principle of avoiding impacts where practicable and, where this is not, developing appropriate mitigation measures to reduce the impacts. Mitigation measures are set out on ES Figure 2.4: Environmental Masterplan (Application Document 6.2). The Environmental Masterplan is secured through Schedule 2 Requirement 5 of the draft Development Consent Order (Application Document 3.1).</p> <p>North of the river, the route passes through flood zones, which means the road would have to be elevated for much of the route between the Tilbury Loop railway line and the M25. However, for a significant length north of the River Thames, the route would sit within a false cutting between 2m and 5m high, which would help it blend with the surrounding landscape. The route would pass under rather than over the existing A13/A1089 junction, helping to reduce the height of the junction, before being elevated on embankments and viaducts across the Mardyke Valley. The route would pass under rather than over the M25, reducing the overall height of this junction, before joining the motorway south of junction 29.</p> <p>The tunnel portals would be set into the landscape, with the road below ground level. Each portal would be designed, as far as practicable, to sit sympathetically within its surrounding landscape. Since the Statutory Consultation in October 2018, the Applicant has revised the landscaping proposals near the portals, so they would have earthworks behind each one. These would offer extensive views and be open to the public with access via new public rights of way.</p> <p>In line with feedback received during the Statutory Consultation in October 2018, the Applicant proposed that an informal public space, Chalk Park, would be created around the South Portal. This would use excavated material from the tunnel portal and its approach, as well as a mixture of chalk grassland, woodland and other suitable habitats to improve local biodiversity and ecological connectivity. A new landform, with woodland planting to the top, would create vantage points to the wider Thames Estuary.</p> <p>Following feedback received at the Community Impacts Consultation in July 2021 the Applicant refined the proposals further, increasing the amount of open space by adding land to the east of Chalk Park. These proposals were presented in the</p>	



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			<p>Local Refinement Consultation in May 2022. Information about the Local Refinement Consultation is contained in Chapter 9 of this report.</p> <p>At the Community Impact Consultation, the Applicant also consulted on landscaping proposals around the North Portal, called Tilbury Fields. The Applicant proposed new landforms with footpaths leading up to elevated viewpoints looking out to the south, east and west, from where Coalhouse and Tilbury forts would be visible. The landform design would be created using excavated material from the construction works.</p> <p>Following the feedback received from the Community Impacts Consultation, and the announcement of the Thames Freeport at Tilbury, the design of Tilbury Fields was refined further to maximise the use of the land next to the River in this location in the best interests of the Thames Estuary. The revised proposals include seven placemaking landforms with footpaths leading up to elevated viewing points, providing a visual separation between East Tilbury and the more industrial emerging development that is expected at the Thames Freeport. These proposals were presented in the Local Refinement Consultation in May 2022. Information about the Local Refinement Consultation is contained in Chapter 9 of this report.</p> <p>South of the river, the route would be in cutting as far as the proposed M2/A2/A122 Lower Thames Crossing junction. The surrounding landscaping would provide a balance between screening the route and retaining the open landscape character of the existing area, while also providing new habitats for species. Hedgerows, fields and occasional trees are characteristic features of this area. This open landscape character is important to the setting of the Kent Downs Area of Outstanding Natural Beauty, which features wooded hills and a prominent ridgeline visible from within this landscape.</p> <p>Across the route, earthworks have been carefully designed to help make the route less obtrusive. Where false cuttings and embankments meet other landscape earthworks or landscape features, the earthworks would be effectively integrated or terminated in as naturalistic a way as possible. More information about this and other landscaping designs can be found in the Design Principles (Application</p>	

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			<p>Document 7.5), which includes information about earthworks in relation to specific areas of the route.</p> <p>The Project's tree-planting for the purposes of environmental mitigation would typically make use of immature trees, because transplanting larger and more established trees tends to be less successful. The assessment recognises that such planting takes time to establish, which is why the assessment considers the design after 15 years. At sensitive locations, more mature trees would be considered if the assessment shows that this would help to significantly reduce impacts.</p> <p>The mix of species would be chosen to provide the least disruption to the existing biodiversity. For more information about planting proposals, see the Environmental Masterplan.</p> <p>During the Design Refinement Consultation in July 2020, the Applicant provided some information about how the Project would impact existing areas of special category land, and the proposals for each site, which include Thames Chase Forest Centre. For more information, see the Special Category Land Plans (Application Document 2.4).</p> <p>During operation, there would be permanent landscape effects from the Project in the Kent Downs AONB and Green Belt. These would gradually reduce as planting mitigation establishes and matures over the 15 years after opening year. There would also be permanent visual effects on recreational facilities, residents and motorists, with these also reducing as planting matures over 15 years, although some significant effects would remain even when planting matures. Nitrogen deposition compensatory planting would have positive landscape and visual effects in some areas, as would the removal of some overhead power lines.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development</p>	



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			<p>consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), ES Figure 2.4: Environmental Masterplan (Application Document 6.2), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2).</p> <p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs Area of Outstanding Natural Beauty (AONB). Additionally, the A2/M2 upgrade proposed at Statutory Consultation would now use lower-noise surfacing compared to the previous proposals. The Applicant has assessed the impact of removing this noise barrier and found that there would be no significant impacts on sensitive receptors, such as residential properties, as a result of the change. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road.</p> <p>In addition, during the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p>	

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			<p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation.</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant presented proposals to include 279ha of compensatory planting to offset the potential impacts of nitrogen from vehicle emissions. This was presented at the Local Refinement Consultation in May 2022.</p> <p>As a result of feedback received during the Local Refinement Consultation the Applicant revised proposals for nitrogen compensation planting to provide 246ha. This reduction reduces the impact on some landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>This compensatory planting would provide new wildlife rich habitats using land that is currently mostly farmland.</p> <p>More information about the compensatory planting can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>One benefit of the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants. More information relating to the impact on landscape can be found in ES Chapter 7: Landscape and Visual (Application Document 6.1).</p>	

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			The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.	
EN132	Comments opposed to the Project increasing light pollution.	2	<p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 7: Landscape and Visual (Application Document 6.1) includes an assessment of the impact of light pollution during construction and operation, as well as information about the proposed mitigation.</p> <p>The Project would be designed to reduce the amount of light that could affect the local area during operation by making sure that any artificial lighting is directed as closely as possible on its intended target area. Lighting would be installed only where necessary for safety reasons, such as at junctions and tunnels. Large sections of the route to the north of the River Thames would remain unlit. At the proposed junctions, the height of lighting columns would be reduced as far as practicable, particularly on elevated slip roads.</p> <p>There would be no significant impacts from the Project's lighting on the environment or local people during construction or when the Project is operational.</p> <p>Information about lighting along the route can be found in the Project Design Report (Application Document 7.4), the Design Principles (Application Document</p>	No

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			7.5), the General Arrangements (Application Document 2.5) and the Structures Plans (Application Document 2.13).	
EN147	A comment expressing concern about the way in which the noise and vibration impacts of the Project have been assessed.	1	<p>Chapter 13 of the Preliminary Environmental Information Report (PEIR) provided an indication of likely significant effects that may occur because of the Project with regards to noise and vibration. Other chapters of the PEIR also included noise and vibration assessments, such as the impacts on terrestrial and marine animals. All chapters assessed impacts as a result of construction and operation. More information about the PEIR can be found in Appendix M of this report.</p> <p>The 300m assessment range chosen for the construction noise assessment was in accordance with standards set out in Design Manual for Roads and Bridges (DMRB) LA 111 Noise and Vibration (Highways England, 2020f) because, beyond this distance, noise impacts can be influenced by weather conditions and assessments are less reliable. However, having consulted with relevant local authorities, the Applicant chose to extend the assessment distance beyond 300m where it was considered the presence of people's homes and sensitive flora and fauna justified this approach.</p> <p>The study area for the operational noise assessment was carried out in accordance with the guidance in the DMRB, which recommends measuring noise levels up to 600m from the affected routes.</p> <p>With regards to noise impacts, the information presented in the PEIR conformed with all relevant guidance and industry best practice.</p> <p>Updated information on the assessment of environmental impacts of the design revisions was presented during the Supplementary and Design Refinement Consultations in January and July 2020 respectively.</p> <p>In July 2021, the Applicant carried out a Community Impacts Consultation on construction and operational impacts, which included noise and vibration information, presented in the Ward Impact Summaries (WIS) and Construction Update. The WIS also explained how the Applicant assessed and developed proposals to mitigate the impacts of the Project.</p>	No

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			<p>More information about those consultations, including the environmental updates and other material published at that time, can be found in Chapters 6, 7 and 8 of this report, as well as Appendices Q, R and S.</p> <p>Since Statutory Consultation in October 2018, to assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments, which forms part of the CoCP. The noise impact assessments are documented in ES Chapter 12: Noise and Vibration (Application Document 6.1). The ES also includes an assessment of the impacts of noise and vibration on the surrounding area during construction and operation of the Project (including tunnel ventilation), as well as information about the proposed mitigation.</p>	
EN148	Comments expressing concern about the potential impacts of noise and vibration produced by the Project during its construction and operation. Consultees queried the type of measures that would be used to mitigate noise and	6	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2), or as good practice or essential mitigation within the Code of Construction Practice (CoCP)	No

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	whether there would be noise from the 24/7 tunnelling activity.		(Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.	
EN149	Comments opposed to the potential impacts of noise and vibration produced by the Project during its construction and operation.	6	The noise impacts associated with the Project have been assessed in accordance with relevant standards and guidance, and this is documented in ES Chapter 12: Noise and Vibration (Application Document 6.1) of the ES. The assessment follows the standards defined in the Design Manual for Roads and Bridges LA 111 Noise and Vibration (Highways England, 2020f), through which adverse or beneficial impacts have been identified for residential and other sensitive locations during both the construction and operational phases of the Project. The ES also identifies the noise mitigation that would be implemented. The assessment includes figures illustrating the study area, with noise plots presenting the results of the analysis of the noise impacts at different locations, including nearby population centres and leisure areas. Noise from the tunnel ventilation is included in the operational assessment.	No
EN152	A suggestion that there should be measures to improve noise and vibration mitigation.	1	An assessment of the impacts of noise and vibration as a result of tunnel boring on land-based receptors is presented in ES Appendix 12.6, with impacts on marine receptors in ES Appendix 9.1 (Application Document 6.3). Noise mitigation has been considered during the design of the route, which has been designed at the lowest practicable height in the surrounding landscape, which includes the use of cuttings and false cuttings.	Yes
EN151	A comment expressing concern that the Project's noise and vibration mitigation measures, or elements of them are inadequate or not properly assessed.	1	Low-noise surfacing would be used where appropriate. Where additional mitigation is considered necessary and effective, noise barriers alongside the carriageway have been included. The Applicant consulted on the locations of noise mitigation measures during Design Refinement Consultation in July 2020, which is described in Chapter 7 of this report.	Yes



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			<p>The heights and locations of the barriers were determined through modelling of the predicted traffic noise that would be generated by the Project when in operation and consideration of sensitive receptors such as properties and population centres.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs Area of Outstanding Natural Beauty (AONB). Additionally, the A2/M2 upgrade proposed at Statutory Consultation would now use lower-noise surfacing compared to the previous proposals. The Applicant has assessed the impact of removing this noise barrier and found that there would be no significant impacts on sensitive receptors, such as residential properties, as a result of the change. The Applicant is proposing to</p>	

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			<p>allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road. In addition, the low-noise surfacing that the Applicant proposed at the Community Impacts Consultation in July 2021, would be effective at reducing the sound of traffic from the A2 at this location. This mitigation would be secured as part of the DCO application.</p> <p>For more information about the proposed noise barriers, see ES Chapter 12: Noise and Vibration; and ES Figure 2.4: Environmental Masterplan (Application Document 6.2). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>There is the potential for some significant noise and vibration impacts in some locations during the construction phase as a result of construction traffic and onsite activities. Construction noise would, however, be mitigated using best practice measures set out in the CoCP and the REAC.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
EN19	A comment opposed to the proposals for environmental mitigation on the grounds that they are excessive in relation to the impacts of the Project.	1	<p>All environmental mitigation measures would be designed to be appropriate and proportionate to the impact they are intended to address, and the rationale for each mitigation measure is set out in the relevant chapter of the ES.</p> <p>Environmental mitigation is an important part of the design for the Project. The Statement of Reasons (Application Document 4.1) sets out why there is a</p>	No



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	Some say the impact on the environment has been exaggerated.		compelling case in the public interest for the compulsory acquisition of land and rights and to use land temporarily in order to construct and operate the Project. In addition to the environmental mitigation secured in the ES, the Applicant's Benefits and Outcomes Document (Application Document 7.20) provides a framework to communicate what is being delivered within the Project's DCO, as well as some of the wider activities undertaken by the Applicant (both already and planned for the future) in the local area of the Project to support local people and environment.	
EN24	Comments opposed to the environmental mitigation proposals on the grounds that they might not be implemented as promised.	3	<p>All environmental mitigation would operate effectively and take appropriate account of current environmental legislation, policy and guidance. To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>Embedded mitigation is secured through inclusion in the Design Principles (Application Document 7.5) or ES Figure 2.4: Environmental Masterplan (Application Document 6.2), which is secured through Schedule 2 Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>More information about the monitoring of mitigation can be found in ES Chapter 4: EIA Methodology (Application Document 6.1), with information about monitoring of mitigation measures also set out in the topic-specific chapters of the ES.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of</p>	No

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			<p>environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	
EN159	A comment expressing concern about the potential impacts of waste and spoil produced by the Project on the surrounding area.	1	The Preliminary Environmental Information Report (PEIR) provided high level information on the proposed approach to waste management in terms of excavated materials, and the impact on waste disposal facilities including the Waste Management section within Chapter 2. The PEIR provided information so consultees could take an informed view of the Project's impacts and respond to the consultation. More information about the PEIR, which was consulted on during the Statutory Consultation in October 2018, can be found in Appendix M of this report.	No
EN162	A suggestion for measures to improve the Project's waste management,	1		Yes

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	<p>including calls for spoil to be reused on site or transported via the River Thames. Some consultees asked to be involved in developing a reuse strategy.</p>		<p>An Excavated Materials Assessment (Application Document 6.3, Environmental Statement (ES) Appendix 11.1) has been carried out to identify appropriate sites to receive and manage excavated materials from tunnelling. The assessment has identified the availability of capacity in the local waste management infrastructure and evaluated potential sites against sustainability criteria, including distance from the Project and their accessibility to different transport modes. The assessment of Material Assets and Waste is documented in ES Chapter 11: Material Assets and Waste (Application Document 6.1). The appointed Contractor would produce a Site Waste Management Plan, which would be incorporated in the Environmental Management Plan.</p> <p>The Project would implement the waste hierarchy: prioritising the elimination of sources of waste, reusing site-derived wastes on site (including material excavated from cuttings), and minimising the volume sent off-site for recycling, recovery or disposal. This would reduce the number of vehicle movements required to service the construction phase.</p> <p>In line with feedback received during Statutory Consultation in October 2018, the Applicant proposed that an informal public space, Chalk Park, would be created around the South Portal. This would use excavated material from the tunnel portal and its approach, as well as a mixture of chalk grassland, woodland and other suitable habitats to improve local biodiversity and ecological connectivity. A new landform, with woodland planting to the top, would create vantage points to the wider Thames Estuary.</p> <p>At the Community Impact Consultation in July 2021, the Applicant also consulted on landscaping proposals around the North Portal, called Tilbury Fields. The Applicant proposed new landforms with footpaths leading up to elevated viewpoints looking out to the south, east and west, from where Coalhouse and Tilbury forts would be visible. The landform design would be created using excavated material from the construction works.</p> <p>For more information, see the Design Principles (Application Document 7.5), which provides more information about the proposals to reuse excavated material at Chalk Park and Tilbury Fields as well as Project-wide landscaping proposals.</p>	

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			<p>The proposed reuse of excavated materials north and south of the river would reduce the amount that would need to be removed by road.</p> <p>Since the Statutory Consultation in 2018, amendments to the Applicant's designs have nearly halved the proposed numbers of Heavy Goods Vehicles (HGV) journeys during construction. At Statutory Consultation, the proposed figure was an average of 17,500 HGV journeys a month (where a journey refers to a single HGV movement in or out of the construction area). At Supplementary Consultation, this figure had been reduced to an average of 13,300 HGV journeys per month. The reduction would be achieved by reusing excavated materials for landscaping features around the tunnel portals and other design changes. The Applicant consulted on revised proposals for HGV movements during the Community Impact Consultation of July 2021. These would mean a further reduction to an average of 10,350 HGV journeys per month Project-wide during the construction phase.</p> <p>Since the Community Impacts Consultation, the Applicant has further refined the designs to update landscaping at various locations around the proposed A13/A1089/A122 Lower Thames Crossing junction and at the proposed A122 Lower Thames Crossing/M25 junction. This would involve the reuse of clean excavated material for construction activities, reducing the number of HGV journeys which would have a reduction in noise and environmental impacts related to construction. These changes were consulted on in the Local Refinement Consultation in May 2022.</p> <p>The Applicant is also proposing to raise the new road in some locations, such as the proposed A122 Lower Thames Crossing/M25 junction and near North Road, where this can be achieved without increasing visual impacts or noise. More information was included in the Local Refinement Consultation in May 2022.</p> <p>The Applicant's latest proposals would mean a further reduction to an average of 9,500 HGV journeys per month across the whole Project during the construction phase, a 46% reduction on the original proposals at Statutory Consultation.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant provided a breakdown of daily average HGV movements to individual compounds during construction. This information was included in the Ward Impact Summaries</p>	

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			<p>document, with more information about the movement of excavated materials and materials required for construction also provided in the draft outline Site Waste Management Plan and the draft outline Materials Handling Plan. These consultation documents can be found in Appendix S of this report. Comments on those documents received during consultation are reported in Section 14.4 of this report, along with information as to how the Applicant had regard to those comments. Updated versions of the outline Site Waste Management Plan (Application Document 6.3, ES Appendix 2.2, Annex A) and outline Materials Handling Plan (Application Document 6.3, ES Appendix 2.2, Annex B) are included as part of application for development consent.</p> <p>Excavated materials from the tunnels would be in the form of slurry pumped from the tunnel boring machine to the surface "Slurry Treatment Plant" equipment where the material is dewatered to form suitable spoil which is deposited at Tilbury Fields located on top of Goshems Farm, near to the North Portal. The vast majority of other excavated materials, such as from cuttings, would be used on site, with the remainder (for example, any contaminated material) removed by road or river.</p> <p>The Project recognises the opportunity that the use of the river for material transportation presents for reducing impacts of vehicle movements. As such the Project has committed to the use of port facilities for the delivery of bulk aggregates for works associated with the tunnel's North Portal. Further detail of the commitment can be found in the outline Materials Handling Plan (Application Document 6.3, ES Appendix 2.2, Annex B) a draft of which was consulted on during the Community Impacts Consultation in July 2021.</p> <p>The percentage removed by river would be decided by the appointed Contractor taking account of factors such as available marine-accessible reception sites. The Applicant has carried out the necessary assessments to allow for road and river transport. Receiver sites have been analysed for different transport options in the Excavated Materials Assessment (Application Document 6.3, ES Appendix 11.1) and appropriate powers are sought under the draft Development Consent Order (Application Document 3.1). The use of railways to remove excavated materials or</p>	

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			bring in materials is not practicable due to the lack of proximity to suitable railhead.	
EN163	Comments expressing concern about the way in which the Project's impact on water and drainage has been assessed, with comments including those saying relevant guidance has not been considered and that additional assessments are needed for the Environmental Statement.	2	<p>Chapter 15 of the Preliminary Environmental Information Report (PEIR) provided information and assumptions on the likely significant effects of the Project on drainage and the water environment, along with mitigation suggestions. The PEIR provided information so consultees could take an informed view of the Project's impacts and respond to the consultation. More information about the PEIR can be found in Appendix M of this report.</p> <p>An assessment of the environmental impact of the design revisions presented at Supplementary Consultation in January 2020 were presented in the Environmental Impact Update. This document included an appropriate amount of information for the scale of the design revisions presented during that consultation.</p> <p>For the Design Refinement Consultation, a further update on environmental impacts was prepared and published. As with the Supplementary Consultation, this information was sufficient to enable consultees to understand the impacts of the proposed design changes and respond accordingly.</p> <p>In July 2021, the Applicant carried out a Community Impacts Consultation on construction and operational impacts, which included information about road drainage and water environment presented in the Construction Update and Operations Update documents.</p> <p>More information on those consultations, including the environmental updates and other material published at that time, can be found in Chapters 6, 7 and 8 of this report, along with Appendices Q, R and S.</p> <p>Since Statutory Consultation, the Project has been assessed for its potential impact on the water environment. The methodologies and findings of these assessments have been reviewed by the Environment Agency and appropriate action taken in response to their views.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1,</p>	No



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			<p>6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments, which forms part of the CoCP.</p> <p>The impacts on flood risk and water management are assessed in ES Chapter 14: Road Drainage and the Water Environment (Application Document 6.1) which presents the assessment and mitigation measures designed to ensure that drainage from the Project's construction does not have any significant impact on the local water environment. The assessment includes information about how contaminated runoff during the route's operation would be controlled and cleaned before re-entering local water systems. It also sets out how any wastewater from construction would be managed.</p> <p>In terms of managing the impact of construction, surface water drainage would be provided for all surfaced roads and yards, buildings and any other hard or impermeable surfaces within construction compounds or worksites. Berms and bunds would be constructed to manage surface water runoff where necessary to protect watercourses, prevent ponding and to keep general runoff separate from contaminated runoff. Rainfall runoff from areas where there is a risk of contamination would be managed using temporary drainage systems and would be subject to treatment prior to discharge to any surface watercourse or drain. Rainfall runoff from areas of low contamination risk would be captured and reused where reasonably practicable – for example, to supply wheel wash facilities or for dust suppression. Permits would be required for dewatering, discharges to surface or groundwater from construction and operational activities.</p>	

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			<p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p> <p>In addition, an assessment of the risk of flooding within the proposed Order Limits and other areas affected by the Project being constructed and operated, is contained within the Flood Risk Assessment (Application Document 6.3, ES Appendix 14.6). This also summarises all national, regional and local legislation directly or indirectly related to flood risk.</p>	
EN164	Comments expressing concern about the impact of the Project on water and drainage. Concerns include the potential impacts of drainage and flooding on nearby rail infrastructure and other land, and the potential for pollutants to run off into the River Thames and other water courses.	5	The proposals have been designed to meet the policies in the National Policy Statement for National Networks (Department for Transport, 2014) and National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021). These documents set out Government policy on development and flood risk. In accordance with national policy, the Project would not increase flood risk, except in some pre-designated areas known as Compensatory Flood Storage Areas. In these areas, the land would be lowered and would accommodate any flood water displaced by the Project. In line with best practice, all flood assessments and mitigation measures include the projected effects of climate change. Flood risk assessments include an assessment of the impact on railway lines, none of which would be affected by the Project during construction or operation.	No
EN165	Comments opposed to the impact of the Project on water and drainage.	2	Watercourses that are susceptible to flooding or are important for the dispersal of flood water are known as main rivers. Where it is necessary to cross a main river, the Project would be carried over the river by a bridge or viaduct, except in the Mardyke Valley where a large box culvert would convey the main river under the route. The route would be designed to ensure the performance of main rivers are	No
EN166	Comments expressing concern that the Project's	3		



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	water management and flood mitigation measures, or elements of them, are inadequate. Some consultees asked for more detail about compensation measures.		not affected. This is secured in the Design Principles (Application Document 7.5), which sets out the use of clear spanning viaducts over the Mardyke and its tributaries, as well as in the Register of Environmental Actions Commitment which can be found in the CoCP (Application Document 6.3, ES Appendix 2.2), which includes commitments relating road drainage and the water environment. Other watercourses, such as ordinary watercourses and drainage ditches, would be maintained by diverting them away from the works where necessary and routing them through culverts where they cross the route.	
EN168	Suggestions for measures to improve water management and flood mitigation. Some consultees suggest further assessments and call for consideration of guidance in preparation for the Environmental Statement.	3	In addition, an assessment of the risk of flooding within the proposed development and elsewhere as a result of the Project being constructed and operated is contained within the Flood Risk Assessment (Application Document 6.3, ES Appendix 14.6). ES Chapter 14: Road Drainage and the Water Environment (Application Document 6.1) presents the assessment and mitigation measures designed to ensure that drainage from the Project's construction would not have any significant impact on the local water environment. The assessment includes information about how contaminated runoff during the route's operation would be controlled and cleaned before re-entering local water systems. It also sets out how any wastewater from construction would be managed. In terms of managing the impact of construction, surface water drainage would be provided for all surfaced roads and yards, buildings and any other hard or impermeable surfaces within construction compounds or worksites. Berms and bunds would be constructed to manage surface water runoff where necessary to protect watercourses, prevent ponding and to keep general runoff separate from contaminated runoff. Rainfall runoff from areas where there is a risk of contamination would be managed using temporary drainage systems and would be subject to treatment prior to discharge to any surface watercourse or drain. Rainfall runoff from areas of low contamination risk would be captured and reused where reasonably practicable e.g. to supply wheel wash facilities or for dust suppression. Permits would be required for dewatering, discharges to surface or groundwater from construction and operational activities.	No

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			<p>ES Chapter 14: Road Drainage and the Water Environment (Application Document 6.1) also includes information about how to protect Network Rail assets, while the Flood Risk Assessment (Application Document 6.3, ES Appendix 14.6) assesses the flood defences and any impacts on those protecting local rail infrastructure.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European-designated site.</p>	
EN98	A suggestion for measures to reduce the impact of the Project's construction on the environment.	1	<p>The Applicant has taken steps to mitigate the potential impacts of the Project's construction on the environment, including the effects of traffic, lighting and noise. Reducing environmental impacts wherever practicable is one of the Project's Scheme Objectives, as set out in the Need for the Project (Application Document 7.1).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p>	Yes

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			<p>Assessments of construction impacts can be found in each of the ES chapters, including biodiversity, climate, geology and soils, populations and local people, noise, and air quality. The various chapters of the ES (Application Document 6.1) also explain what mitigation measures are appropriate to reduce adverse effects during construction. ES Chapter 7: Landscape and Visual, includes assessment of light pollution. ES Chapter 13: Population and Human Health, includes an assessment of the Project's impacts on local roads. ES Chapter 11: Material Assets and Waste, and the Excavated Materials Assessment (Application Document 6.3, ES Appendix 11.1) include information about excavated material management and land reinstatement.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p> <p>ES Figure 2.4: Environmental Masterplan (Application Document 6.2) and Design Principles (Application Document 7.5) present the key mitigation measures that are embedded in the Project design to ensure any impacts on flora, fauna, the landscape and local communities and stakeholders are minimised. The Design Principles document outlines the principles in relation to the landscape that would be implemented across the Project. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (Application Document 3.1).</p> <p>The Applicant consulted on draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings</p>	

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			<p>together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>Since the Statutory Consultation in October 2018, amendments to the Applicant's designs have nearly halved the proposed numbers of Heavy Good Vehicles (HGV) journeys during construction. At Statutory Consultation, the proposed figure was an average of 17,500 HGV journeys a month (where a journey refers to a single HGV movement in or out of the construction area). At Supplementary Consultation in January 2020, this figure had been reduced to an average of 13,300 HGV journeys per month. The reduction would be achieved by reusing excavated materials for landscaping features around the tunnel portals and other design changes. The Applicant consulted on revised proposals for HGV</p>	

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			<p>movements during the Community Impact Consultation of July 2021. These would mean a further reduction to an average of 10,350 HGV journeys per month Project-wide during the construction phase.</p> <p>Since the Community Impacts Consultation, the Applicant has further refined the designs to update landscaping at various locations around the proposed A13/A1089/A122 Lower Thames Crossing junction and at the proposed A122 Lower Thames Crossing/M25 junction. This would involve the reuse of clean excavated material for construction activities, reducing the number of HGV journeys which would have a reduction in noise and environmental impacts related to construction. These changes were consulted on in the Local Refinement Consultation in May 2022.</p> <p>The Applicant is also proposing to raise the new road in some locations, such as the proposed A122 Lower Thames Crossing/M25 junction and near North Road, where this can be achieved without increasing visual impacts or noise. More information was included in the Local Refinement Consultation in May 2022.</p> <p>The Applicant's latest proposals would mean a further reduction to an average of 9,500 HGV journeys per month across the whole Project during the construction phase, a 46% reduction on the original proposals at Statutory Consultation in October 2018.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant provided a breakdown of daily average HGV movements to individual compounds during construction. This information was included in the Ward Impact Summaries document, with more information about the movement of excavated materials and materials for construction also provided in the draft outline Site Waste Management Plan and the draft outline Materials Handling Plan. These consultation documents can be found in Appendix S of this report. Comments on those documents received during consultation are reported in Section 14.4 of this report, along with information as to how the Applicant had regard to those comments. Updated versions of the outline Site Waste Management Plan (Application Document 6.3, ES Appendix 2.2, Annex A) and outline Materials Handling Plan (Application Document 6.3, ES Appendix 2.2, Annex B) are included as part of the application for development consent.</p>	

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EN26	A suggestion to compel or encourage the use of low-carbon vehicles or behaviours that would reduce the environmental impacts of the Project.	1	<p>The predicted changes in traffic flows on the national road network are built into the transport analysis guidance (Department for Transport, 2021b), which sets out the methodology for carrying out traffic modelling for infrastructure projects. In turn, this traffic modelling has informed the Applicant's predictions for the effects of the Project on future air quality levels, which account for the progressive switch from internal combustion engine vehicles to electric and hybrid vehicles.</p> <p>More information about traffic modelling can be found in the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7) and more information about the assessment of air quality impacts can be found in ES Chapter 5: Air Quality (Application Document 6.1).</p> <p>If granted, the Development Consent Order (DCO) would provide powers for the Secretary of State to impose road user charges under the DCO at the new crossing equal to the charges that are in force at the Dartford Crossing. In addition, where that charge is imposed, charging hours and vehicle classifications at the new crossing would be the same as those in place at the Dartford Crossing.</p> <p>At Statutory Consultation in October 2018, the Applicant intended to seek 'flexible' charging powers. However, further modelling and assessments demonstrated that making the charge for the Project the same as for the Dartford Crossing would be the most beneficial option.</p> <p>Following this, the Applicant's approach evolved and at Supplementary Consultation in January 2020, it was proposed to align charges and other elements of the charging regime with those at the Dartford Crossing, such as the hours during which the charges apply and any discounts and exemptions.</p> <p>There are no plans to make electric vehicles exempt from crossing charges on the Project because it is expected that by lowering or removing the charge, more traffic would be likely to use the new route, with the potential for increased congestion at the crossing and its approaches. For more information about how the equal charging scenario was modelled, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report</p>	No



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			<p>(Application Document 7.7), with more about the rationale behind the charge in the Road User Charging Statement (Application Document 7.6).</p> <p>After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities.</p> <p>If the Project is granted development consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the SRN. Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time – for example, commenting on what facilities should be provided, such as HGV parking and EV charging points.</p> <p>More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the ES (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>part of the CoCP. The Applicant has taken into consideration the changes in forecasted use of electric and hybrid vehicles – for example, in air quality modelling, which has informed the environmental mitigation, which would be secured through the DCO.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The Project's carbon model included a number of assumptions related to the use of energy efficient equipment including hybrid and electric plant during the construction phase resulting in a reduction of greenhouse gas emissions.</p> <p>The Project has assumed that the current best-practice level of hybrid and electric plant would be used. By assuming this level of hybrid and electric plant, the Applicant has reduced the construction emissions by around 9,000 tonnes of carbon dioxide emissions compared with a comparable construction project that use internal combustion engine machinery.</p> <p>In addition, the Applicant proposes to use energy efficient equipment such as jet fans, LED lights, active/adaptive lighting, and visibility and air quality sensors. Further information has been included within the Applicant's Carbon and Energy Management Plan (Application Document 7.19).</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p>	



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	
EN21	A suggestion as to how the Project should consider future conditions with regards to its environmental mitigation measures.	1	<p>All environmental mitigation would operate effectively and take appropriate account of current environmental legislation, policy and guidance. To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>Embedded mitigation is secured through inclusion in the Design Principles (Application Document 7.5) or ES Figure 2.4: Environmental Masterplan (Application Document 6.2), which is secured through Schedule 2 Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>More information about the monitoring of mitigation can be found in ES Chapter 4: EIA Methodology (Application Document 6.1), with information about monitoring of mitigation measures also set out in the topic-specific chapters of the ES.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	
EN13	Comments asking for more information about the proposed environmental mitigation	7	The Applicant's Statutory Consultation in October 2018 provided over 3,000 pages of information about the proposed route of the Project and other subject areas such as the approach to environmental mitigation. Consultation material included a Preliminary Environmental Information Report (PEIR), which set out	Yes

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	<p>measures, with many saying that the information presented at Statutory Consultation was inadequate. Consultees asked for more information about impacts and mitigation in relation to different environmental issues as well as specific features of the Project such as construction traffic.</p>		<p>the assessment of the potential impacts of the Project on the environment. The PEIR provided information so consultees could take an informed view of the Project's impacts and respond to the consultation.</p> <p>The Applicant promoted the consultation extensively over the 10-week period, including over 60 consultation-related events where staff were available to answer questions about the Project.</p>	

## Summary of issues raised relating to the Project's land use and the Applicant's responses

11.5.30 Table 11.33 below summarises the issues raised relating to the Project's land use and presents the Applicant's responses to those issues raised.

**Table 11.33 Summary of issues raised relating to the Project's land use and the Applicant's responses**

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
LU27	A comment in support of the Project's proposed land use, saying it has minimised negative impact on land surrounding the scheme.	1	These comments have been noted.	No
LU49	Comments in support of the proposed land needed by the Project, with consultees either saying they support it in their area or that they would like an alternative alignment to be considered.	2	<p>Those affected by the Project may be entitled to make a claim for compensation, in accordance with the Compensation Code. Each claim for compensation would be considered on its own merits, in line with the Code.</p> <p>Further information about the compensation offered to those affected by the Project can be found in Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers and guide 4 – Compensation to Residential Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a; 2021c). Guide 4 includes information about compensation for when the value of someone's home has been affected by the construction or operation of the Project.</p> <p>The Applicant has engaged with people with an interest in land within the Order Limits and previous versions of the Project's Order Limits periodically and at public consultations. This included writing to individual landowners and the business owner at each stage of the consultation process.</p> <p>Where the land needed for the Project directly affects a business, the Applicant has engaged with those businesses to identify ways to mitigate any adverse impacts if possible.</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			Where it is not feasible for the business to continue operating during construction or after the new road is open, then appropriate compensation would be available, in accordance with the Compensation Code.	
LU29	Comments expressing concern about the impact of the Project's proposed land use on businesses, including impacts on commercial viability and access to commercial buildings.	2	<p>Where the land needed for the Project directly affects a business, the Applicant has engaged with that business to identify ways to mitigate any adverse impacts if possible. Where it is not feasible for the business to continue operating during construction or after the new road is open, then appropriate compensation would be available, in accordance with the Compensation Code.</p> <p>Under article 35 of the draft Development Consent Order (Application Document 3.1), before giving up possession of land of which temporary possession has been taken to construct the Project, the Applicant would be required to restore the land to the reasonable satisfaction of the owner. the Applicant would be required to restore the land to the reasonable satisfaction of the owner. This obligation is subject to the exceptions set out in article 35(6), which include the right to retain any permanent works constructed on the land, such as diverted utilities.</p>	No
LU30	Comments opposed to the impact of the Project's proposed land use on businesses, including access to employment land.	3	<p>The Applicant has engaged with people with an interest in land within the Order Limits and previous versions of the Project's Order Limits periodically and at public consultations. This included writing to individual landowners and business owners at each stage of the consultation process.</p> <p>Each person with an interest in land listed in the Book of Reference (Application Document 4.2) has been provided at least the statutory minimum (as defined by Section 45 of the Planning Act 2008) of 28 days to consider and provide comments on the consultation proposals. If through diligent enquiry any new persons with an interest in the land are identified, the Applicant would inform those parties that they would in due course be able to provide comments on the Project as part of the next stage of the planning process, if the DCO application were accepted for examination by the Planning Inspectorate.</p> <p>The Applicant's Statement of Reasons (Application Document 4.1) sets out the reason why each parcel of land would be required to construct and operate the Project.</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>At Statutory Consultation in October 2018, the Applicant proposed realigning Rectory Road to the east of its current route in order to accommodate the then-proposed alignment of the A13/A1089/A122 Lower Thames Crossing junction slip roads, with the new Rectory Road passing through the Orsett Showground. These proposals would have permanently affected the land in which the Orsett Show usually operates. Since Statutory Consultation, the Applicant's proposals in this area have been revised several times. The proposals submitted as part of the application for development consent feature realigned slip roads and keep Rectory Road on its current alignment, reducing the impacts on the Showground. A smaller area of the Showground near the A13 would be required permanently to accommodate the new slip roads. Additional land near the A13 would be required temporarily to divert a gas pipeline, with permanent rights acquired allowing for access and maintenance of the pipeline.</p> <p>The Applicant consulted on these revised highways and utilities proposals during subsequent consultations, including Supplementary Consultation in January 2020 and the Community Impacts Consultation in July 2021. More information about the land needed in this area can be found in the Land Plans (Application Document 2.2).</p> <p>At Statutory Consultation in October 2018, the Applicant proposed realigning Rectory Road to the east of its current route in order to accommodate the then-proposed alignment of the A13/A1089/A122 Lower Thames Crossing junction slip roads, with the new Rectory Road passing through the Orsett Showground. These proposals would have permanently affected the land in which the Orsett Show usually operates. Since Statutory Consultation, the Applicant's proposals in this area have been revised several times. The proposals submitted as part of the application for development consent feature realigned slip roads and keep Rectory Road on its current alignment, reducing the impacts on the Showground. A smaller area of the Showground near the A13 would be required permanently to accommodate the new slip roads. Additional land near the A13 would be required temporarily to divert a gas pipeline, with permanent rights acquired allowing for access and maintenance of the pipeline. The Applicant consulted on these revised highways and utilities proposals during subsequent consultations,</p>	

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			<p>including Supplementary Consultation in January 2020 and the Community Impacts Consultation in July 2021. More information about the land needed in this area can be found in the Land Plans (Application Document 2.2).</p> <p>The Applicant is engaging with the landowner and developer of the proposed Brentwood Enterprise Park and has identified a preferred solution for a joint access from the B186 and to the interface with the proposed new bridge over the A127 from the north-eastern corner of junction 29. The Applicant is actively engaging with the developer to finalise legal agreements regarding these interfaces to ensure the construction of Brentwood Enterprise Park can proceed with minimal disruption if and when planning permission for the development is granted.</p> <p>The diversion of a high-pressure gas pipeline south-east of M25 junction 29 is no longer needed, reducing the works near Brentwood Enterprise Park and therefore reducing the impact on future development in this location, in line with consultation feedback. Permanent access rights would be required from Warley Street for UK Power Networks, although it is expected access would be infrequent.</p> <p>More information about engagement with Brentwood Enterprise Park and other major developments in the vicinity of the Project can be found in the Interrelationships with Other Nationally Significant Infrastructure Projects and Major Development Schemes document (Application Document 7.17).</p> <p>Further information on the Applicant's engagement with people with an interest in land across successive phases of pre-application consultation is set out in Chapter 5 of this report. Each of Chapters 4 (Statutory Consultation in October 2018), 6 (Supplementary Consultation in January 2020), 7 (Design Refinement Consultation in July 2020), 8 (Community Impacts Consultation in July 2021) and 9 (Local Refinement Consultation in May 2022) provides further information on the identification and notification of land interests for each respective consultation, Chapters 11, 12, 13, 14 and 15 explain how the issues raised by those consultees in the respective consultations were considered by the Applicant. There is a list of land interests in Appendix J of this report.</p>	



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
LU31	A comment expressing concern about the impact of the Project's proposed land use on farmland, saying that any such impacts should be assessed and mitigated through engagement with farm owners.	1	<p>The Order Limits have been restricted to only that which is necessary for the operation or construction of the Project. Where it is being proposed to use land temporarily, wherever possible this land would be returned to a condition suitable to continue with current use on completion of the Project.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The EIA includes Agricultural Land Classification surveys, the results of which are in described ES Chapter 10: Geology and Soils (Application Document 6.1). These surveys assess the Project's impact on the best and most versatile land (Grades 1, 2 and 3a) and explain how impacts would be minimised wherever practicable.</p> <p>The Applicant has also assessed the impact of the Project on the viability of farm businesses (see ES Chapter 13: Population and Human Health (Application Document 6.1)), including aspects such as the proportion of land taken (temporarily and permanently), changes to access routes, and disruption to drainage and water supplies.</p> <p>Soils would be handled and stored to allow their sustainable reuse in line with guidance in ES Chapter 10: Geology and Soils (Application Document 6.1).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings</p>	No



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			<p>together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as</p>	

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			<p>the oLEMP, these documents include the draft Development Consent Order (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant amended the amount of land required for ecological mitigation to a field south of HS1 following concerns raised by the landowner. The changes provided a curved rather than stepped edge to the area of proposed ecological habitat creation, allowing the land to be farmed while still providing a suitable area of ecological mitigation.</p> <p>Information about compensation offered to eligible owners and occupiers of agricultural land affected by the Project can be found in Compulsory Purchase and Compensation: guide 3 – Compensation to Agricultural Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021b).</p>	
LU69	A comment expressing concern about the potential impact of the proposed land use on the historic landscape, including areas or buildings of historical significance and archaeological remains, saying these impacts should be considered and assessed.	1	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The impacts of the Project on areas and buildings of historical significance can be found in ES Chapter 6: Cultural Heritage	No

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			<p>(Application Document 6.1) which includes information about the proposed mitigation to reduce adverse effects as far as practicable.</p> <p>All impacts to buried archaeology would be subject to detailed assessment and a robust mitigation strategy for any historical asset would be informed through intrusive and non-intrusive investigations. This is detailed through Requirement 9 of the draft Development Consent Order, which requires a Written Scheme of Investigation (WSI) to be produced that reflects the outline WSI (Application Document 6.3, ES Appendix 6.9). This would be submitted for approval ahead of any works commencing in areas of archaeological interest.</p> <p>Should any archaeological remains not previously identified be encountered during construction, construction works would stop within 10m of the remains and the local planning authority would be alerted. Should it be deemed necessary by the local planning authority, further investigation would be carried out before any works in that location could continue.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>To further reduce construction impacts on heritage assets, compounds would be fenced and screened, while dust and noise would be minimised. Where archaeological remains or built heritage features need to be removed, a detailed cultural record would be created beforehand.</p> <p>There would be significant impacts on cultural heritage assets during construction. Three listed buildings in Orsett would be demolished, while most of the Orsett Cropmarks Scheduled Monument would also be removed. There would be complete or partial removal of over 300 non-designated and six low-value built heritage assets, as well as permanent or temporary effects on the setting of two</p>	

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			<p>additional Scheduled Monuments near Orsett, three Conservation Areas and seven non-designated archaeological features.</p> <p>During operation, as well as aligning and designing the Project to reduce impacts on cultural heritage assets, specific mitigation measures would include designing road lighting to have minimal impact, planting trees to preserve views of heritage assets, and reinstating land after construction to preserve field patterns.</p> <p>During the operation of the Project, there would be significant permanent impacts on some cultural heritage assets, including negative impacts on the settings of the Orsett Cropmarks Scheduled Monument; Conservation Areas in Thong, North Ockendon, East Tilbury and West Tilbury; the Grade II-listed Baker Street Windmill; Cobham Hall Registered Park and Garden; and the reclaimed landscape north of the River Thames.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
LU36	A comment expressing concern about the impact of the Project's proposed land use on local communities, saying that impacts on community facilities such as hospitals and schools should be assessed and considered.	1	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 13: Population and Human Health (Application Document 6.1) includes an assessment of the impact on local	No

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			<p>amenities north of the river, including Orsett Showground, Thames Chase Forest Centre and Coalhouse Fort.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Chalk Park and Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such as cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p> <p>The CoCP and REAC set out the good practice and location-specific measures that would be used to reduce the impact of the Project's construction and operation on local people. These include measures to reduce noise, dust and light impacts on local communities.</p> <p>Local people would benefit from work and training opportunities provided by the Project during construction, which are likely to have positive impacts on mental health. However, while construction impacts have been mitigated as far as reasonably practicable, there would be temporary negative impacts on communities from construction activities. These could result in mental health impacts on local people – for example, due to anxiety around perceived changes in air quality or as a result of changes to noise levels. Longer journey times due to traffic management and road closures, reduced access to green spaces and closures of walking, cycling and horse riding routes could also impact people's health and wellbeing. Some local businesses, including farms, would have land</p>	

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			<p>temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of 30 residential and 5 commercial properties. Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse riding routes; as well as access to new areas of recreational land at Chalk Park and Tilbury Fields. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which could have positive and negative mental health outcomes (such as anxiety as a result of increases in noise levels).</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA. Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>Following further investigations and in response to feedback received during Statutory Consultation in October 2018, changes were made to reduce the Project's impacts on local amenities.</p> <p>At Statutory Consultation in October 2018, the Applicant proposed realigning Rectory Road to the east of its current route in order to accommodate the then-proposed alignment of the A13/A1089/A122 Lower Thames Crossing junction slip roads, with the new Rectory Road passing through the Orsett Showground. These proposals would have permanently affected the land in which the Orsett Show usually operates. Since Statutory Consultation, the Applicant's proposals in this area have been revised several times. The proposals submitted as part of the application for development consent feature realigned slip roads and keep Rectory Road on its current alignment, reducing the impacts on the Showground. A smaller area of the Showground near the A13 would be required permanently to</p>	

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			<p>accommodate the new slip roads. Additional land near the A13 would be required temporarily to divert a gas pipeline, with permanent rights acquired allowing for access and maintenance of the pipeline.</p> <p>The Applicant consulted on these revised highways and utilities proposals during subsequent consultations, including Supplementary Consultation in January 2020 and the Community Impacts Consultation in July 2021. More information about the land needed in this area can be found in the Land Plans (Application Document 2.2).</p> <p>After the Design Refinement Consultation in July 2020, the alignment of a proposed high pressure gas pipeline diversion either side of Rectory Road was revised to locate it closer to the earthworks that would form part of the new road. The relocated pipeline aims to minimise the temporary and permanent disruption to the Orsett Showground and as well as any future proposed development in this area.</p> <p>The Southern Valley Golf Club is a privately owned business and the Applicant is seeking to permanently acquire the site for the Project. The Applicant has been working with the owners of the Southern Valley Golf Club regarding compensation for the impact of the Project.</p> <p>There is no proposal to replace the golf club, but the Applicant would create a new parkland area as part of the Project, near the South Portal, which would be accessible to the public once the Project is operational.</p> <p>Gravesend Golf Centre consists of a nine-hole golf course with a driving range. The Applicant proposes to permanently acquire the site of the nine-hole course to form part of the proposed area of public recreational land, Chalk Park, a landscaped area around the South Portal accessible via a network of new and existing Public Rights of Way. The Applicant is also seeking powers through the Development Consent Order (Application Document 3.1) to relocate the golf facility to the south-east of Cascades Leisure Centre, on part of the site of the existing Southern Valley Golf Club. However, the Applicant recognises that there are broader proposals for the redevelopment of the leisure centre site and that Gravesham Borough Council, which owns the site, has been exploring the feasibility of alternative locations for the relocated golf facility in order to maximise</p>	



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			<p>the future potential of the site. The Applicant is engaging with Gravesham Borough Council in this regard and is willing to support it in relation to any feasibility work. If an alternative location for the relocated golf facility were identified and progressed as a result, it would be delivered separately to the Project.</p> <p>At Thames Chase Forest Centre, the Applicant has proposed replacement land, which would be adjacent to the affected site, with planting, landscaping and Public Rights of Way designed to integrate the new land into the existing site. This proposal was presented during the Design Refinement Consultation in July 2020. More information about this proposal can be found in the Special Category Land Plans (Application Document 2.4). In addition, a new bridge for walking, cycling and horse riding would link the sections of Thames Chase Forest Centre either side of the M25. This proposal was presented during Supplementary Consultation in January 2020.</p> <p>During the Design Refinement Consultation in July 2020, the Applicant provided more information about how the Project would impact existing areas of special category land, and the proposals for each site. More information about the Design Refinement Consultation can be found in Chapter 7 of this report. Consideration of special category land is set out in Appendix D of the Planning Statement (Application Document 7.2).</p> <p>During the Community Impacts Consultation, the Applicant included details, in the Operations Update, on how the Project would impact areas of special category land. This included changes to proposals at Shorne Woods Country Park, Cyclopark, Ron Evans Memorial Field, Orsett Fen and Thames Chase Forest Centre.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on proposals at Thames Chase Forest Centre for a reduced amount of replacement open space land, removing a previously proposed area of land on the eastern side of the M25. Now, all the proposed replacement land would be on the western side of the M25. The land would be designed to match the existing forest and is being developed in collaboration with stakeholders. The replacement land covers approximately 15.6ha compared with the 14.5ha that would be</p>	



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			<p>acquired or subject to rights. Further information about the Thames Chase Forest Centre compensation land can be found the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7). The Applicant consulted on a draft oLEMP during the Community Impacts Consultation. More information about that consultation can be found in Chapter 8 of this report.</p> <p>The Applicant's Statement of Reasons (Application Document 4.1) sets out the reason why each parcel of land would be required to construct and operate the Project. The Applicant removed a small area to the north-east of the Cranham Golf Club site from the Order Limits, while another small area of land owned by the club remains in the Order Limits, along an existing watercourse. The Applicant has engaged with people with an interest in land within the Order Limits and previous versions of the Project's Order Limits periodically and at public consultations. This included writing to individual landowners and the business owner at each stage of the consultation process.</p> <p>Each person with an interest in land listed in the Book of Reference (Application Document 4.2) has been provided at least the statutory minimum (as defined by Section 45 of the Planning Act 2008) of 28 days to consider and provide comments on the consultation proposals.</p> <p>Further information on the Applicant's engagement with people with an interest in land across successive phases of pre-application consultation is set out in Chapter 5 of this report. Each of Chapters 4 (Statutory Consultation in October 2018), 6 (Supplementary Consultation in January 2020), 7 (Design Refinement Consultation in July 2020), 8 (Community Impacts Consultation in July 2021) and 9 (Local Refinement Consultation in May 2022) provides further information on the identification and notification of land interests for each respective consultation, Chapters 11, 12, 13, 14 and 15 explain how the issues raised by those consultees in the respective consultations were considered by the Applicant. There is a list of land interests in Appendix J of this report.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant also proposed new routes to link the heritage assets of Coalhouse Fort and Bowaters Farm Battery to East Tilbury. Following feedback from the consultation about linking Tilbury Fields to Coalhouse Fort and providing access for all users, the</p>	

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			<p>Applicant proposed to include new Public Rights of Way and permissive path links to the heritage sites of Coalhouse Fort and Bowaters Farm Battery, and to East Tilbury. These new connections would create a variety of alternative routes that walkers, cyclists and horse riders in the local area could use. These changes also address feedback from Thurrock Council about active travel routes around the Coalhouse Fort area.</p> <p>During the Local Refinement Consultation, following feedback from the London Borough of Havering and local cycling groups, the Applicant proposed a new bridge for walkers, cyclists and horse riders across the A127 west of M25 junction 29, linking Moor Lane in the south to Folkes Lane in the north. This change addresses consultation feedback about connectivity between the north and south footways and cycleways alongside the A127, to both east and west sides of M25.</p> <p>In addition, following consultation feedback from the British Horse Society and Essex County Council, and safety concerns about horses sharing routes with motor traffic, the Applicant proposed an upgrade to the previously proposed A127 walking-cycling bridge east of junction 29, so it could also accommodate horse riders and to would include a link to bridleway BR183. This means horse riders would no longer be dependent on the existing vehicle bridge across the A127, which is shared with motor traffic, including Heavy Goods Vehicles. The Applicant would be required to deliver this new bridge for walking, cycling and horse riding, unless alternative facilities for walking, cycling and horse riding are constructed and open for use. These commitments are set out in the Design Principles (Application Document 7.5). Under Requirement 3 of the draft Development Consent Order (Application Document 3.1), the Applicant would be required to carry out the authorised development in accordance with the Design Principles.</p> <p>More information about the Design Refinement Consultation can be found in Chapter 7 of this report.</p>	
LU39	Comments opposed to the impact of the proposed land use on local communities, with comments saying that	2	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation	No

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	more consideration of owners and occupiers is required.		that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 13: Population and Human Health (Application Document 6.1) documents the impacts on communities, including communities in the immediate vicinity of land to be used by the Applicant during construction and operation of the Project. The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.	
LU37	Comments expressing concern about potential disruption caused by construction to local communities outside the area directly affected by the land use. Concerns include impacts from construction traffic.	3	The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.	No
LU38	Comments opposed to the potential disruption caused by construction to local communities outside the area directly affected by the land use. Concerns include congestion and other impacts from construction traffic, with references to locations such as Linford and North Ockendon.	4	By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and	No
LU42	Comments expressing concern about the potential impact of the Project on land and property, including, businesses and future developments.	15		No

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LU43	Comments opposed to the impact of the Project on land and property, including businesses, employment land and future development.	10	would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.	No
LU41	Suggestions about how to minimise the disruptive impact of the land use on local communities, including maintaining access to commercial buildings.	2	<p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Chalk Park and Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such as cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p> <p>The CoCP and REAC set out the good practice and location-specific measures that would be used to reduce the impact of the Project's construction and operation on local people. These include measures to reduce noise, dust and light impacts on local communities.</p> <p>Local people would benefit from work and training opportunities provided by the Project during construction, which are likely to have positive impacts on mental health. However, while construction impacts have been mitigated as far as reasonably practicable, there would be temporary negative impacts on communities from construction activities. There would be mental health impacts on local people due to increased noise and vibration, longer journey times due to traffic management and road closures, and reduced access to green spaces and closures of walking, cycling and horse riding routes. Some local businesses, including farms, would have land temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of 30 residential and 5 commercial properties.</p>	No

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			<p>Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse riding routes; as well as access to new areas of recreational land at Chalk Park and Tilbury Fields. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which would have positive and negative mental health outcomes.</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft Development Consent Order (DCO) (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of temporary traffic management.</p> <p>Local people and communities, including schools and children, have been considered throughout the design and development of the Project, and the Applicant has consulted with individuals and stakeholders at appropriate stages of the development. The Applicant would continue to consider local people during construction.</p>	

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			<p>The Project has sought to reduce severance of roads and Public Rights of Way once the Project is operational. All roads crossing the Project would be maintained, with the exception of Hornsby Lane. This closure would avoid having to move some overhead lines closer to properties in Chadwell St Mary. Alternative routes to Hornsby Lane would be available via the A1013 and Heath Road.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant also proposed new routes to link the heritage assets of Coalhouse Fort and Bowaters Farm Battery to East Tilbury. Following feedback from the consultation about linking Tilbury Fields to Coalhouse Fort and providing access for all users, the Applicant is proposing to include new Public Rights of Way and permissive path links to the heritage sites of Coalhouse Fort and Bowaters Farm Battery, and to East Tilbury. These new connections would create a variety of alternative routes that walkers, cyclists and horse riders in the local area could use. This change also addresses feedback from Thurrock Council about active travel routes around the Coalhouse Fort area.</p> <p>During the Local Refinement Consultation, following feedback from the London Borough of Havering and local cycling groups, the Applicant proposed a new bridge for walkers, cyclists and horse riders across the A127 west of M25 junction 29, linking Moor Lane in the south to Folkes Lane in the north. This change addresses consultation feedback about connectivity between the north and south footways and cycleways alongside the A127, to both east and west sides of M25.</p> <p>In addition, following consultation feedback from the British Horse Society and Essex County Council, and safety concerns about horses sharing routes with motor traffic, the Applicant proposed an upgrade to the previously proposed A127 walking-cycling bridge east of junction 29, so it could also accommodate horse riders and to would include a link to bridleway BR183. This means horse riders would no longer be dependent on the existing vehicle bridge across the A127, which is shared with motor traffic, including Heavy Goods Vehicles. The Applicant would be required to deliver this new bridge for walking, cycling and horse riding, unless alternative facilities for walking, cycling and horse riding are constructed and open for use. These commitments are set out in the Design Principles (Application Document 7.5). Under Requirement 3 of the draft Development</p>	



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			<p>Consent Order (Application Document 3.1), the Applicant would be required to carry out the authorised development in accordance with the Design Principles. More information about the Local Refinement Consultation in May 2022 can be found in Chapter 9 of this report.</p> <p>For information regarding other permanent stoppings up of roads and Public Rights of Way that do not cross the Project, see Schedule 4 of the draft DCO and the Rights of Way and Access Plans (Application Document 2.7).</p> <p>Once the Project is operational, connectivity along all existing walking, cycling and horse riding routes in the vicinity of the Project would be maintained, either following their existing route or being diverted to maintain the quality of the route.</p> <p>A new bridge would be built over the A127 for Rectory Road which would be maintained on its existing alignment, reducing impact on Orsett Showground. These changes were presented during Supplementary Consultation in January 2020. More information about the Supplementary Consultation can be found in Chapter 6 of this report.</p> <p>As part of the efforts to generate benefits for local communities, the Applicant intends to provide opportunities for local people that might enable them to work on the construction or operation of the route and would also seek to help local businesses form part of the supply chain that would build and operate the route. The Applicant is working with stakeholders to develop these plans and put them into action.</p> <p>The Applicant's Benefits and Outcomes Document (Application Document 7.20) provides a framework to communicate what is being delivered within the Project's DCO and some of the wider activities undertaken by the Applicant (both already and planned for the future) in the local area of the Project to support the local people and environment.</p>	
LU57	A comment expressing concern about the Project's compulsory land purchase on commercial operations.	1	The Applicant has sought to minimise the land impacted or required for the Project, while ensuring there is sufficient land to build and operate the road. Persons with an interest in land who would be affected by the land acquisition	No

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			<p>powers contained within the application for development consent, would be entitled to make a claim for compensation.</p> <p>The reasons why the Project needs each parcel of land are set out in the Statement of Reasons (Application Document 4.1).</p> <p>Since the Preferred Route Announcement in 2017, owner-occupiers of residential properties within the Order Limits have been able to ask the Applicant to acquire their properties by serving a Blight Notice under the Town and Country Planning Act 1990 (as amended). The Applicant has received a number of Blight Notices and has purchased several properties. More information about the blight process can be found in the booklet Your Property and Blight (National Highways, 2022d).</p> <p>The Applicant has engaged with people with an interest in land within the Order Limits and previous versions of the Project's Order Limits periodically and at public consultations. This included writing to individual landowners and business owners at each stage of the consultation process.</p> <p>Each person with an interest in land listed in the Book of Reference (Application Document 4.2) has been provided at least the statutory minimum (as defined by Section 45 of the Planning Act 2008) of 28 days to consider and provide comments on the consultation proposals.</p> <p>Further information on the Applicant's engagement with people with an interest in land across successive phases of pre-application consultation is set out in Chapter 5 of this report. Each of Chapters 4 (Statutory Consultation in October 2018), 6 (Supplementary Consultation in January 2020), 7 (Design Refinement Consultation in July 2020), 8 (Community Impacts Consultation in July 2021) and 9 (Local Refinement Consultation in May 2022) provides further information on the identification and notification of land interests for each respective consultation, Chapters 11, 12, 13, 14 and 15 explain how the issues raised by those consultees in the respective consultations were considered by the Applicant. There is a list of land interests in Appendix J of this report.</p>	
LU59	Comments expressing concern about the impact of the Project's proposed	5	The relevant local planning authorities are responsible for planning for future developments, details of which are included in their local plans. To understand	No



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	land use on existing properties, including noise, vibration, loss of access and structural damage during construction and operation, as well as harm posed to future housing developments.		<p>future aspirations for housing growth the Applicant has assessed the development plans within those local plans that are relevant and that are sufficiently advanced. For more information about how the Applicant has assessed developments in the Application Site, see Environmental Statement Chapter 16: Cumulative Effects Assessment (Application Document 6.1).</p> <p>Assessments of the relevant local plans can be found in the Planning Statement (Application Document 7.2). In all instances, the land impacted or required for the Project has been minimised, including the number of properties that would be demolished, while ensuring there is sufficient land to build and operate the road.</p>	
LU60	Comments opposed to the impact of the Project's proposed land use on existing properties and land, including properties outside of the order limits that will be affected by construction and operation. This also includes comments opposing demolition and the impact of the utilities proposals on land.	5	<p>At Statutory Consultation in October 2018, the Applicant presented proposals that required 3 commercial properties and 24 residential properties to be demolished. Following Statutory Consultation revised proposals for some parts of the Project were consulted on during the Supplementary and Design Refinement Consultations in January and July 2020 respectively and the Community Impacts Consultation in July 2021. See Chapters 6, 7 and 8 of this report for more information about these consultations.</p> <p>At Supplementary Consultation at the Design Refinement Consultation the Applicant presented proposals that would require the demolition of seven residential properties and four commercial properties to be demolished south of the River Thames. Most of these are located at the proposed M2/A2/A122 Lower Thames Crossing junction.</p> <p>At the same consultation the Applicant also presented proposals that would require, 27 residential properties and one commercial property to be demolished north of the River Thames, mostly around the proposed A13/A1089/A122 Lower Thames Crossing and A122 Lower Thames Crossing/M25 junctions.</p> <p>Following the Design Refinement Consultation the Applicant revised their proposals. At the Community Impacts Consultation and the Local Refinement Consultation in July 2021 and May 2022 respectively, the Applicant presented proposals that would require the demolition of 4 commercial properties and 4 residential properties south of the river 1 commercial properties and 26 residential properties would require demolition north of the river.</p>	No

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			<p>The number of properties to be demolished has increased from the initial proposals at Statutory Consultation primarily due to adjustments to the design of the Project route alignment. More information about properties that are required for the Project and the reasons for these are set out in the Statement of Reasons (Application Document 4.1). Of the 30 properties, 3 are Grade II listed properties, which would need to be demolished to enable the construction of the proposed A13/A1089/A122 Lower Thames Crossing junction and its associated link roads.</p> <p>Since the Preferred Route Announcement in 2017, owner-occupiers of residential properties within the Order Limits have been able to ask the Applicant to acquire their properties by serving a Blight Notice under the Town and Country Planning Act 1990 (as amended). The Applicant has received a number of Blight Notices and is processing these. More information about the blight process can be found in the booklet Your Property and Blight (National Highways, 2022d).</p>	
LU63	A comment opposed to the Project's proposed land use, saying it would result in the area becoming urbanised, with associated impacts on heritage and visual amenity, as well as crime.	1	<p>The relevant local planning authorities are responsible for planning for future developments, details of which are included in their local plans. To understand future aspirations for growth the Applicant has assessed the development plans within those local plans that are relevant and that are sufficiently advanced. For more information about how the Applicant has assessed developments in the wider area, see Environmental Statement Chapter 16: Cumulative Effects Assessment (Application Document 6.1).</p> <p>Assessments of the relevant local plans can be found in the Planning Statement (Application Document 7.2).</p> <p>One of the ways in which the application for development consent will be assessed is the extent to which the proposals account for existing and proposed land uses in the vicinity of the Project.</p>	No
LU71	Comments expressing concern about the impacts of the Project's land use on the countryside and Green Belt, with consultees saying these	2	<p>The Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats. Mitigation measures include safe crossing points for wildlife over or under the Project and translocation of protected species to suitable existing or new habitats. Habitat creation is proposed to compensate for the loss of habitat from within designated sites, including ancient woodland, to improve connectivity between</p>	Yes

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	areas would be damaged or lost.		existing habitats, to provide replacement habitats for protected species, and to compensate for the impacts of nitrogen deposition when the Project is operational.	
LU72	Comments opposed to the impact of the proposed land use plans on woodland and trees, with consultees saying any impact should be mitigated or compensated.	2	These measures would include the salvage of soils from ancient woodlands for beneficial reuse in new areas of compensatory woodland planting, and the planting of new woodland and other habitats on existing agricultural land. Overall, there would be several hundred hectares of new woodland and habitats created across the Project during the construction phase, providing biodiversity benefits. During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial invertebrates, and permanent habitat loss within ancient woodland and the loss of six veteran trees (three north of the River Thames and three to the south).	Yes
LU73	A comment expressing concern about the potentially harmful impact of the Project's land use on Cobham Woods and the wider Kent Downs Area of Outstanding Natural Beauty.	1	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.	Yes
LU74	A comment opposed to the potential impacts of the proposed land use plans on a conservation area.	1	The ES includes a review and assessment of the impact of the Project on land designated as Green Belt, woodland and open space. For more information, see ES Chapter 7: Landscape and Visual, ES Chapter 8: Terrestrial Biodiversity, and ES Chapter 13: Population and Human Health (Application Document 6.1).	Yes
LU75	Comments expressing concern about the potential impact of the proposed land use on the wildlife and ecology of the local area, including Cobham Woods Site of Special Scientific Interest.	2	As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
LU76	Comments opposed to the potential impact of the proposed land use on the wildlife and ecology of the local area.	2	<p>the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft DCO.</p> <p>In response to feedback received during Statutory Consultation in October 2018 and environmental considerations, the Applicant has removed the proposed roadside service facility and maintenance depot from the Project. This has reduced the impacts on the environment, including Green Belt and the countryside. More information about why the roadside service facility and maintenance depot were removed from the Project can be found in the Project Design Report (Application Document 7.4).</p> <p>In addition, in response to feedback received during Statutory Consultation, the proposed footprint of the upgraded section of the A2/M2 corridor (between the junction with the A122 and M2 junction 1) has been reduced by removing the hard shoulder along the eastbound A2 parallel connector road, reducing the width of lane four in the A2/M2 mainline, and reducing the width of the central reservation. These changes have reduced the impact of the road on the Kent Downs Area of Outstanding Natural Beauty, while still maintaining safety and traffic flow.</p> <p>The Design Refinement Consultation in July 2020 provided some information about how the Project would impact existing areas of special category land and the proposals for each site. This included Thames Chase Forest Centre and Tilbury Green. More information about the Design Refinement Consultation can be found in Chapter 7 of this report.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant included details in the Operations Update on how the Project would impact areas of special category land. This included changes to proposals at Shorne Woods Country</p>	Yes

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>Park, Cyclopark, Ron Evans Memorial Field, Orsett Fen and Thames Chase Forest Centre. More information about the Community Impacts Consultation in July 2021 can be found in Chapter 8 of this report.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p> <p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs Area of Outstanding Natural Beauty (AONB). Additionally, the A2/M2 upgrade proposed at Statutory Consultation would now use lower-noise surfacing compared to the previous proposals. The Applicant has assessed the impact of removing this noise barrier and found that there would be no significant impacts on sensitive receptors, such as residential properties, as a result of the change. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road.</p> <p>For more information about the proposed noise mitigation see ES Chapter 12: Noise and Vibration (Application Document 6.1).</p> <p>At the Local Refinement Consultation in May 2022, the Applicant amended the proposals to include 279ha of compensatory planting to offset the potential impacts of nitrogen from vehicle emissions. This compensatory planting would provide new wildlife rich habitats using land that is currently mostly farmland a proportion of this land would be woodland.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open, including the compensation package, can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p> <p>One benefit of the new habitats would be to enhance the appearance of the local landscape by planting new trees and other plants. More information relating to the impact on landscape can be found in ES Chapter 7: Landscape and Visual (Application Document 6.1).</p> <p>With regards to impacts on terrestrial biodiversity during operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation. Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>During the Local Refinement Consultation, the Applicant also published updated proposals for the area of public recreational land near the North and South Portals. As well as providing open space and Public Rights of Way for leisure purposes, new habitats would be created on the land with trees, shrubs and grasses providing new habitats to help improve the biodiversity of the area. More information about the Chalk Park and Tilbury Fields habitats can be found in the oLEMP (Application Document 6.7).</p>	
LU65	A general comment expressing concern about the impact of the proposed land use on the environment and	1	To assess the environmental impacts of the construction and operation of the Project, including the impact on land use, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	requesting this be mitigated.		into the proposals, either as mitigation which is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as additional commitments within the Code of Construction Practice (CoCP) and the Register of Environmental Actions and Commitments (REAC) (Application Document 6.3, ES Appendix 2.2).	
LU67	A comment suggesting that the amount of land needed for the Project should be minimised to reduce impacts on existing properties, as well as future housing development.	1	<p>ES Chapter 13: Population and Human Health (Application Document 6.1), considers the impacts of the Project on existing and proposed land uses. The effects on agricultural land uses are described in ES Chapter 10: Geology and Soils (Application Document 6.1).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC, which forms part of the CoCP, brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project.</p> <p>Compliance with the CoCP and the REAC is a legally binding Requirement of the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Requirement 4(2) in the Schedule 2 Requirements of the draft DCO requires the preparation of an (EMP) (Second Iteration), in consultation with the relevant planning authority and Natural England and for its approval by the Secretary of State for each part of the authorised development. The EMP2 would also need to reflect the construction-related measures set out in the REAC.</p> <p>Following the construction of the relevant parts of the authorised development, Requirement 4(5) in the Schedule 2 Requirements of the draft DCO provides for the replacement of the EMP (Second Iteration) with an EMP (Third Iteration). The EMP (Third Iteration) would address the matters set out in the EMP (Second Iteration) that are relevant to the operation and maintenance of that part of the authorised development (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with an EMP (Third Iteration).</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>Draft versions of the CoCP and REAC were included in the material provided published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out in Section 14.4 of this report, along with an explanation of how the Applicant has acted on had regard to them.</p> <p>As part of the Community Impacts Consultation, the Applicant also consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2).</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as Sites of Special Scientific Interest, Local Nature Reserves, and Special Areas of Conservation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and</p>	



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition. The compensatory planting would be set across four areas: Hole Farm in Brentwood; Southfields in Thurrock; Gravesham and Shorne Woods; and the A2 corridor including Blue Bell Hill.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open, including the compensation package, can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	
LU17	Comments expressing concern about the extent of the proposed land use, including potential impacts on housing and commercial developments.	4	At all phases of design development, the Applicant has sought to minimise the land impacted or required for the Project, while ensuring there is sufficient land to build and operate the road. Between Statutory Consultation in October 2018 and Supplementary Consultation in January 2020, the Order Limits increased. In the main, this was due to the additional land needed to complete utility works, along with further developed proposals for establishing natural habitat areas, including planting trees and vegetation. Land within the Order Limits is required for both temporary and permanent use, this would be sought by voluntary agreement where practicable.	No
LU18	Comments opposed to the amount of land used by the Project, with consultees saying it is excessive.	5	Following Supplementary Consultation, the Applicant continued to work with stakeholders including the utility companies, to refine proposals and minimise the land required for works and consulted on a revised Order Limits (23km <sup>2</sup> ) during Design Refinement Consultation in July 2020. This reduced the amount of land needed for the Project from what was proposed at Supplementary Consultation	No
LU20	Suggestions that the Project should use more land, with consultees	2		No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	<p>saying that the affected properties have not been included in the Order Limits in order to reduce costs.</p>		<p>(26km<sup>2</sup>), while remaining above what was proposed at Statutory Consultation (21km<sup>2</sup>).</p> <p>During the Community Impacts Consultation in July 2021, the Applicant reduced the Order Limits to an area of 22km<sup>2</sup>, which is 3% less than that consulted on during the Design Refinement Consultation. The Applicant was able to reduce the amount of land within the Order Limits over which it is seeking permanent rights. This means the proposals would now include a higher proportion of land required temporarily, compared to previously.</p> <p>During the Local Refinements Consultation in May 2022, the land within the revised Order Limits has increased from 22.2km<sup>2</sup> (as presented at the Community Impacts Consultation in July 2021) to 24.35km<sup>2</sup>. This is largely due to the inclusion of approximately 279ha of compensatory planting to offset the predicted impacts of nitrogen deposition on designated habitats.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>The Applicant has set out the land needed for the Project in the Land Plans (Application Document 2.2) and explained the reason each plot is required in the Statement of Reasons (Application Document 4.1) and the Special Category Land Plans (Application Document 2.4).</p> <p>Persons with an interest in land who would be affected by the land acquisition powers contained within the application for development consent, would be entitled to make a claim for compensation.</p> <p>Information about the compensation offered to those affected by Project can be found in Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers and guide 4 – Compensation to Residential Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a; 2021c).</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			Chapter 2 of the Project's Funding Statement (Application Document 4.3) sets out the costs of any compensation as a result of compulsory acquisition and how this would be funded.	
LU77	A comment opposed to the impact of the proposed land use on air quality, saying air pollution would increase as a result of the Project.	1	<p>The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 5: Air Quality (Application Document 6.1), includes an assessment of the predicted changes to local air quality as a result of the Project.</p> <p>The construction phase is likely to affect air quality as a result of emissions of dust from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigations in place, the air quality impacts in relation to human health of the Project during construction are not expected to be significant.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition. The proposed compensation sites are in four areas: Hole Farm, Brentwood; Southfields, Thurrock; Gravesham and Shorne Woods; and the A2/M2 corridor, including Blue Bell Hill.</p> <p>If appropriate, the areas of compensatory land may be made publicly accessible in a way that complements their primary function as compensatory habitats. Other benefits of the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants; enhance biodiversity by increasing the number of linked habitats; and planting new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality and ES Chapter 8:</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The new road is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains where the air quality modelling was carried out and why.</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project. Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and the Design Manual for Roads and Bridges LA 105 standards (Highways England, 2019b). Given there are no significant adverse impacts on air quality in relation to human health from the Project during operation, then no mitigation for air quality human health effects is required.	
LU47	Comments objecting to the compensation for those affected by the Project, on the grounds that it does not cover those currently affected by blight and uncertainty and that the process for claiming it is unclear.	2	Those affected by the Project may be entitled to make a claim for compensation, in accordance with the Compensation Code. Each claim for compensation would be considered on its own merits, in line with the Code.  Further information about the compensation offered to those affected by the Project can be found in Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers and guide 4 – Compensation to Residential Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a; 2021c). Guide 4 includes information about compensation for when the value of someone's home has been affected by the construction or operation of the Project.	No
LU48	Suggestions related to compensation for those whose land is affected by the Project, including double glazing for properties close to the order limits.	3	The Applicant has engaged with people with an interest in land within the Order Limits and previous versions of the Project's Order Limits periodically and at public consultations. This included writing to individual landowners and the business owner at each stage of the consultation process.  Where the land needed for the Project directly affects a business, the Applicant has engaged with those businesses to identify ways to mitigate any adverse impacts if possible.  Where it is not feasible for the business to continue operating during construction or after the new road is open, then appropriate compensation would be available, in accordance with the Compensation Code.	No
LU1	Comments expressing concern about the impact	3		No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	of the Project on land and property and the way these have been communicated to landowners. This includes comments from landowners just outside of the order limits or whose land is required for utility diversions and do not understand how they will be affected.		<p>As the design of the route has developed, there have been changes to the proposed land use. The Applicant acknowledges that this can cause uncertainty for some of those affected, but this design development process is appropriate for a project of this size and complexity. At all times, the Applicant has sought to minimise the land impacted or required for the Project, and whenever land use plans have changed, the Applicant has communicated this periodically, and at consultations, to those affected and their feedback has been sought.</p> <p>As well as notifying those directly affected by the Project, there was communication with those who would or might be entitled to make a relevant claim under Part 1 (compensation for impacts on a property from a new or altered road) or Section 10 (compensation for impacts where no land is taken) claims for compensation after the new road is open to traffic. At the launch of each consultation, the Applicant sent out letters to those with an interest in land affected by the Project. Measures were taken to ensure these notification letters were accurate and timely. It is acknowledged that occasional errors or delays occurred. Once identified, the Applicant sought to rectify these as soon as possible. These measures are outlined in more detail in Chapter 4 of this report.</p>	
LU2	Comments opposing the process of defining and communicating the land use plans. Comments include those dissatisfied with the lack of certainty among some people with land interests over whether their land is directly affected or not, or whether they have rights to make other claims for compensation. Some consultees feel they will be or have already been affected by the Project and should be entitled to compensation or purchase.	5	<p>Each person with an interest in land listed in the Book of Reference (Application Document 4.2) has been provided at least the statutory minimum (as defined by Section 45 of the Planning Act 2008) of 28 days to consider and provide comments on the consultation proposals. If through diligent enquiry any new persons with an interest in the land are identified, the Applicant would inform those parties that they would in due course be able to provide comments on the Project as part of the next stage of the planning process, if the DCO application were accepted for examination by the Planning Inspectorate.</p> <p>Further information on the Applicant's engagement with people with an interest in land across successive phases of pre-application consultation is set out in Chapter 5 of this report. Each of Chapters 4 (Statutory Consultation in October 2018), 6 (Supplementary Consultation in January 2020), 7 (Design Refinement Consultation in July 2020), 8 (Community Impacts Consultation in July 2021) and 9 (Local Refinement Consultation in May 2022) provides further information on the identification and notification of land interests for each respective consultation,</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			Chapters 11, 12, 13, 14 and 15 explain how the issues raised by those consultees in the respective consultations were considered by the Applicant. There is a list of land interests in Appendix J of this report.	
LU50	Comments expressing concern that the Project's land use will affect the value and saleability of their property, as well as the impact on development land.	2	Those affected by the Project may be entitled to make a claim for compensation, in accordance with the Compensation Code. Each claim for compensation would be considered on its own merits, in line with the Code.  Further information about the compensation offered to those affected by the Project can be found in Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers and guide 4 – Compensation to Residential Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a; 2021c). Guide 4 includes information about compensation for when the value of someone's home has been affected by the construction or operation of the Project.	No
LU51	Comments opposed to the Project's proposed land use, with consultees saying it would have a negative impact on property values in the area and their ability to sell their homes.	6	The Applicant has engaged with people with an interest in land within the Order Limits and previous versions of the Project's Order Limits periodically and at public consultations. This included writing to individual landowners and the business owner at each stage of the consultation process.  Where the land needed for the Project directly affects a business, the Applicant has engaged with those businesses to identify ways to mitigate any adverse impacts if possible.	No
LU52	Suggestions that the compulsory purchase of land and properties as part of the proposed order limits should be extended to particular properties on the grounds that they are to be affected by the Project.	3	Where it is not feasible for the business to continue operating during construction or after the new road is open, then appropriate compensation would be available, in accordance with the Compensation Code.	No
LU64	Suggestions about future development of the area around the Project when it has been constructed,	3	As part of the efforts to generate benefits for local communities, the Applicant intends to provide opportunities for local people that might enable them to work on the construction or operation of the route and would also seek to help local businesses form part of the supply chain that would build and operate the route.	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	including that land use should not constrain planned development and that unused land should be returned to its former state to prevent further development.		<p>The Applicant is working with stakeholders to develop these plans and put them into action.</p> <p>The Applicant's Benefits and Outcomes Document (Application Document 7.20) provides a framework to communicate what is being delivered within the Project's Development Consent Order and some of the wider activities undertaken by the Applicant (both already and planned for the future) in the local area of the Project to support local people and the environment.</p>	
LU21	Suggestions that land used temporarily by the Project should be restored to former use in order to maintain green space and prevent further development.	3	<p>The Applicant's Land Plans (Application Document 2.2) set out clearly whether land is needed permanently or temporarily. Under article 35 of the draft Development Consent Order (Application Document 3.1), before giving up possession of land of which temporary possession has been taken to construct the Project, the Applicant would be required to restore the land to the reasonable satisfaction of the owner. This obligation is subject to the exceptions set out in article 35(6), which include the right to retain any permanent works constructed on the land, such as diverted utilities.</p> <p>Reinstatement of land and the timescales for this would be agreed with the relevant landowner, with details varying depending on the type of land being used temporarily.</p>	No
LU4	Comments asking for more information about compensation.	2	<p>At Statutory Consultation in October 2018, the Applicant wrote to stakeholders and individuals who had been identified as having an interest in land affected by the Project and, as part of the consultation materials, published a set of maps (Statutory Consultation Map Book 2: Land Use Plans) illustrating the proposed land use in an area. Requests for further information on land use were handled by the Applicant's land and property specialists.</p> <p>The consultation materials also included information about compensation and compulsory acquisition with links to the Applicant's information booklets included as part of consultation materials.</p> <p>As part of the application for a Development Consent Order, the Applicant has published its Statement of Reasons (Application Document 4.1), which sets out the reasons why each parcel of land is needed for the Project, and the Book of</p>	No
LU5	Comments asking for more information about compulsory purchase. Some consultees requesting clarification of whether and to what extent their land is required on a permanent basis.	5		No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
LU3	Comments asking for more information on the Project's proposed land use. Comments include those from consultees asking how the Project would permanently or temporarily affect land in which they have an interest.	15	Reference (Application Document 4.2), which lists all parcels of land and their respective interested parties.  Further information on the Applicant's engagement with people with an interest in land across successive phases of pre-application consultation is set out in Chapter 5 of this report. Each of Chapters 4 (Statutory Consultation in October 2018), 6 (Supplementary Consultation in January 2020), 7 (Design Refinement Consultation in July 2020), and 8 (Community Impacts Consultation in July 2021) and 9 (Local Refinement Consultation in May 2022) provides further information on the identification and notification of land interests for each respective consultation, Chapters 11, 12, 13, 14 and 15 explain how the issues raised by those consultees in the respective consultations were considered by the Applicant. There is a list of land interests in Appendix J of this report.	No

## Summary of issues raised relating to the roadside service facility and maintenance depot and the Applicant's responses

11.5.31 Table 11.34 below summarises the issues raised relating to the roadside service facility and maintenance depot and presents the Applicant's responses to those issues raised.

**Table 11.34 Summary of issues raised relating to the raised relating to the roadside service facility and maintenance depot and the Applicant's responses**

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
RF38	A suggestion for alternative locations north of the Thames for both or one of the roadside service facility and the maintenance depot.	1	As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility or maintenance depot as part of the Development Consent Order application.  If the Project is granted consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the strategic road network (SRN). Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time, for example, commenting on what facilities should be provided.	No
RF39	A suggestion for alternative locations north of the Thames for the maintenance depot.	1	The maintenance depot is no longer considered necessary because the services it was expected to provide for the Project could be met by the maintenance depots that currently service the nearby SRN, either in their existing form or with expanded capacity.	No
RF43	A suggestion for an alternative location for the roadside service facility, south of the Thames in Kent.	1	For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).	No
RF172	A general comment in support of the proposed	1		No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	roadside service facility, with the consultee saying there is a public interest requirement for the provision of new services on the Project.		As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility or maintenance depot as part of the Development Consent Order application.  If the Project is granted consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the strategic road network (SRN). Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time, for example, commenting on what facilities should be provided.	
RF173	A general comment in support of the proposed roadside service facility saying there will be a need for new services on the Project.	1		No
RF170	A comment in support of the proposed maintenance depot, saying this is needed as part of the scheme.	1	The maintenance depot is no longer considered necessary because the services it was expected to provide for the Project could be met by the maintenance depots that currently service the nearby SRN, either in their existing form or with expanded capacity.	No
RF178	A Comment in support of the proposed roadside service facility which suggests there is a public interest requirement for such a facility.	1	For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).	No
RF64	Comments in support of the proposals, saying a roadside service facility would be necessary to provide drivers with an opportunity for rest.	2		No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
RF180	A comment in which consultees do not express a strong opinion on the roadside service facility or the maintenance depot.	1	These comments have been noted.	No
RF2	General comments opposed to the roadside service facility and the maintenance depot on the grounds that that they will increase noise, pollution and other impacts on nearby residents	4	As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility or the maintenance depot as part of the Development Consent Order application.  For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).	Yes
RF11	A general comment opposing the roadside service facility, saying that this is already provision in the area.	1		Yes
RF108	Comments opposed to the roadside service facility and the maintenance depot on the grounds that they would cause disruption to the local communities, including noise and air pollution.	2		Yes
RF102	A comment expressing concerns about the impact of the roadside service facility and the maintenance depot on	1		Yes

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	local communities in general.			
RF66	Comments opposed to the impact of the roadside service facility and the maintenance depot on local communities, including noise, light and air pollution, litter and crime.	3		Yes
RF67	Comments opposed to the roadside service facility and the maintenance depot based on the security of the sites including concerns about anti-social behaviour and crime.	2		Yes
RF68	A comment opposed to the roadside service facility on the grounds that it will encourage crime.	1		Yes
RF110	A comment opposed to the impact of the roadside service facility and the maintenance depot on people's homes and quality of life as a result of air pollution and other impacts.	1		Yes

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
RF138	Comments opposed to the roadside service facility on the grounds that it will negatively affect the character of the surrounding area.	2		Yes
RF139	A comment expressing concern about the potential visual impact of the roadside service facility and the maintenance depot on the landscape.	1		Yes
RF140	Comments opposed to the visual impact of the roadside service facility and the maintenance depot on the surrounding area and landscape.	4		Yes
RF131	A comment expressing concern about the potential noise associated with the maintenance depot, saying that any out of hours work carried out here should be quiet.	1		Yes
RF130	Comments opposed to the potential increase in noise associated with the roadside service facility	7		Yes

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	and the maintenance depot.			
RF133	A comment opposed to the potential noise associated with the roadside service facility.	1		Yes
RF127	Comments opposed to potential pollution or deteriorating air quality associated with the roadside service facility and the maintenance depot.	8		Yes
RF135	A comment opposed to a possible increase in litter as a result of the roadside service facility and the maintenance depot.	1		Yes
RF26	Comments opposed to where the roadside service facility and the maintenance depot have been sited, with one consultee saying that Tilbury already has high levels of pollution.	2		Yes
RF6	Comments opposed to the roadside service facility, saying this kind of facility	2		Yes



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	already exists elsewhere on the local network.			
RF50	A comment expressing concern about increased congestion as a result of the proposals.	1		Yes
RF55	A comment opposed to the proposed roadside service facility and maintenance depot on the grounds that they would increase congestion.	1		Yes
RF167	A suggestion relating to the financial management of the roadside service facility and maintenance depot.	1	<p>As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility as part of the Development Consent Order application.</p> <p>If the Project is granted consent, the Applicant would work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the strategic road network. Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time, for example, commenting on what facilities should be provided.</p> <p>As it is the Applicant's policy (Department for Transport (2013d) Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development) that any future roadside service facility would be built and operated by a private sector company, this would not represent an additional cost to the public.</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			For more information about the removal of the roadside service facility from the Project, including the rationale behind this decision, see the Project Design Report (Application Document 7.4).	
RF177	Comments asking for more information about the proposed roadside service facility and maintenance depot, including the proposed site and the design.	2	<p>As described in code RF1 above, after further investigation and consideration of the issues raised during Statutory Consultation in October 2018, the Applicant has decided not to progress the roadside service facility or maintenance depot as part of the Development Consent Order application.</p> <p>Information about the roadside service facility and the maintenance depot was provided in the consultation materials, with information in Chapter 5 of the Guide to Consultation and Chapters 12 and 21 of the Approach to Design, Construction and Operation document. The latter includes information of the rationale behind the proposals and the alternatives considered. More information about the Statutory Consultation materials can be found in Chapter 4 of this report, with a link to the documents in Appendix M.</p> <p>For more information about the removal of the roadside service facility and the maintenance depot from the Project, see the Project Design Report (Application Document 7.4).</p>	No

## Summary of issues raised relating to traffic modelling and the Applicant's responses

11.5.32 Table 11.35 below summarises the issues raised relating to traffic modelling and presents the Applicant's responses to those issues raised.

**Table 11.35 Summary of issues raised relating to traffic modelling and the Applicant's responses**

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
TR55	A general comment in support of traffic improving.	1	These comments have been noted	No
TR39	A comment highlighting the benefits of the Project, on the grounds that traffic would improve.	1		No
TR40	General comments in support on the grounds that the Project would improve traffic conditions.	4		No
TR46	A comment highlighting the benefits should traffic improve at the Dartford Crossing.	1		No
TR45	A comment in support of the predicted improvements to traffic at the Dartford Crossing.	1		No
TR1	A general comment expressing concern about the Project's traffic modelling forecasts,	1	The Applicant's traffic modelling has been carried out according to the latest transport analysis guidance (Department for Transport, 2021b) and is as reliable and accurate as possible within the limits of the discipline. The Project's transport model (the Lower Thames Area Model (LTAM)) has been produced by the	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	saying they are unreliable or inaccurate.		Applicant's specialist Traffic Modelling Team. An independent specialist assessor within National Highways has assessed the LTAM throughout its development.	
TR2	General comments opposed to the Project's traffic modelling forecasts, saying they are unreliable or inaccurate.	3	The independent specialist assessor has concluded that the LTAM is suitable to assess the Project.  The data used to determine the traffic model base year was collated two years before Statutory Consultation. The intervening period of time was needed to carry out the complex traffic modelling and the numerous other assessments required to allow the Applicant to undertake a Statutory Consultation in October 2018. The traffic modelling presented at Statutory Consultation was carried out according to best practice and in line with Government guidance, as were all subsequent rounds of traffic modelling, including that presented as part of the application for development consent.	No
TR4	Comments opposed to the Project's traffic modelling forecasts on the grounds that they are not accurate or comprehensive.	3	For more information about how the Applicant has carried out traffic modelling following industry best practice, see the Combined Modelling and Appraisal Report (Application Document 7.7), including Appendices A, B and C. A summary of the methodology is included in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).	No
TR21	A comment opposed to the Project on the grounds that it would cause a general increase in traffic.	1	Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).	No
TR15	Comments expressing concern that the Project would make traffic worse by encouraging more vehicles on to the road network.	3	While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).	No
TR16	Comments opposed to the Project, saying it would make traffic conditions worse by encouraging	5	The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	more vehicles on to the road network.		opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.	
TR18	Comments opposed to the Project on the grounds that traffic would become worse on the existing road network, including concerns about conditions on local roads.	3	The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring. The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.	No
TR24	A comment expressing concern at the possibility of the Project moving traffic problems to new areas.	1	The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.	No
TR25	Comments opposed to the Project on the grounds that it would move traffic problems to new areas, rather than solving congestion.	7	While the Project would result in additional vehicle mileage being travelled, this is largely as a result of longer trips – particularly those across the River Thames. The number of new trips predicted as a result of the Project is relatively low. Junction 29 of the M25, the connections between the M2 and M20, and sections of the A13 are among those roads included in the assessment of the wider impacts of the Project. The A13 west of the proposed A13/A1089/A122 Lower Thames Crossing junction would see a significant reduction in traffic in both directions because a high proportion of motorists are expected to use the Project to cross the Thames. The A13 east of the Project would see an increase in traffic. During the Community Impacts Consultation in July 2021, the Applicant presented a change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction, adding an extra lane to the link road connecting the Lower Thames	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>Crossing northbound and southbound to the A13 eastbound. The extra lane on the link road east of Baker Street would provide additional capacity for traffic leaving the Lower Thames Crossing and accounts for the latest predicted traffic flows.</p> <p>In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design provides a direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the Project northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the Orsett Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road.</p> <p>While junction 29 of the M25 is forecast to see an increase in traffic once the Project is open, the proposals to upgrade this junction and the adjacent section of the M25 would compensate for the increased traffic. The upgrade would include new dedicated slip roads between the M25 and A127, as well as additional lanes and traffic lights on the roundabout. For more information about the design, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>For more information about the traffic modelling, see the Transport Model Package, which is Appendix B of the Combined Modelling and Appraisal Report (Application Document 7.7). The predicted impact of construction traffic on the road network has been modelled in the Transport Assessment (Application Document 7.9), which also includes information about the impacts on the M25, the A2/M2, the A226 Gravesend Road and the A1089 corridor.</p>	
TR32	Comments opposed to the traffic modelling forecasts, with consultees saying they do not show a	2	The traffic modelling submitted as part of the application for development consent assessed the Project in four future years: 2030, 2037, 2045 and 2051. The forecasts predict that the Project would remain free flowing for the foreseeable future, and that there would be improvements at the Dartford Crossing that would	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	satisfactory improvement in journey times compared with if the Project was not implemented.		not be realised unless the Project was implemented. Traffic at Dartford is predicted to fall by 19% in 2030 and remain below current levels for the foreseeable future. Reducing congestion at the Dartford Crossing is in line with the Scheme Objectives set out in the Need for the Project (Application Document 7.1).	
TR33	Comments expressing concern on the grounds that the Project would not deliver satisfactory improvements to traffic levels.	2	This would provide substantial benefits to users of the road network by cutting congestion on the Dartford Crossing and its approach roads, where journey times would be reduced and reliability increased. The improved connectivity would benefit local economic growth and employment by making it easier for local businesses to interact with their customers and suppliers, and for them to retain and attract workers.	No
TR34	Comments opposed to the Project on the grounds that it would not deliver satisfactory improvements in traffic levels.	3	The Applicant has considered the need to design the Project based on forecasts of future traffic levels. This has included consideration of the optimal number of lanes in each direction to keep the route free flowing for the foreseeable future. During the development of the Project, the Applicant has sought to minimise the land impacted or required in order to reduce the impact on local people, the environment and to minimise costs. As such, the Project would not seek to acquire more land now than is needed to build the crossing to the necessary specification.	No
TR29	A comment opposed to the Project on the grounds that any additional road capacity created by the Project would be filled by traffic in the near future.	1	The relevant local planning authorities are responsible for planning for future developments, details of which are included in their local plans. To understand future aspirations for growth the Applicant has assessed the development plans within those local plans that are relevant and that are sufficiently advanced. For more information about how the Applicant has assessed developments in the wider area, see Environmental Statement Chapter 16: Cumulative Effects Assessment (Application Document 6.1). Assessments of the relevant local plans can be found in the Planning Statement (Application Document 7.2). The traffic modelling forecasts submitted as part of the application for development consent include development and highway scheme assumptions supplied by local planning and highway authorities. The decision as to whether or	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>not a particular development should be included in the model is defined by transport analysis guidance (Department for Transport, 2021b).</p> <p>For more information about traffic modelling, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7). For more information about the economic benefits, see Appendix D: Economic Appraisal Package, of the Combined Modelling and Appraisal Report.</p>	
TR54	A suggestion that the existing road network should be upgraded to cope with additional traffic.	1	<p>Traffic modelling submitted as part of the application for Development Consent, shows the areas with the most significant changes in traffic levels across the Lower Thames area. The predicted traffic impacts on the M25 were included in the traffic modelling information provided during the Community Impacts Consultation in July 2021. Revised modelling forecasts are presented in the Traffic Forecasts Non-Technical Summary (Application Document 7.8). The Community Impacts Consultation materials can be found in Appendix S of this report. Comments received during that consultation are reported in Section 14.4 of this report, along with information as to how the Applicant had regard to those comments.</p> <p>Impacts on the Fairglen Interchange were not included because it was outside of the scope of the information provided during all consultations, although it was included in the traffic modelling. The relevant data has been supplied to Essex County Council, which manages the interchange and is currently carrying out a significant upgrade at that location.</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more</p>	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.</p>	
TR57	Requests for more information relating to traffic modelling forecasts.	2	<p>At Statutory Consultation in October 2018, the Applicant published a Traffic Forecasts Non-Technical Summary, which provided an overview of the impacts of the Project on the road network. Two technical reports were also published, the Local Model Validation Report (LMVR) and the Traffic Forecasting Report (TFR). These provided technical insight into the development of both the 2016 base model and the future year models, both with and without the Project. For more information about Statutory Consultation, including the consultation materials, see Chapter 4 and Appendix M of this report.</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>Having made changes to the Project after Statutory Consultation, the Applicant carried out an additional phase of traffic modelling, which was presented during Supplementary Consultation in January 2020 in the Traffic Modelling Update. Supplementary Consultation materials can be found in Appendix Q of this report.</p> <p>The Applicant carried out a Community Impacts Consultation in July 2021 which provided updated traffic modelling output contained within the Operations Update and Ward Impacts Summaries. For more information about the Community Impacts Consultation, see Chapter 8 of this report.</p> <p>The traffic modelling provided at each consultation followed the relevant Department for Transport analysis guidance. The traffic modelling information provided was appropriate to the scale of the proposals and enabled consultees to reach an informed opinion on the traffic impacts of the Project.</p> <p>An updated Traffic Forecasts Non-Technical Summary (Application Document 7.8) forms part of the application for development consent, and this modelling reflects the latest changes to the Project, updated guidance and the most recent planning data. This document is accompanied by a Transport Model Package and Transport Forecasting Package (revised titles for the LMVR and TFR respectively), which form part of the Combined Modelling and Appraisal Report (Application Document 7.7).</p> <p>A Transport Assessment (Application Document 7.9) has also been submitted, which includes information in relation to, and the assessment of, the construction impact of the Project and the impact on walking, cycling and horse riding.</p> <p>The Applicant has engaged with relevant local authorities and other bodies about traffic modelling and the ways in which these models have informed development of the Project. The Statement of Engagement (Application Document 5.2) and the Statements of Common Ground (Application Document 5.4) provide further information on the Applicant's engagement with stakeholders, including local authorities.</p>	

## Summary of issues raised relating to road user charging and the Applicant’s responses

11.5.33 Table 11.36 below summarises the issues raised relating to road user charging and presents the Applicant's responses to those issues raised.

**Table 11.36 Summary of issues raised relating to road user charging and the Applicant's responses**

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant’s response	Project change
CH9	Comments in support of charging for the Project without providing further detail.	2	These comments have been noted.	No
CH12	Comments in support of charges, which consultees say are necessary to cover the costs of the Project.	2		No
CH13	A comment highlighting the benefits of charges, which perceives it would deter unnecessary journeys.	1		No
CH14	A comment in support of charges, which perceives it would deter unnecessary journeys.	1		No
CH31	A comment in support of variable charging model, with peak-time carrying higher charge than off-peak time.	1	At Statutory Consultation in October 2018, the Applicant intended to seek ‘flexible’ charging powers. Further modelling assessments demonstrated that making the charges for the Project the same as for the Dartford Crossing would be the most beneficial option. Therefore, the approach evolved and at Supplementary Consultation in January 2020 the Applicant proposed to align charges and other details of the charging regime with those at the Dartford Crossing, such as hours in which the charges apply, discounts and exemptions.	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>The Applicant accepts that a road user charge is likely to discourage some people from using the crossing. However, the modelling results indicate that with the charge, there would still be significant demand.</p> <p>This takes into account the Scheme Objectives, responses to consultation, considerations regarding fairness, customer satisfaction and ease of understanding, and ease of operability, the Development Consent Order (DCO) application provides for a power to impose road user charges at the Lower Thames Crossing equal to those at the Dartford Crossing.</p> <p>If granted, the DCO would therefore provide powers for the Secretary of State to impose road user charges under the DCO at the new crossing equal to the charges that are in force at the Dartford Crossing.</p> <p>This means that road user charging at the Project would be based on the same road user charges, charging hours and vehicle classifications that are in place at Dartford.</p> <p>For more information about the proposed charging regime, see the Road User Charging Statement (Application Document 7.6). This also includes information about how charges would be implemented and operated.</p>	
CH10	Comments saying charges are inevitable without expressing support or opposition to them.	3	These comments have been noted.	No
CH83	Comments expressing concern that the Project is following a precedent set by the Dartford Crossing for charging when the latter's charge was intended to be temporary.	2	It is Government policy (National Policy Statement for National Networks (Department for Transport, 2014)) that estuarial crossings will normally be funded by tolls or road user charges. To align with this policy and to help the Project meet its objectives, it is proposed that vehicles would be charged for using the Project. If granted, the Development Consent Order would provide the Secretary of State with powers to impose road user charges at the Project tunnels equal to the charges that are in force at the Dartford Crossing.	No
CH84	Comments objecting to the Project on the grounds that	7	Toll charges were levied at the Dartford Crossing until 2003 when the debts associated with the Queen Elizabeth II Bridge had been discharged. A road user charge has been applied since then in order to manage traffic demand on the	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	it is following a precedent set by the Dartford Crossing for charging when the latter's charge was intended to be temporary.		crossing. Without the charge, traffic volumes at the Dartford Crossing would increase and the economic benefits from the crossing would reduce significantly because of increased congestion.  There are no plans to operate the Project without a road user charge. It is expected that by lowering or removing the charge more traffic would be likely to use the new route, with the potential for increased congestion at the crossing and its approaches. For more information about how the charging scenario was modelled, see The Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7). For more information the proposed charging regime, see the Road User Charging Statement (Application Document 7.6).	
CH3	A comment expressing concern that charging would discourage use of the crossing, negating its purpose.	1	It is Government policy (National Policy Statement for National Networks, Department for Transport 2014) that estuarial crossings will normally be funded by tolls or road user charges. To align with this policy and to help the Project meet its objectives, it is proposed that vehicles would be charged for using the Project.  There are no plans to operate the Project without a road user charge. It is expected that by lowering or removing the proposed charges, more traffic would use the new route, increasing congestion at the crossing and its approaches.	No
CH4	Comments opposed to charging because it would discourage people from using the crossing, negating its purpose.	3	If granted, the Development Consent Order (DCO) would provide powers for the Secretary of State to impose road user charges under the DCO at the new crossing equal to the charges that are in force at the Dartford Crossing.	No
CH1	Comments opposed to charges at the Project.	8	At Statutory Consultation in October 2018, the Applicant intended to seek 'flexible' charging powers. However, in line with feedback received during consultation, the Applicant made the charges for the Project the same as for the Dartford Crossing.	No
CH2	Comments opposed to charges at either the Project or the Dartford crossing.	4	This would help manage traffic demand, help customer understanding, provide better customer service, enable drivers to switch between crossings without needing to consider differences in charges, and reduce operational complexity and cost.  Therefore, the Applicant's approach evolved and at Supplementary Consultation in January 2020, the Applicant proposed to align charges and other details of the	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>charging regime with those at the Dartford Crossing, such as hours in which the charges apply, discounts and exemptions.</p> <p>A road user charge is likely to discourage some people from using the crossing. However, the modelling results indicate that even with the charge, there would still be significant demand.</p> <p>For information as to how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6). This explains the proposed charging regime, including more information on the local resident discount scheme and how the charges would be set.</p>	
CH74	A comment expressing concern about the possibility of private companies profiting from the charges payable by users of the Project.	1	<p>The Dartford Crossing is a Government asset managed by the Applicant. The company, Emovis, that currently collects the Dart Charge on behalf of the Secretary of State is a specialist company that provides toll road services.</p> <p>Although charging revenue would not directly fund the Project, it would go to the Government and hence distribute the cost of the Project between the taxpayer and users. This is aligned with paragraph 3.25 of the National Policy Statement for National Networks (Department for Transport (DfT), 2014).</p>	No
CH75	A comment opposing private companies profiting from charges.	1	<p>The payment that Emovis receives for providing the charging and enforcement services for Dart Charge was agreed by the Applicant and has been the subject of appropriate scrutiny by the DfT and the Treasury. The Applicant currently manages the operation of the Dartford Crossing road user charging scheme and enforcement on behalf of the Secretary of State under a protocol arrangement (DfT, 2015c). A similar arrangement would be in place for the Project charges.</p> <p>For information about the proposed charging regime, see the Road User Charging Statement (Application Document 7.6).</p>	No
CH8	Comments opposed to charges because consultees say drivers are already paying for road infrastructure through 'road tax' and fuel duty.	10	<p>Vehicle Excise Duty and fuel duty are collected by the Driver and Vehicle Licensing Agency and HM Revenue and Customs, with revenue going to the Treasury. The Applicant is not responsible for these charges and taxes, nor for how any revenues are subsequently used by Government.</p> <p>To help the Project meet its objectives of providing value for money, it is proposed that vehicles would be charged for using the new road. For more information about</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			the rationale for applying road user charges at the Project, see the Road User Charging Statement (Application Document 7.6), which includes information about how the proposed charging system would be implemented and operated.	
CH20	Comments opposing a variable charging model dependent on time of day. Consultees say they do not agree that it would impact haulage companies who they feel contribute to air and noise pollution and drivers would wait on local roads until they can use the crossing at a cheaper rate.	2	<p>If granted, the Development Consent Order (DCO) would provide powers for the Secretary of State to impose road user charges under the DCO at the new crossing equal to the charges that are in force at the Dartford Crossing.</p> <p>At Statutory Consultation in October 2018, the Applicant intended to seek 'flexible' charging powers. However, further modelling assessments demonstrated that making the charges for the Project the same as for the Dartford Crossing would be the most beneficial option. Therefore, the Applicant's approach evolved and at Supplementary Consultation in January 2020 the Applicant proposed to align charges and other details of the charging regime with those at the Dartford Crossing, such as hours in which the charges apply, discounts and exemptions.</p> <p>This means that road user charging at the Project would be based on the charging hours in place at Dartford, currently 06:00 to 22:00 every day, including weekends and bank holidays, with no charge applying for the overnight period. Making journeys free overnight provides an incentive for motorists to use crossings when they are less busy, which helps reduce demand during the day and encourages off-peak travel.</p> <p>For more information about how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6).</p>	Yes
CH55	Suggestions that local residents should qualify for discounts for using new crossing as compensation for the disruption they would experience.	4	<p>At Statutory Consultation in October 2018, the Applicant intended to seek 'flexible' charging powers. However, the approach changed and at Supplementary Consultation, the Applicant proposed to align charges and other details of the charging regime with those at the Dartford Crossing, such as hours in which the charges apply, discounts and exemptions.</p> <p>This approach takes into account the Scheme Objectives, responses to consultation, considerations regarding fairness, customer satisfaction and ease of understanding, and ease of operability, the Development Consent Order (DCO) application provides for a power to impose road user charges at the Lower Thames Crossing equal to those at the Dartford Crossing.</p>	No
CH49	Suggestions that the charge for using the Project should be higher than the Dartford Crossing	2	<p>At Statutory Consultation in October 2018, the Applicant intended to seek 'flexible' charging powers. However, the approach changed and at Supplementary Consultation, the Applicant proposed to align charges and other details of the charging regime with those at the Dartford Crossing, such as hours in which the charges apply, discounts and exemptions.</p> <p>This approach takes into account the Scheme Objectives, responses to consultation, considerations regarding fairness, customer satisfaction and ease of understanding, and ease of operability, the Development Consent Order (DCO) application provides for a power to impose road user charges at the Lower Thames Crossing equal to those at the Dartford Crossing.</p>	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	to discourage unnecessary use and profits should either go to the local area or for sustainable transport options.		If granted, the DCO would therefore provide powers for the Secretary of State to impose road user charges under the DCO at the new crossing equal to the charges that are in force at the Dartford Crossing.  Replicating the established Dart Charge road user charging scheme at the new crossing has the benefits of making the requirements at the new crossing more understandable for road users. It is intended that the Project's charging scheme would be a free-flow operation with Automatic Number Plate Recognition technology to detect and identify vehicles and to charge remotely, without the need for charging booths and barriers. It is expected that the Lower Thames Crossing and Dartford Crossing charging schemes would be operated together. This would include the payment channels and how to set up an account.	
CH51	A suggestion that the charge for using the Project should be priced the same as the Dartford Crossing, so the charge does not influence the choice of crossing.	1		Yes
CH67	A suggestion that certain vehicle types, such as electric vehicles or motorcycles, should be exempt of charging or receive a discount.	1	Vehicle charging classes at the Project would replicate those already in place at Dartford, which are linked to size of vehicle.  Mopeds, motorcycles, motor tricycles and quad bikes are currently permitted to use the Dartford Crossing for free. This is because Dart Charge is a congestion charge and motorcycles do not significantly add to congestion at the crossing.  As at Dartford, motorcycles and other powered two-wheelers are expected to be able to use the Project free of charge, provided they satisfy the minimum power requirements to use the route. The restrictions on low-powered motorcycles are due to the high volumes of high-speed traffic expected to use the route.  Given the current congestion-management scheme that is in place at the Dartford Crossing, there are no plans to make electric vehicles exempt because this could have an adverse impact on demand at both crossings.  For information about charging exemptions and discounts, see the Road User Charging Statement (Application Document 7.6).	No
CH40	A suggestion that the Project should use the same payment process as Dartford and that there	1	It is intended that the Project road user charging scheme would be a free-flow operation with Automatic Number Plate Recognition technology to detect and identify vehicles and to charge remotely, without the need for toll booths or barriers. It is expected that the Project and Dartford Crossing road user charging	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	should be a single account for both crossings.		schemes would be operated together. This would include the payment channels and how to set up an account. The Applicant is expecting to provide the facility to run a single account to pay for both crossings. For more information about how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6).	
CH80	A suggestion that profits from the Project should be reinvested and used to offset any negative environmental and community impacts of the Project by funding a range of different initiatives.	1	It is Government policy (National Policy Statement for National Networks, Department for Transport 2014) that estuarial crossings will normally be funded by tolls or road user charges. To align with this policy and to help the Project meet its objectives, it is proposed that vehicles would be charged for using the Project. If granted, the Development Consent Order (DCO) would provide powers for the Secretary of State to impose road user charges under the DCO at the new crossing equal to the charges that are in force at the Dartford Crossing. Although charging revenue would not directly fund the Project, it would go to the Government and hence distribute the cost of the Project between the taxpayer and users. This is aligned with paragraph 3.25 of the National Policy Statement for National Networks (Department for Transport, 2014). For information about the proposed charging regime, see the Road User Charging Statement (Application Document 7.6).	No
CH82	A suggestion that profits from the Project should be used to improve public transport in the area because it would be better for the environment.	1	Although charging revenue would not directly fund the Project, it would go to the Government and hence distribute the cost of the Project between the taxpayer and users. This is aligned with paragraph 3.25 of the National Policy Statement for National Networks (Department for Transport (DfT), 2014). Strategic development of national transport infrastructure, such as public transport, is the responsibility of the DfT.	No

## Summary of issues raised relating to construction and the Applicant's responses

11.5.34 Table 11.37 below summarises the issues raised relating to construction and presents the Applicant's responses to those issues raised.

**Table 11.37 Summary of issues raised relating to construction and the Applicant's responses**

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
BU32	A general comment in support of the building approach, saying that this is well planned.	1	These comments have been noted.	No
BU20	A comment in support of the proposed building approach/methods, saying that it appears to be appropriate for such a large scheme.	1		No
BU28	A comment in support of the proposed building approach on the grounds that it would create jobs and employment opportunities, including apprenticeships and training.	1		No
BU1	A comment in support of the proposed working hours for all works except tunnelling, saying it is right that these will be carried	1		No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	out during the daytime only.			
BU23	A comment objecting to the proposed building approach because of the impacts it will have on East Tilbury including local roads and mud from construction.	1	<p>The Applicant has a good record of delivering projects on time and to budget, such as the A14 Cambridge to Huntingdon Upgrade (National Highways, n.d.) and the lessons learned from those projects would be applied to the Project.</p> <p>The Applicant has developed the Project timescale and budget using industry-standard planning methods. These are supported by realistic development, design and construction durations verified against other schemes of similar scale and complexity. Internal and external budget and timescale reviews would continue throughout the lifetime of the Project.</p> <p>The Applicant would follow Government guidelines for procurement to achieve value, while ensuring all commitments and obligations arising from the DCO would be met.</p>	No
BU55	Comments objecting to the proposed building methods because of concerns they would be disruptive to local communities including businesses, roads and access.	3	<p>The application for development consent is based on a 2030 opening year. This assumes consent is granted and work starts in 2025. Construction may take approximately five years but, as with all large projects, there is a level of uncertainty over the construction programme, which will be refined once contractors are appointed and the detailed design is developed. The anticipated opening date for the Project is 2030. The 2030 opening year has been selected for the basis of the assessments as representative of the reasonable worst case, and this has been used consistently across the environmental assessments and the economic appraisal of the Project.</p> <p>As with all large infrastructure projects, the Applicant's proposed schedule for construction would be refined and become more certain once the contractors are appointed and the detailed design further developed.</p> <p>The Applicant has developed the Project timescale and budget using industry-standard planning methods. These are supported by realistic development, design and construction durations verified against other schemes of similar scale and complexity. Internal and external budget and timescale reviews would continue throughout the lifetime of the Project.</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>The Applicant has a good record of delivering projects on time, such as the A14 Cambridge to Huntingdon upgrade (National Highways, n.d.) and the same or enhanced standards would be applied to the Project.</p> <p>The Applicant would follow Government guidelines for procurement to achieve value, while ensuring all commitments and obligations arising from the Development Consent Order would be met.</p>	
BU25	<p>Comments objecting to the proposed building approach because of concerns that it would be severely disruptive to local communities over a long period of time.</p>	5	<p>Local people, communities and community assets have been considered throughout the design and development of the Project. The Applicant has consulted with local people and stakeholders at appropriate stages of the Project's development, with feedback influencing how the impacts on local people, schools, businesses, Public Rights of Way (PRoWs) and community assets would be mitigated.</p> <p>The Applicant consulted on construction and operational impacts including plans to reduce these at a local ward level during the Community Impacts Consultation in July 2021. To find out more about this consultation, see Chapter 8 of this report.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>ES Chapter 13: Population and Human Health (Application Document 6.1), describes how local communities could be affected by the construction and operation of the Project and explains the ways in which these impacts would be reduced. The chapter describes the likely effects of the Project on community land and assets to the south and north of the River Thames. Businesses located within the study area, to the south and north of the River Thames respectively, are also listed. ES Chapter 13 lists PRoWs north and south of the river crossed or potentially affected by activities associated with the construction or operation of the Project.</p> <p>The Applicant's assessments include consideration of the impacts of the Project on Thurrock Rugby Football Club, Higham, Riverview Park, Brentwood, Condozers Scout Campsite and Shorne. For more information, see ES Chapter 13.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Chalk Park and Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p> <p>The CoCP and REAC set out the good practice and location-specific measures that would be used to reduce the impact of the Project's construction and operation on local people. These include measures to reduce noise, dust and light impacts on local communities.</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>Local people would benefit from work and training opportunities provided by the Project during construction, which are likely to have positive impacts on mental health. However, while construction impacts have been mitigated as far as reasonably practicable, there would be temporary negative impacts on communities from construction activities. These could result in mental health impacts on local people – for example, due to anxiety around perceived changes in air quality or as a result of changes to noise levels. Longer journey times due to traffic management and road closures, reduced access to green spaces and closures of walking, cycling and horse riding routes could also impact people's health and wellbeing. Some local businesses, including farms, would have land temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of 30 residential and 5 commercial properties.</p> <p>For more information about the Project's construction impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The Applicant would commit to mitigating the environmental impacts through plans to introduce landscaping, (for example Chalk Park) to reduce traffic using the network, and to minimise the carbon footprint by reusing material onsite, as well as providing green space for the local communities.</p> <p>As part of the EIA process, a Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) has been prepared. The CoCP sets out general and topic-specific principles and requirements for the control, mitigation and monitoring of potential construction impacts. The REAC, which forms part of the CoCP, lists all actions and commitments that would be carried out to mitigate the identified impacts of construction, including commitments relating to PRowS. These control, mitigation and monitoring measures have been incorporated in the assessments of impacts for all environmental topics presented in the ES.</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>With regard to concerns about the impact on PRowS during construction, the Applicant would seek to minimise impacts as much as practicable. Where works mean it would be necessary to close a route, temporary diversions may be provided or newly constructed routes opened early. However, in certain cases PRowS would need to be temporarily closed with no alternative provision. How the Applicant mitigates impacts on PRowS would depend on factors such as the type of works in the area and safety implications.</p> <p>The Applicant consulted on information about PRow closures during the Community Impacts Consultation in July 2021, setting out which routes would be closed and for how long. The consultation also included some information about possible diversions during construction, such as for the NCN177 cycle route.</p> <p>As a result of ongoing engagement with UK Power Networks, following the Community Impacts Consultation in July 2021, the Applicant made changes to their proposals that would avoid the need to close the NCN177 cycle route near Pepper Hill as proposed in the Community Impacts Consultation. For further information about this change see Chapter 8 of this report.</p> <p>Information about the impact of the Project on PRowS can be found in the Transport Assessment (Application Document 7.9). Further information about the permanent impacts on PRowS can be found in the Rights of Way and Access Plans (Application Document 2.7), which identify within the Order Limits boundary any new or altered means of access, stopping up of streets or roads or any diversions, extinguishments or creation of rights of way. Temporary impacts are set out in Streets Subject to Temporary Restrictions of Use Plans (Application Document 2.8). More information about the proposals for walking, cycling and horse riding can be found in the Project Design Report (Application Document 7.4).</p> <p>The Applicant would expect to maintain accesses throughout construction. If there were any impacts, the Applicant would engage with affected parties and, where possible, give them advance notice about any temporary impacts on their access. However, in the case of an emergency (such as a burst pipe) the Applicant would work to neutralise any harmful impacts immediately for the benefit of all parties, even if this meant temporarily closing an access.</p>	



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the oTMPfC (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p> <p>There is the potential for some significant noise and vibration impacts in some locations during the construction phase as a result of construction traffic and onsite activities. Construction noise would, however, be mitigated using good practice measures set out in the CoCP and the REAC. More information about the outcome of the assessments and the proposed mitigation can be found in ES Chapter 12: Noise and Vibration (Application Document 6.1).</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
BU60	Comments objecting to the proposed building approach because of environmental impact in terms of noise, pollution and impacts on wildlife and nature.	3	<p>The Applicant has taken steps to mitigate the potential impacts of construction on the local environment, including on wildlife and heritage sites, and construction impacts on noise, light pollution and air quality. Minimising environmental impacts wherever practicable is one of the Scheme Objectives as set out in the Need for the Project (Application Document 7.1). Further information about the costs and benefits of the Project can be found in the Need for the Project.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1,</p>	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>ES Chapter 8: Terrestrial Biodiversity, and ES Chapter 9: Marine Biodiversity (Application Document 6.1), set out the baseline conditions and explain how relevant flora and fauna have been valued and assessed. ES Chapter 5: Air Quality (Application Document 6.1) examines the potential likely significant effects on air quality during both the construction and operational phases. ES Chapter 7: Landscape and Visual (Application Document 6.1), assesses the impact of light from construction on the surrounding area, including measures that would be taken to reduce light pollution on sensitive areas. Construction mitigation techniques are in line with industry good practice. More information about construction impacts and mitigation is available in the ES than was during Statutory Consultation in October 2018 because the Project plans are more advanced.</p> <p>During the Community Impacts Consultation, the Applicant also provided additional information about the impacts on the environment and local people during construction and operation of the Project. This included information about how those impacts would be reduced either through good practice measures in use across the Project, such as dust-reduction practices during construction, or by specific measures intended to mitigate impacts at a particular location, such as installing noise barriers for when the road is open. Consultation materials such as the Ward Impact Summaries, Construction Update and Operations Update provided local and Project-wide information on impacts. These materials are</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>available in Appendix S of this report, while comments received during consultation and information about how the Applicant had regard to these comments can be found in Section 14.4 of this report.</p> <p>ES Chapter 12: Noise and Vibration (Application Document 6.1), presents the assessment of the Project in terms of noise and vibration during construction and operation.</p> <p>During construction, good practice measures would be implemented, such as closed-board fencing installed around the construction compounds, the use of low-noise equipment, and the locating of noisy activities as far away from key local buildings as possible. Appropriate noise and vibration limits would be monitored and adjusted to ensure ongoing effectiveness.</p> <p>There is the potential for some significant noise and vibration impacts in some locations during the construction phase as a result of construction traffic and onsite activities. Construction noise would, however, be mitigated using good practice measures set out in the CoCP and the REAC.</p> <p>The Environmental Masterplan (Application Document 6.2, ES Figure 2.4) and Design Principles (Application Document 7.5) present the mitigation measures that are embedded in the Project design to ensure any impacts on flora, fauna, the landscape and local communities and stakeholders are minimised. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			Overall, across the Project, the Applicant is satisfied that the impacts of construction have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.	
BU63	A comment objecting to the proposed building approach because of environmental impacts in terms of light pollution.	1	<p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 7: Landscape and Visual (Application Document 6.1), includes an assessment of the impact of night-time working and associated lighting on landscape character and visual amenity during construction.</p> <p>As part of the Communities Impacts Consultation in July 2021, the Applicant provided updated information on lighting for the construction and operational phases of the Project and how it would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p> <p>Further information on proposed landscaping, including lighting, can be found in the Project Design Report (Application Document 7.4), the Design Principles (Application Document 7.5) and the Environmental Masterplan (Application Document 6.2, ES Figure 2.4). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (Application Document 3.1).</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>The CoCP includes information about how lighting will also be designed, positioned and directed to prevent or minimise light disturbance to nearby residents, ecological receptors, as well as motorists and rail and marine operations. This provision will apply particularly to sites where night working or security lighting will be required.</p> <p>Site Lighting will comply with the Institution of Lighting Professionals' (2021) Guidance Note 01/21 – The Reduction of Obtrusive Light, and the provisions of BS 5489-1 Code of Practice for the Design of Road Lighting (British Standards Institution, 2020), where applicable.</p> <p>There would be no significant impacts from the Project's lighting on the environment or local people during construction.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA, which includes the impacts of lighting on plants and wildlife, also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p>	
BU64	Comments objecting to the proposed building	3	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	<p>approach because of environmental impacts in terms of noise and vibration, with one consultee expressing concern about the impact this will have on their business.</p>		<p>is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 12: Noise and Vibration (Application Document 6.1) sets out how the Applicant has assessed the impact of noise and vibration during construction and operation of the Project. The assessment of construction noise impacts on sensitive receptors, including local impacts, is set out in ES Chapter 12, while those as a result of tunnel boring can be found in ES Appendix 12.6 (Application Document 6.3). ES Chapter 12 also sets out the mitigation measures proposed to reduce noise impacts and the assessment methodology, which includes an explanation of which locations were assessed.</p>	
BU65	<p>A comment objecting to the proposed building approach because of environmental impacts in terms of noise.</p>	1	<p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES including the noise, vibration and environmental impact of construction works.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it</p>	No

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			<p>relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>During the construction phase, good practice measures would be implemented, such as closed-board fencing installed around the construction compounds, the use of low-noise equipment, and the locating of noisy activities as far away from key local buildings as possible. Appropriate noise and vibration limits would be monitored and adjusted to ensure ongoing effectiveness.</p> <p>There is the potential for some significant noise and vibration impacts in some locations during the construction phase as a result of construction traffic and onsite activities. Construction noise would, however, be mitigated using good practice measures set out in the CoCP and the REAC.</p>	
BU58	Comments expressing concern about the proposed building approach because of environmental impacts in terms of air pollution.	3	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on	No



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			<p>the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. Information about translocation of species can be found in ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), which includes information on habitat creation.</p> <p>Good practice measures to reduce noise during construction would be implemented, such as putting earth bunds in key locations and having closed-board fencing installed around the construction compounds. These would be implemented along with other good practice noise-management measures such as using low-noise equipment and locating noisy activities as far away from local people as possible. Appropriate noise and vibration limits would be monitored and adjusted to ensure ongoing effectiveness.</p> <p>There is the potential for some significant noise and vibration impacts in some locations during the construction phase as a result of construction traffic and onsite activities. Construction noise would, however, be mitigated using good practice measures set out in the CoCP and the REAC.</p> <p>Further information about the noise assessments and mitigation measures can be found in ES Chapter 12: Noise and Vibration (Application Document 6.1), with information about the location of noise barriers in the Environmental Masterplan (Application Document 6.2, ES Figure 2.4). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (Application Document 3.1).</p> <p>Assessments of the impact of construction lighting on the surrounding areas and mitigation measures can be found in ES Chapter 7: Landscape and Visual (Application Document 6.1), as well as the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2).</p> <p>Where needed and appropriate, lighting to site boundaries would be provided and would comply with the commitments in the CoCP. This would mean that lighting would be sufficient to provide a safe route for the passing public. Where</p>	

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			<p>appropriate, lighting would be activated by motion sensors to prevent unnecessary usage. Site lighting would comply with the Institution of Lighting Professionals' (2021) Guidance Note 01/21 – The Reduction of Obtrusive Light and would be designed, positioned and directed to prevent or minimise light disturbance to residents, habitats, as well as motorists and other transport users.</p> <p>There would be no significant impacts from the Project's lighting on the environment or local people during construction.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p> <p>As set out in Chapter 2 of the Preliminary Environmental Information Report, there are no plans to decommission the Project. The Project's design-life is 120 years and it is not intended that the permanent structures or the tunnel would be decommissioned in the foreseeable future. As such, there is no environmental assessment for this scenario.</p>	
BU8	A comment expressing concern about the proposed working hours for tunnelling and the impact this may have on nearby properties.	1	Construction would mainly be carried out during the core working hours, as set out in the Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement (ES) Appendix 2.2). To maximise the use of daylight hours during construction, the proposed core working hours have been increased from those presented during Statutory Consultation, which were 08:00 to 18:00 on weekdays and 08:00 to 16:00 on Saturdays. A draft CoCP was included in the	No



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BU9	A comment objecting to the proposed building approach because of concern about the working hours.	1	<p>Community Impacts Consultation in July 2021. Comments in responses to that consultation are set out in Section 14.4 of this report.</p> <p>The proposal is to carry out most of the construction between the following core working hours: 07:00 and 19:00 on weekdays (excluding bank holidays) and between 07:00 and 16:00 on Saturdays.</p>	No
BU10	Suggestions that construction works should be limited to standard working hours, such as 9am to 5pm or daylight hours.	2	<p>During the summer, to take advantage of the extended daylight hours and good weather, work would be carried out between 07:00 and 22:00 Monday to Saturday. Crews may work for up to an hour before and after the times specified to prepare and close the site.</p> <p>Works outside of normal hours would be needed for some construction activities. For example, tunnelling works and other underground works would be carried out 24/7 because operating the tunnel boring machines and lining the tunnel continuously are required to minimise the risks associated with, among other things, ground movement and water ingress.</p> <p>Out-of-hours working would also be necessary for some works on the existing utility, road and rail networks to reduce disruption. Prior notice and information would be given for planned works outside of normal hours.</p> <p>The Applicant consulted on revised working hours during Supplementary Consultation in January 2020. For more information on that consultation, see Chapter 6 of this report. The Applicant subsequently consulted on additional areas requiring 24/7 working hours during the Community Impacts Consultation in July 2021. For more information on the proposals for 24/7 working can be found in the submission documents.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the ES (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental</p>	No

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			<p>Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>ES Chapter 13: Population and Human Health (Application Document 6.1), describes how local communities might be affected by the construction of the Project and the ways that these impacts would be reduced.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p>	

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			<p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The Applicant has assessed the predicted impact of construction traffic on the road network in the Transport Assessment (Application Document 7.9).</p>	
BU4	Comments objecting to the proposed 24-hour works on the tunnel.	2	<p>Tunnelling works would be carried out 24/7 because operating the tunnel boring machines and lining the tunnels continuously reduces the risks associated with, among other things, ground movement and water ingress.</p> <p>Under normal circumstances, 24/7 tunnel activities would be confined to the worksite and tunnel, with deliveries and external operations taking place during the daytime.</p> <p>Working hours are set out in the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2). The Applicant consulted on a draft CoCP during the Community Impacts Consultation in July 2021, at which time other areas of 24/7 working were also consulted on.</p> <p>ES Chapter 12: Noise and Vibration (Application Document 6.1) includes an assessment of the impact of constructing and operating the Project in relation to noise and vibration, and sets out any appropriate mitigation.</p> <p>As part of the Communities Impacts Consultation in July 2021, the Applicant provided updated information on the noise and vibration impacts of the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Section 14.4 of this report.</p>	No

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			<p>In addition to the measures in the Environmental Statement and following feedback from stakeholders, the control measures for lighting, noise and vibration along with more information about proposed mitigation are detailed in the CoCP and the REAC.</p> <p>These include but are not limited to: installing and maintaining hoarding around the construction areas likely to generate noise; siting noise generating activities away from noise-sensitive receptors such as schools and hospitals where practicable; traditional warning alarms will be avoided in favour of less obtrusive alternatives such as white noise; use of loudspeakers or loudhailers will be avoided except in emergencies; turning off plant machinery when not in use; maintaining all vehicles and equipment such that loose fittings do not rattle or vibrate; using silenced equipment where available, in particular silenced power generators and pumps; no music or radios played outdoors on-site; plan site layout to ensure that reversing is kept to a reasonably practicable minimum; non-percussive demolition techniques would be adopted where practicable.</p> <p>A Noise and Vibration Management Plan (NVMP) or equivalent would be prepared for each part of the construction works subject to Section 61 control for consideration by the relevant planning authority.</p> <p>Out-of-hours working would also be necessary for some works on the existing utility, road and rail networks to reduce disruption. Prior notice and information would be given for planned works outside of normal hours.</p> <p>The assessments outlined in ES Chapter 12: Noise and Vibration (Application Document 6.1) indicate that there is the potential for some significant noise and vibration impacts in some locations during the construction phase as a result of construction traffic and onsite activities. Construction noise would, however, be mitigated using the measures outlined above.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
BU38	A comment expressing concern that construction	1	Since Statutory Consultation in October 2018, amendments to the Applicant's designs have nearly halved the proposed numbers of Heavy Goods Vehicle	No

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	traffic would cause congestion.		(HGV) journeys during construction. At Statutory Consultation, the proposed figure was an average of 17,500 HGV journeys a month (where a journey refers to a single HGV movement in or out of the construction area). At Supplementary Consultation in January 2020, this figure had been reduced to an average of 13,300 HGV journeys per month. The reduction would be achieved by reusing excavated materials for landscaping features around the tunnel portals and other design changes. The Applicant consulted on revised proposals for HGV movements during the Community Impacts Consultation of July 2021. These would mean a further reduction to an average of 10,350 HGV journeys per month Project-wide during the construction phase.	
BU39	A comment opposing the proposed building approach on the grounds that it would cause congestion on local roads.	1	<p>Since the Community Impacts Consultation, the Applicant has further refined the designs to update landscaping at various locations around the proposed A13/A1089/A122 Lower Thames Crossing junction and at the proposed A122 Lower Thames Crossing/M25 junction. This would involve the reuse of clean excavated material for construction activities, reducing the number of HGV journeys which would have a reduction in noise and environmental impacts related to construction. These changes were consulted on in the Local Refinement Consultation in May 2022.</p> <p>The Applicant is also proposing to raise the new road in some locations, such as the proposed A122 Lower Thames Crossing/M25 junction and near North Road, where this can be achieved without increasing visual impacts or noise. More information was included in the Local Refinement Consultation in May 2022.</p> <p>The Applicant's latest proposals would mean a further reduction to an average of 9,500 HGV journeys per month across the whole Project during the construction phase, a 46% reduction on the original proposals at Statutory Consultation in October 2018.</p> <p>During the Community Impacts Consultation, the Applicant provided a breakdown of daily average HGV movements to individual compounds during construction. This information was included in the Ward Impact Summaries document, with more information about the movement of excavated materials and materials also provided in the draft outline Site Waste Management Plan and the draft outline Materials Handling Plan. These consultation documents can be found in Appendix</p>	No

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			<p>S of this report. Comments on those documents received during consultation are reported in Section 14.4 of this report, along with information as to how the Applicant had regard to those comments. Updated versions of the outline Site Waste Management Plan (Application Document 6.3, ES Appendix 2.2, Annex A) and outline Materials Handling Plan (Application Document 6.3, ES Appendix 2.2, Annex B) are included as part of application for development consent.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant consulted on a qualitative assessment of how construction traffic and traffic management would impact local roads. For the application for development consent, the Applicant assessed the predicted impact of construction traffic on the road network in the Transport Assessment (Application Document 7.9). This also sets out the mitigation measures to be taken where necessary to reduce the impact of construction traffic on the road network. The impacts of construction on Heath Road, Brewers Road, A1089, A127, A226 Gravesend Road, Peartree Lane, A12 and the M25 are all considered within the Transport Assessment.</p> <p>The new Brewers Road green bridge would maintain and improve the wildlife corridor by linking habitats to the north of the A2/M2 with those south of HS1.</p> <p>A long-term closure of Brewers Road would be necessary to demolish the existing structure and build the replacement bridge. A number of factors, including the A2/M2 widening works, make the Brewers Road bridge construction more complex than other bridge replacement schemes, where construction time can be minimised by building the new bridge alongside the existing one. In this case, the Brewers Road bridge will connect to the existing green bridge crossing the HS1 railway line. This means the appointed Contractors will need to remove the existing bridge and build the new one in situ, with an anticipated road closure of 19 months.</p> <p>Once the green bridge is built, the Applicant proposes to add more planting to make it more likely to be used by wildlife, along with features appropriate for Public Rights of Way. Vehicular access to Shorne Woods Country Park would be maintained at all times via Brewers Road north of the A2/M2. More information on road closures and diversions including at Brewers Road and Ockendon Road, is provided in the outline Traffic Management Plan for Construction (oTMPfC)</p>	

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			<p>(Application Document 7.14) which was consulted on during the Community Impacts Consultation in July 2021.</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the oTMPfC (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft Development Consent Order (DCO) (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p>	
BU5	A suggestion that the building of the Project should be completed as quickly and efficiently as possible.	1	<p>Construction would mainly be carried out during the core working hours, as set out in the Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement (ES) Appendix 2.2). To maximise the use of daylight hours during construction, the proposed core working hours have been increased from those presented during Statutory Consultation, which were 08:00 to 18:00 on weekdays and 08:00 to 16:00 on Saturdays. A draft CoCP was included in the Community Impacts Consultation in July 2021. Comments in responses to that consultation are set out in Section 14.4 of this report.</p> <p>The proposal is to carry out most of the construction between the following core working hours: 07:00 and 19:00 on weekdays (excluding bank holidays) and between 07:00 and 16:00 on Saturdays.</p> <p>During the summer, to take advantage of the extended daylight hours and good weather, work would be carried out between 07:00 and 22:00 Monday to Saturday. Crews may work for up to an hour before and after the times specified to prepare and close the site.</p>	No



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			<p>Works outside of normal hours would be needed for some construction activities. For example, tunnelling works and other underground works would be carried out 24/7 because operating the tunnel boring machines and lining the tunnel continuously are required to minimise the risks associated with, among other things, ground movement and water ingress.</p> <p>Out-of-hours working would also be necessary for some works on the existing utility, road and rail networks to reduce disruption. Prior notice and information would be given for planned works outside of normal hours.</p> <p>The Applicant consulted on revised working hours during Supplementary Consultation in January 2020. For more information on that consultation, see Chapter 6 of this report. The Applicant subsequently consulted on additional areas requiring 24/7 working hours during the Community Impacts Consultation in July 2021. For more information on the proposals for 24/7 working can be found in the submission documents.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the ES (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>ES Chapter 13: Population and Human Health (Application Document 6.1), describes how local communities might be affected by the construction of the Project and the ways that these impacts would be reduced.</p>	



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			<p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in</p>	

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			<p>Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The Applicant has assessed the predicted impact of construction traffic on the road network in the Transport Assessment (Application Document 7.9).</p>	
BU19	A suggestion that more materials should be transported by river.	1	<p>The Applicant has considered the suggestions raised during consultation in the development of the plans and these have informed how the Project would be built. During construction, the Applicant would continue to engage with stakeholders, including local authorities, emergency services, landowners, businesses and communities. Existing ground conditions have been determined through an extensive ground investigation programme. The results of this work have helped to inform both the design of the route and its structures, as well as the plans for how to build them.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 11: Material Assets and Waste (Application Document 6.1), explains how material use has been optimised, with disposal the least favoured option after opportunities to reuse, repair and recycle have been explored. The relevant legislation, best practice and British Standards would determine which materials would be used in construction. ES Chapter 13: Population and Human Health (Application Document 6.1), describes how local</p>	No

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			<p>communities might be affected by the construction of the Project and the ways that these impacts would be reduced.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 144 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>ES Appendix 11.1: Excavated Materials Assessment (Application Document 6.3), outlines the plans for landscaping and reinstatement of land. Since Statutory Consultation in October 2018, plans have been developed to reuse excavated</p>	

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			<p>materials in creating new landforms around the North Portal (at Tilbury Fields) and South Portal (Chalk Park). These would be elevated areas, landscaped in keeping with the surrounding terrain, and accessible via Public Rights of Way. These proposals were consulted on during subsequent consultations, with the final proposals presented during the Local Refinement Consultation in May 2022. See Chapter 9 of this report for more information about that consultation.</p> <p>Excavated materials would be used elsewhere on site to form embankments and other landscaped areas. Excess excavated materials would be transported off site via a suitable method. For more information, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5), which include information about the proposals at Chalk Park (south of the River Thames) and Tilbury Fields (north of the river).</p> <p>Excavated materials from the tunnels would be in the form of slurry pumped from the tunnel boring machine to the surface Slurry Treatment Plant equipment where the material is dewatered to form suitable spoil which is deposited at Tilbury Fields located on top of Goshems Farm, near to the North Portal.</p> <p>The bulk of other excavated materials, such as from cuttings, would be used onsite, with the remainder (for example, any contaminated material) removed for appropriate disposal.</p> <p>The Applicant has committed to a target for use of port facilities for the import of bulk aggregates. These targets are now contained in the oMHP. The tunnel boring machine removal method and route would be selected by the appointed Contractor in accordance with the restrictions of the Development Consent Order. Further discussions would take place with relevant stakeholders when the execution-level plans (the MHP and TMP) are being prepared.</p> <p>For more information, please see the outline Materials Handling Plan, a draft of which was published during the Community Impacts Consultation in July 2021, and an updated version is included with this application for development consent (Application Document 6.3, ES Appendix 2.2, Annex B).</p> <p>Since Statutory Consultation in October 2018, amendments to the Applicant's designs have nearly halved the proposed numbers of Heavy Goods Vehicle</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>(HGV) journeys during construction. At Statutory Consultation, the proposed figure was an average of 17,500 HGV journeys a month (where a journey refers to a single HGV movement in or out of the construction area). At Supplementary Consultation in January 2020, this figure had been reduced to an average of 13,300 HGV journeys per month. The reduction would be achieved by reusing excavated materials for landscaping features around the tunnel portals and other design changes. The Applicant consulted on revised proposals for HGV movements during the Community Impacts Consultation of July 2021. These would mean a further reduction to an average of 10,350 HGV journeys per month Project-wide during the construction phase.</p> <p>Since the Community Impacts Consultation, the Applicant has further refined the designs to update landscaping at various locations around the proposed A13/A1089/A122 Lower Thames Crossing junction and at the proposed A122 Lower Thames Crossing/M25 junction. This would involve the reuse of clean excavated material for construction activities, reducing the number of HGV journeys which would have a reduction in noise and environmental impacts related to construction. These changes were consulted on in the Local Refinement Consultation in May 2022.</p> <p>The Applicant is also proposing to raise the new road in some locations, such as the proposed A122 Lower Thames Crossing/M25 junction and near North Road, where this can be achieved without increasing visual impacts or noise. More information was included in the Local Refinement Consultation in May 2022.</p> <p>The Applicant's latest proposals would mean a further reduction to an average of 9,500 HGV journeys per month across the whole Project during the construction phase, a 46% reduction on the original proposals at Statutory Consultation in October 2018.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant provided a breakdown of daily average HGV movements to individual compounds during construction. This information was included in the Ward Impact Summaries document, with more information about the movement of excavated materials and materials for construction also provided in the draft outline Site Waste Management Plan and the draft outline Materials Handling Plan. These</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>consultation documents can be found in Appendix S of this report. Comments on those documents received during consultation are reported in Section 14.4 of this report, along with information as to how the Applicant had regard to those comments. Updated versions of the outline Site Waste Management Plan (Application Document 6.3, ES Appendix 2.2, Annex A) and outline Materials Handling Plan (Application Document 6.3, ES Appendix 2.2, Annex B) are included as part of application for development consent.</p> <p>Access routes for construction traffic would be limited, as far as practicable, to the strategic road network (SRN) and main roads on the local road network. The appointed contractors would seek to take construction traffic off local roads by building and using temporary haul roads that link the SRN directly to construction compounds. These haul routes would only be in place during the construction phase, apart from some instances where they may be adapted for maintenance purposes.</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the oTMPfC (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments. For more information about the predicted impacts of construction traffic, see the Transport Assessment (Application Document 7.9).</p>	
BU11	Suggestions that the impacts of construction on	2	Construction would mainly be carried out during the core working hours, as set out in the Code of Construction Practice (CoCP) (Application Document 6.3,	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	<p>local communities should be minimised as far as possible, including by restricting working hours.</p>		<p>Environmental Statement (ES) Appendix 2.2). To maximise the use of daylight hours during construction, the proposed core working hours have been increased from those presented during Statutory Consultation, which were 08:00 to 18:00 on weekdays and 08:00 to 16:00 on Saturdays. A draft CoCP was included in the Community Impacts Consultation in July 2021. Comments in responses to that consultation are set out in Section 14.4 of this report.</p> <p>The proposal is to carry out most of the construction between the following core working hours: 07:00 and 19:00 on weekdays (excluding bank holidays) and between 07:00 and 16:00 on Saturdays.</p> <p>During the summer, to take advantage of the extended daylight hours and good weather, work would be carried out between 07:00 and 22:00 Monday to Saturday. Crews may work for up to an hour before and after the times specified to prepare and close the site.</p> <p>Works outside of normal hours would be needed for some construction activities. For example, tunnelling works and other underground works would be carried out 24/7 because operating the tunnel boring machines and lining the tunnel continuously are required to minimise the risks associated with, among other things, ground movement and water ingress.</p> <p>Out-of-hours working would also be necessary for some works on the existing utility, road and rail networks to reduce disruption. Prior notice and information would be given for planned works outside of normal hours.</p> <p>The Applicant consulted on revised working hours during Supplementary Consultation in January 2020. For more information on that consultation, see Chapter 6 of this report. The Applicant subsequently consulted on additional areas requiring 24/7 working hours during the Community Impacts Consultation in July 2021. For more information on the proposals for 24/7 working can be found in the submission documents.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the ES (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have</p>	



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>ES Chapter 13: Population and Human Health (Application Document 6.1), describes how local communities might be affected by the construction of the Project and the ways that these impacts would be reduced.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it</p>	



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>The Applicant has assessed the predicted impact of construction traffic on the road network in the Transport Assessment (Application Document 7.9).</p>	
BU34	Requests for more information about the proposed approach to building the Project, including working hours, potential impacts, the tunnel design and the use of the river to transport materials and waste	3	<p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the oTMPfC (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p> <p>For more information about predicted construction traffic impacts, see the Transport Assessment (Application Document 7.9).</p>	No

## Summary of issues raised relating to utility works and the Applicant’s responses

11.5.35 Table 11.38 below summarises the issues raised relating to utility works and presents the Applicant's responses to those issues raised.

**Table 11.38 Summary of issues raised relating to utility works and the Applicant's responses**

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant’s response	Project change
UP49	General comments in support of the proposed utility works.	3	These comments have been noted.	No
UP45	Comments in support of the proposed utility works on the grounds that they are needed to build the Project.	2		No
UP50	Comments expressing support for the proposed utility works on the condition that supplies would be maintained and works carried out safely.	2		No
UP31	Suggestions that utility works should avoid residential areas.	3	The Applicant has engaged with utility companies throughout the development of the Project, ensuring it would be possible for works to be carried out in a way that would minimise disruption to local people and communities, businesses and road users and utility network operators. This includes minimising any interruption to supply during any work affecting utilities infrastructure. In developing the proposals, the Applicant has sought to minimise the need for utility works but, where these cannot be avoided, a design has been sought that seeks to minimise environmental and community impacts – for example, by reducing the amount of existing infrastructure to be modified by the Project.	No
UP32	Comments opposed to the impact of the Project’s utility works on local communities, with disruption near residential areas a major concern.	6		Yes

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			<p>Where land is required for utility works, the Applicant has generally sought to secure powers to use the land required for those works temporarily, with permanent rights (as opposed to outright acquisition) sought for future operation and maintenance of the diverted utilities. This means that, in many cases, possession of the land could be returned to the owner following the completion of utility works.</p> <p>Under article 35 of the draft DCO (Application Document 3.1), before returning possession of temporary use land to the owner, the Applicant would be required to restore the land to the reasonable satisfaction of the owner. This obligation is subject to the exceptions set out in article 35(6), which include the right to retain any permanent works constructed on the land, such as diverted utilities. The Applicant would seek to minimise any long-term visual impacts as a result of construction, including utility works.</p> <p>At Statutory Consultation in October 2018 the Applicant presented details of the existing utilities within the area of the Project, advising that the principal utilities were high voltage electricity transmission lines and high-pressure gas transmission mains, both of which travel underneath the River Thames. The Applicant advised that to build the Project, high voltage electricity overhead lines, including pylons, gas pipelines and other utilities would have to be diverted across several locations in Kent, Thurrock, Essex and Havering to ensure that the Project can be built safely, with no overhead obstructions, and also allow for future maintenance.</p> <p>Following Statutory Consultation in October 2018, the Applicant continued to work with utilities companies and stakeholders to refine the utility proposals. The Applicant presented these refinements as part of the Supplementary Consultation in January 2020, Design Refinement Consultation in July 2020, the Community Impacts Consultation in July 2021 and the Local Refinement Consultation in May 2022. See Chapters 6, 7, 8 and 9 of this report for more information about these consultations. The focus of this refinement was to reduce the impact of the proposed utilities works on communities, land owners, businesses, and the environment, while also working to reduce visual impacts when the Project is operational.</p>	

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			The utility companies understand the demands on their networks and works would be planned to minimise the interface with peak user demand periods. For gas works, peak demand is typically in winter when there is an increased demand for heating. For water companies, this is typical in summer when there is less water at source due to lower rainfalls. For telecommunication companies, this would be forecast with e-commerce periods such as Black Friday. For electricity companies, the works are likely to be completed in periods of fairer weather as their resource will be utilised for emergency repairs that typically arise during inclement weather periods.	
UP23	Comments expressing concern that Project utility works would move utilities, such as overhead lines, too close to residential properties and local communities.	2	Utility works would only be carried out where necessary to implement the Project, either to divert utilities to accommodate the route or to provide essential services to compounds during construction and to the Portal buildings and tunnel for the operation of the A122. The Applicant has engaged with utility companies and asset owners throughout the development of the Project, ensuring it would be possible for works to be carried out in a way that would minimise disruption to local people and communities, businesses and road users. In developing the proposals, the Applicant has sought to minimise the need for utility works but, where these cannot be avoided, a design has been sought that seeks to minimise environmental and community impacts – for example, by reducing the number of pylons across the route and undergrounding power lines in key locations (where this is practicable and following further discussions with utility companies, asset owners and stakeholders).	No
UP27	A general comment opposed to the use of pylons.	1	Where land is required for utility works, the Applicant has generally sought to secure powers to use the land required for those works temporarily, with permanent rights (as opposed to outright acquisition) sought for future operation and maintenance of the diverted utilities. This means that, in many cases, possession of the land could be returned to the owner following the completion of utility works.	Yes
UP28	A comment opposed to the impact of utility works on the countryside and Green Belt.	1	Where works would take place alongside roads, any closures would be kept to a minimum. Where roads are affected by short-term closures and diversions, temporary traffic lights or lane restrictions, local people would be warned in advance, so they could plan accordingly.	No
UP29	A suggestion that utilities, including power lines, should be placed underground to minimise the visual impact.	1		No

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			<p>Some Public Rights of Way would also be affected by construction. The Applicant would give prior notice of proposals to affect these routes. In some instances, the Applicant is proposing a temporary alternative route while works are carried out. The Applicant consulted on proposals for road and Public Rights of Way closures and diversions during the Community Impacts Consultation in July 2021 and the Local Refinement Consultation in May 2022. Comments on those documents provided in responses to the consultation are set out in Section 14.4 of this report.</p> <p>Undergrounding powerlines is not possible at all locations because of factors including land availability, the need to maintain network resilience, local geology, accessibility for maintenance, cost, impacts on cultural heritage or environmentally sensitive sites, and the requirements of the relevant utilities company. The Applicant would explore opportunities to place power lines underground, across the Project (where this is practicable and following further discussions with utility companies, asset owners and stakeholders).</p> <p>In some instances, it has been necessary to move pylon and transmission lines closer to properties due to design and safety constraints.</p> <p>Across the Application Site, there would be a net reduction in the number of pylons. In order to reduce the impacts of utilities on local communities, the Applicant is proposing to reduce the number of pylons near the route between Chadwell St Mary and Tilbury. At Supplementary Consultation in January 2020, in this area the Applicant proposed to remove 17 existing pylons and install 10 new ones, resulting in seven fewer pylons.</p> <p>Following the Design Refinement Consultation July 2020, the Applicant amended the proposals and would retain the pylon at Muckingford Road. At the Community Impacts Consultation in July 2021, the Applicant further amended the proposals and presented an overall reduction of 16, resulting in six fewer pylons.</p> <p>At the Local Refinement Consultation in May 2022, following consultation and ongoing engagement with UK Power Networks, the Applicant proposed to retain part of an existing overhead power line through the construction of a temporary pylon, east of the existing one, between Muckingford Road and the allotments. The overhead power lines would be realigned via the temporary pylon while the existing one is removed and a new terminal pylon is built in its place.</p>	

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			<p>The temporary overhead power lines would then be relocated on to the new pylon heading north and on reaching the new terminal pylon, would be installed underground. To achieve this refinement, the Order Limits have been increased to the south-west of Linford.</p> <p>Following the Local Refinement Consultation in May 2022 and as a result of further engagement with UK Power Networks, the proposed works to realign overhead power lines over Linford are no longer needed to deliver the Project. As a result, 46 residential properties that would have been affected by re-stringing these power lines would no longer be affected by these works and 2ha of land has been removed from the Order Limits.</p> <p>In addition, following the conclusion of site investigations after the Local Refinement Consultation in May 2022, sections that were proposed to be undergrounded (Linford and Thames Chase Forest Centre) are now proposed overhead and require replacement pylons to be constructed to achieve this. These changes have resulted in a net reduction in the number of pylons that would be removed by the Applicant across the Project from six to three.</p> <p>At Statutory Consultation in October 2018, the Applicant proposed moving one network of transmission power lines and pylons in the vicinity of Riverview Park (Westwood Farm near Thong) and two further networks of transmission power lines and pylons near Linford: those west of Low Street Lane and those near Linford Road.</p> <p>Near Riverview Park in Gravesend, construction of the proposed M2/A2/A122 Lower Thames Crossing junction would require the relocation of three electricity pylons at Westwood Farm, which would bring a pylon and transmission lines closer to properties in Thong but move the pylons and power lines away from Riverview Park. This revised proposal was consulted on during the Design Refinement Consultation in July 2020.</p> <p>At the Supplementary Consultation in January 2020 the Applicant also proposed changes to pylons and power lines near Low Street and Muckingford Road. Neither proposal would move power lines closer to homes in Linford, nor would either require demolition of properties. The Applicant consulted on these</p>	

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			<p>proposals during Supplementary Consultation in January 2020. For more information about this consultation, including other proposed utility works, see Chapter 6 of this report.</p> <p>Following the Local Refinement Consultation in May 2022 and as a result of further engagement with the relevant utility company, the proposed works to realign overhead power lines over Linford are no longer needed to deliver the Project. As a result, 46 residential properties that would have been affected by re-stringing these power lines would no longer be affected by these works and 2ha of land has been removed from the Order Limits. The number of residential properties north of the river that would require demolition remains 26.</p> <p>As proposed during Supplementary Consultation in January 2020, moving the route closer to Linford by up to 60m, combined with stopping up Hornsby Lane, reduces the extent of changes to the nearby overhead line network. This means power lines would not need to be relocated south towards Chadwell St Mary between Horford Road and Hornsby Lane, closer to those properties. The Applicant has continued to work with the utility company that would undertake the works to the overhead powerline. During Supplementary Consultation in January 2020, works to two of the overhead distribution networks were included, including the proposed undergrounding of the eastern network, west of East Tilbury. The proposals were later refined and presented at subsequent consultations up to and including Local Refinement Consultation in May 2022. Since the Local Refinement Consultation, the Applicant has refined proposals and, as a result, works are not required to the two spans over Linford. The Order Limits have therefore been reduced to reflect this.</p> <p>There are also pylons and overhead lines being moved south of the proposed A13/A1089/A122 Lower Thames Crossing junction, between Long Lane and Hornsby Lane. These changes are required to accommodate the realigned A1013 and A122, and the new A1089 slip road and the works would move pylons closer to Orsett Heath. The Applicant consulted on these during Supplementary Consultation in January 2020.</p> <p>As set out during Statutory Consultation in October 2018, two approximately 50m-high pylons in Claylane Wood would be replaced by one 75m-high pylon.</p>	



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			<p>This is to ensure the power lines would be sufficiently elevated to clear the road and junction safely.</p> <p>In response to further design development and discussions with National Grid, the Applicant has revised proposals for the overhead power line diversion near the Tilbury Loop railway. The revised diversion would follow an amended alignment compared to that consulted on during the Design Refinement Consultation in July 2020, reducing the impact on nearby properties and simplifying ongoing maintenance by omitting oversailing of the buildings. For more information about the revised proposals, see the Works Plans (Application Document 2.6). For more information about the Design Refinement Consultation in July 2020, see Chapter 7 of this report.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented revised proposals for electricity distribution network diversions within the Thames Chase Forest Centre. The overhead powerlines first proposed to be undergrounded at Supplementary Consultation in January 2020 will now be diverted along two new taller pylons north of their current position either side of the M25. Another electricity cable would be diverted through the proposed Thames Chase Forest Centre footbridge, removing the need for trenchless installation of cables under the M25 (as also proposed during Supplementary Consultation in January 2020). This new proposal reduces the amount of land and time required for construction of the electricity network diversions in the Thames Chase Forest Centre and neighbouring farmland as cables would no longer need to be installed under the M25 and is therefore a minor change to the existing overhead powerlines in this location.</p> <p>Routine maintenance is typically scheduled during fine weather, especially if it is safety critical. However, unplanned repairs to network assets could take place at any time.</p> <p>For more information about utility works, refer to Environmental Statement (ES) Chapter 2: Project Description (Application Document 6.1). ES Chapter 7: Landscape and Visual (Application Document 6.1), also presents the assessment of the impact of the Project, including utility works, on the local landscape. It</p>	



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>includes an assessment of the impacts during construction and operation, along with information about any proposed mitigation.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the oTMPfC (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p> <p>The Transport Assessment (Application Document 7.9) sets out the Project's forecast impact on the strategic and local highway networks. It also assesses the predicted impacts on the road and public transport networks during the Project's construction.</p>	
UP51	A comment expressing concern that the Project utility works would impact on delivery of new housing in the area.	1	<p>At all phases of design development, the Applicant has sought to minimise the land impacted or required for the Project, including utility works, while ensuring there is sufficient land to build and operate the Project.</p> <p>The relevant local planning authorities are responsible for planning for future developments, details of which are included in their local plans. To understand future aspirations for housing growth the Applicant has assessed the development plans within those local plans that are relevant and that are sufficiently advanced. For more information about how developments in the Project area have been assessed, see Chapter 16, Cumulative Effects Assessment, of the Environmental Statement (Application Documents 6.1, 6.2 and 6.3).</p> <p>Assessments of the relevant local plans can be found in the Planning Statement (Application Document 7.2). In all instances, the land impacted or required for the Project has been minimised, including the number of homes that would be demolished, while ensuring there is sufficient land to build and operate the road. More information about properties that are impacted for the Project and the reasons for these are set out in the Statement of Reasons (Application Document 4.1).</p>	No
UP34	A comment expressing concern about the impacts of the Project's utility works on wildlife and their habitats.	1	<p>At each stage of design development, the Applicant has sought to minimise the impact of utility works on the environment, while still allowing for construction and operation of the Project. The utility works plans have developed iteratively through close engagement with the relevant utility companies and asset owners, further investigations and consideration of feedback provided in response to consultation with those organisations, as well as residents of the affected areas. In a number of instances, this process has resulted in further changes to the utility proposals from Statutory Consultation in October 2018, informed by a better understanding</p>	Yes

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>of existing conditions and constraints. The Applicant presented these as part of the Supplementary Consultation in January 2020 and Design Refinement Consultation in July 2020.</p> <p>Following Supplementary Consultation, the Applicant was able to refine the proposals for utilities near the A2/M2, reducing the amount of land needed. This has reduced the impacts on Shorne and Ashenbank Woods Site of Special Scientific Interest and other environmentally sensitive locations such as Jeskyns Community Woodland and Claylane Wood, where there is ancient woodland. The Applicant consulted on these revised proposals during the Design Refinement Consultation in July 2020. The latest pipeline changes near the A2/M2 can be found in the Operations Update from the Community Impacts Consultation. More information about the Community Impacts Consultation in July 2021 proposals can be found in Chapter 8 of this report.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans e.g. the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The impacts on designated and non-designated areas are set out in ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1). The ES outlines the baseline conditions and explains how relevant flora and fauna have been valued and assessed. It also explains what measures would be implemented to reduce adverse effects.</p> <p>The Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats.</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>Mitigation measures include safe crossing points for wildlife over or under the Project and translocation of protected species to suitable existing or new habitats. Habitat creation is proposed to compensate for the loss of habitat from within designated sites, including ancient woodland, to improve connectivity between existing habitats, to provide replacement habitats for protected species, and to compensate for the impacts of nitrogen deposition when the Project is operational. These measures would include the salvage of soils from ancient woodlands for beneficial reuse in new areas of compensatory woodland planting, and the planting of new woodland and other habitats on existing agricultural land. Overall, there would be several hundred hectares of new woodland and habitats created across the Project during the construction phase, providing biodiversity benefits.</p> <p>During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial invertebrates, and permanent habitat loss within ancient woodland and the loss of six veteran trees (three north of the River Thames and three to the south).</p> <p>During operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation. Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>The Environmental Masterplan (Application Document 6.2, ES Figure 2.4) and Design Principles (Application Document 7.5) present the mitigation measures that are embedded in the design to reduce the impacts on flora, fauna and the landscape. The Environmental Masterplan is secured through Schedule 2 Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The REAC includes commitments relating to landscape and visual impacts, terrestrial biodiversity and habitats regulations.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
UP16	A comment opposed to the relocation of gas mains because of concerns about safety, disruption and impacts on land titles.	1	<p>Utility works would conform to the appropriate regulatory and statutory clearances and distances, with works carried out by appointed Contractors in accordance with health and safety, engineering and construction legislation, as well as relevant technical standards and guidance. Any departures from these would require special approval and appropriate consultation. For more information about proposed utility works, refer to Environmental Statement Chapter 2: Project Description (Application Document 6.1).</p> <p>At Statutory Consultation in October 2018, the Applicant wrote to stakeholders and individuals who had been identified as having an interest in land affected by the Project. As part of its consultation materials the Applicant also published a detailed set of maps showing land use plans within that area, which included information about utility works. All such parties were invited to provide feedback through the consultation and were given an opportunity to contact the Applicant with regards to land matters.</p> <p>The consultation materials also included information about compensation and compulsory purchase, with the Applicant's relevant information booklets included as part of the consultation materials.</p> <p>Further information on the Applicant's engagement with people with an interest in land across successive phases of pre-application consultation is set out in Chapter 5 of this report. Each of Chapters 4 (Statutory Consultation in October 2018), 6 (Supplementary Consultation in January 2020), 7 (Design Refinement Consultation in July 2020), 8 (Community Impacts Consultation in July 2021) and 9 (Local Refinement Consultation in May 2022) provides further information on the identification and notification of land interests for each respective consultation, Chapters 11, 12, 13, 14 and 15 explain how the issues raised by those consultees in the respective consultations were considered by the Applicant. There is a list of land interests in Appendix J of this report.</p>	No
UP15	A suggestion that the Project should ensure the long-term sustainability of utility infrastructure,	1	The proposed utility works have been developed after engaging closely with the affected utility companies and asset owners. The Land Plans (Application Document 2.2) set out the Project's requirements with regards to the temporary possession of land for the purposes of building the Project, and the permanent	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	including enabling future access for maintenance and repairs, and enabling implementation of future technologies.		<p>acquisition of land, or the permanent acquisition of Rights for the operation and maintenance of the route and the affected utility networks. More information about this can be found in the Statement of Reasons (Application Document 4.1), which explains why the Project requires each parcel of land. The proposals would not preclude future upgrades of the affected utilities by the utility companies and asset owners. For more information about the proposed utility works, see Environmental Statement Chapter 2: Project Description (Application Document 6.1).</p> <p>The Project does however consider future access arrangements, and the statutory undertakers consider their ability to access their ability to access the infrastructure with reduced risk to both networks customers when considering their diversion or protection proposal, which is considered in the Project preliminary design and will be developed further at the detailed design stage.</p>	
UP1	Suggestions that utility works should be coordinated and carried out at the same time as the Project construction to minimise disruption to the area and roads.	2	The Applicant has engaged with utility companies and asset owners throughout the development of the Project to ensure it would be possible for works to be carried out in a way that would minimise disruption to local people and communities, businesses and road users. This includes minimising any interruption to supply during any work affecting utilities infrastructure. In developing the proposals, the Applicant has sought to minimise the need for utility works but, where these cannot be avoided, a design has been sought that seeks to minimise environmental and community impacts – for example, by reducing the number of pylons across the route and undergrounding power lines in key locations (where this is practicable and following further discussions with utility companies, asset owners, and stakeholders).	No
UP2	A comment expressing concern about the impact of utility works on local communities.	1	Working with the utility companies and asset owners, the Applicant has developed a construction programme with the aim of minimising disruption on local people. For more information about proposed utility works, refer to Environmental Statement (ES) Chapter 2: Project Description (Application Documents 6.1). For more information about the construction schedule, see ES Appendix 2.1: Construction Supporting Information (Application Document 6.3).	No
UP3	Comments expressing concern about the impact of constructing the Project on existing utilities such as gas pipelines, transmission lines and electricity substations.	3	<p>A communications and engagement campaign would be carried out throughout the construction phase to ensure local people would be aware of works that would affect them. ES Appendix 2.2: Code of Construction Practice (CoCP) (Application</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>Document 6.3) sets out the measures that the appointed Contractor would be required during the construction phase.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p> <p>Works on high-pressure gas pipelines and 400kV, 275kV and 132kV power lines would be carried out by the respective utility companies and asset owners for safety reasons. For other works, the Applicant is still discussing whether these could be undertaken more efficiently by the appointed Contractors or by the utility</p>	



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>companies themselves. Planned utility works would not normally be expected to include interruptions of supply. Utility companies, and asset owners, would communicate planned impacts on their networks to customers in advance and would account for known vulnerable customers' needs.</p> <p>Notifications and compensation for disruption of supply would be in line with the respective utility company's policies and procedures and would conform with the regulatory framework within which they operate.</p>	
UP14	<p>Suggestions about how the Applicant should be mindful of existing utility assets to avoid the Project negatively affecting them. Comments include suggestions to ensure that there are suitable crossing points for future access, that precautions are taken when carrying out work in the vicinity of other utilities, and that Protective Provisions affecting utilities companies should be agreed and included in the DCO application.</p>	3	<p>Following Statutory Consultation in October 2018, the Applicant has continued to engage closely with utility companies and asset owners, including those identified as statutory undertakers, and prepared an updated and more detailed plan for how the Project would affect and be integrated with existing utilities. This update was included in the Supplementary Consultation in January 2020. A further update was published as part of the Design Refinement Consultation in July 2020. Additional information was also provided during the Community Impacts Consultation in July 2021, including further refinements to utility works required to build the Project outlined in the Operations Update and descriptions of utility works within each construction area and ward covered in the Construction Update and Ward Impact Summaries respectively. For more information about the Community Impacts Consultation in July 2021 see Chapter 8 of this report.</p> <p>Outside of formal consultation periods, the Applicant has met regularly with utilities companies, including holding discussions about Protective Provisions to ensure that any required legal powers are included in the application for development consent. The Statement of Engagement (Application Document 5.2) and the Statements of Common Ground (Application Document 5.4) provide further information on the Applicant's engagement with stakeholder bodies. For more information about proposed utility works, refer to Environmental Statement Chapter 2: Project Description (Application Document 6.1).</p>	No
UP40	<p>A suggestion that safety should be prioritised during utility works, for</p>	1	<p>The safety of workers, road users, supply chain and local people has been prioritised and would be considered from the outset, and risks are eliminated wherever possible. During construction, the Applicant would set challenging health, safety and wellbeing targets aligned to the Home, Safe and Well strategy.</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	both workers and local people.		<p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the oTMPfC (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and</p>	

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	
UP48	<p>Comments asking for further information about the proposed utility works, such as the locations of diversions.</p>	4	<p>At Statutory Consultation in October 2018, the Applicant presented plans for the most significant utility works that the Project would need to carry out to construct and operate the new road. The consultation material explained that additional works would also be needed, although these would be on a smaller scale. The amount of information presented was adequate for a Project of this size and at that stage of development. The information allowed consultees to take an informed view of the Project and respond to the consultation.</p> <p>After Statutory Consultation in October 2018, the Applicant progressed the plans for utility works. The Applicant engaged closely with utilities companies and asset owners to further understand the work that would be needed to safely integrate the Project with their infrastructure. The Applicant also worked with stakeholders such as the Health and Safety Executive (HSE), environmental bodies, local authorities and affected landowners to help revise its plans.</p> <p>The Applicant presented more information about its proposed utility works during Supplementary Consultation in January 2020, Design Refinement Consultation in July 2020, the Community Impacts Consultation in July 2021, and the Local Refinement Consultation in May 2022. For more information about those consultations, see Chapters 6, 7, 8 and 9 of this report. The utility diversions proposed as part of the Project are set out in Environmental Statement Chapter 2: Project Description (Application Document 6.1).</p>	No

## Summary of issues raised relating to the Statutory Consultation and the Applicant’s responses

11.5.36 Table 11.39 below summarises the issues raised relating to the Statutory Consultation and presents the Applicant's responses to those issues raised.

**Table 11.39 Summary of issues raised relating to the Statutory Consultation and the Applicant's responses**

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant’s response	Project change
CP9	A general comment supporting the consultation.	1	These comments have been noted.	No
CP35	A comment supporting the consultation, saying telephone staff were very helpful.	1		No
CP51	Comments supporting the consultation, saying the information and materials were informative and comprehensive.	4		No
CP10	A comment supporting the consultation process for being well presented.	1		No
CP11	A comment supporting the consultation for keeping those interested in the Project well informed by means of good communication and prompt correspondence.	1		No
CP12	Comments supporting the consultation for providing	10		No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	those interested in the Project with the opportunity to comment.			
CP8	A comment acknowledging that it is not possible to please everyone and that there would be opposition to every option.	1		No
CP29	Comments objecting to the consultation, saying that Project staff lacked adequate knowledge.	2	The Applicant ensured that consultation events had an appropriate number of well-trained staff to ensure that attendees could engage productively with staff in a safe environment and respond to the consultation at the event if they wanted.	No
CP30	Comments objecting to the consultation, saying Project staff were unhelpful, either at consultation events or other meetings.	2	All public-facing staff at events were existing representatives of the Project, rather than people brought in specifically to take part in the events. Events included staff that had a detailed level of knowledge about the Project, with representatives from disciplines including construction, consultation, environment, operations, design, traffic, and land and property. All staff received extensive training before the events to ensure they had a strong knowledge of the proposals and were informed about event safety and disability awareness.  Further information about how the events were organised can be found in Chapter 4 of this report. The Statement of Engagement (Application Document 5.2) and the Statements of Common Ground (Application Document 5.4) provide further information on the Applicant's engagement with stakeholder bodies.	No
CP45	Comments objecting to the consultation, saying there were errors, inaccuracies or omissions in the consultation materials.	6	Minor errors occurred in some consultation materials, including a small number of consultation maps, although none that would prevent a consultee from providing an informed response to the proposals. A concerted effort was made to ensure that the consultation materials were accurate and, wherever possible, errors were corrected as quickly as possible. Errors in the consultation materials are highlighted in Chapter 4 of this report.	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
CP38	<p>Comments saying the consultation information and materials were not adequate, including consultees requesting information on land affected, the impacts of the Project and mitigation proposed. This includes comments from consultees saying that the proposals have not changed since the previous consultation.</p>	4	<p>The consultation documents published at the Statutory Consultation in October 2018 were appropriate in terms of their scope and level of detail for an infrastructure project at that stage of its development. They were produced in accordance with best practice and provided enough information to allow consultees to take an informed view on the proposals.</p> <p>Consultations on options for the Project route were carried out in 2013 and 2016. Following the January 2016 Non-Statutory Consultation, the Secretary of State announced the preferred route in 2017. The Statutory Consultation in October 2018 sought views on an updated version of the preferred route, after additional design development had taken place. It was also possible to provide comments on any aspect of the proposals, including route options presented in that earlier consultation. Chapter 11 of this report provides an explanation of the issues raised in the responses and how the Applicant has considered them, including issues related to the selection of the preferred route over other alternatives.</p> <p>The Preliminary Environmental Information Report was produced in accordance with industry best practice, with methodologies and adherence to policy and legislative frameworks presented for each chapter.</p> <p>As part of the application for development consent, the Applicant has produced a Health and Equalities Impact Assessment (Application Document 7.10), a Flood Risk Assessment (Application Document 6.3, Environmental Statement (ES) Appendix 14.6) and an assessment of material assets and waste (Application Document 6.1, ES Chapter 11). There was no requirement to produce these for Statutory Consultation.</p> <p>For Statutory Consultation in October 2018, the Applicant included information about predicted traffic impacts in the Traffic Forecasts Non-Technical Summary. This was further updated for Supplementary Consultation in January 2020, the Community Impacts Consultation in July 2021 and a final version forms part of the application for development consent (Application Document 7.8)</p> <p>More information about the Statutory, Supplementary and Community Impacts Consultations can be found in Chapters 4, 6 and 8, and more information on the respective consultation material in Appendices M, Q and S of this report.</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
CP47	Comments objecting to the consultation, saying the consultation information and materials were misleading, particularly with regards to the impacts of the Project on the environment and local communities.	3	<p>The Statutory Consultation materials provided a detailed and fair summary of the proposals. For example, the Guide to Consultation document provided an accurate summary of many different aspects of the Project, with more information available in the technical documentation for those who wanted more detail.</p> <p>The fly-through video provided an impression of how the new road would look within the surrounding landscape. The before-and-after landscape photos showed how the Project could look from some locations once the proposals had been implemented and any new planting had matured. The video and photos were an accurate depiction of what the Applicant was consulting on, insofar as it was possible to reflect this.</p> <p>The response form was designed to encourage consultees to comment on different aspects of the proposals and care was taken to follow best practice and avoid phrasing questions in a leading way.</p> <p>A full description of the materials published can be found in Appendix M of this report.</p>	No
CP41	Comments objecting to the consultation, saying the consultation materials were unclear or hard to follow, including comments from consultees unclear as to how they could be affected.	3	<p>The Statutory Consultation materials were extensive (over 3,000 pages of information about the Project), which was appropriate given the scale and complexity of the proposals. The consultation materials were produced in a way that allowed a wide range of consultees to take an informed view of the proposals. Information included guides, non-technical summaries, videos, before-and-after images and maps.</p> <p>The Guide to Consultation was the main document describing the Project and its potential impacts. It included maps, photos, timelines, infographics, visualisations, illustrations and tables intended to make the complex proposals more easily understood.</p>	No
CP42	A suggestion that the consultation materials could have been improved by clearly referencing the proposals and figures relevant to each question.	1	<p>Other documents, such as those describing the potential traffic, environmental or construction impacts of the Project, were also designed to be clear and readable, but by necessity contained more technical language as they described complex topics at an appropriate level of detail.</p>	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>Where appropriate, the Applicant produced non-technical summaries to make it easier to understand the proposals – for example, to explain the environmental and traffic impacts.</p> <p>The consultation website included links to both technical and non-technical documents, as well as hosting visual aids such as the fly-through video and the before-and-after photos.</p> <p>A full description of the Statutory Consultation materials can be found in Appendix M of this report.</p>	
CP2	A general comment opposing the consultation process as pointless.	1	<p>The Statutory Consultation in October 2018 undertaken by the Applicant complied with the Planning Act 2008 and the associated guidance. This included a Statement of Community Consultation (SoCC), which was produced after consultation with the relevant local authorities, many of whom provided suggestions and information on how to consult better with their communities.</p> <p>The consultation was carried out to the requisite legal standard and was promoted both to people living near the Project and to those further away. The Applicant received nearly 29,000 responses, including feedback on many different aspects of the proposals.</p> <p>For more information about the consultation on the draft SoCC see Chapter 4 of this report, with evidence provided in Appendices D, E, F and G. Information about how the Applicant carried out the rest of its Statutory Consultation in October 2018 is also in Chapter 4 of this report.</p>	No
CP48	Comments objecting to the consultation, saying communications with the Applicant during Statutory Consultation and at other times have been poor. Comments included consultees saying they did not receive responses to queries and that people	9	<p>The Applicant aims to respond to all correspondence in a timely manner and in a way that is appropriate to the issue being raised. During Statutory Consultation in October 2018, it was the intention to respond to queries within 15 working days to allow enough time to respond in the correct manner and to provide consultees with enough time to consider the information provided and respond to the consultation.</p> <p>The Applicant sent out thousands of letters to those with an interest in land at the launch of Statutory Consultation in October 2018, while the Correspondence</p>	No



Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	with an interest in land had received letters with incorrect or contradictory information, causing stress and anxiety.		<p>Team responded to over 600 email queries, including over 50 requests for paper and electronic documentation.</p> <p>Rigorous measures were put in place to ensure the information sent to stakeholders, including notification letters to landowners and responses to questions sent to the Correspondence Team, were accurate and timely. The Applicant acknowledges that occasional errors or delays occurred and, once identified, sought to rectify these as soon as possible.</p> <p>During consultation it is normal practice to respond to queries by providing standardised text or links to relevant documents. This helps ensure that consultees are provided consistent information, and that this information is consistent with the consultation materials. The Applicant also provides tailored replies when this is appropriate.</p> <p>For more information about the engagement with landowners, see Chapter 5 of this report.</p>	
CP5	Comments objecting to the consultation for being too expensive, including one consultee criticising the use of consultants.	3	<p>Before the launch of Statutory Consultation in October 2018, the Applicant consulted with local authorities on proposed promotional activities via the Draft Statement of Community Consultation (Draft SoCC). Feedback received indicated that the promotional activities were deemed reasonable and proportionate by the local authorities who commented on them. The Applicant took reasonable steps to ensure that delivery of the promotional activities was carried out in an efficient and cost-effective way.</p> <p>The use of consultants is standard practice on projects of this kind. Reasonable steps were taken at every stage of the preparation for the consultation to ensure value for money was achieved while also meeting the high level of demand for information and engagement from the local and regional communities.</p> <p>For more information about the consultation promotional activities, see Chapter 4 of this report. For more information about the consultation on the Draft SoCC see Chapter 4 of this report, with evidence provided in Appendices D, E, F and G.</p>	No
CP67	Comments objecting to the consultation, saying local opinion is being ignored	9	Statutory Consultation in October 2018 was well publicised among local communities by means of a publicity campaign that used print and online advertising, editorial coverage, leafleting, social media and other channels to	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	and that feedback has not been addressed in the design of the scheme.		<p>promote the consultation to those in the vicinity of the Project. These methods are set out in Chapter 4 of this report.</p> <p>The Applicant considered all feedback and paid attention to responses commenting on local impacts and benefits. This is demonstrated in Chapters 11, 12, 13, 14 and 15 of this report. The Applicant has made changes to the proposals, and these have been informed by local as well as wider regional sentiment. The You Said, We Did document, sets out some of the things the Applicant has done in response to comments received. It provides a summary of how the Applicant has considered the feedback received from the Statutory, Supplementary and Design Refinement Consultations.</p> <p>The overriding priority has been to develop a Project that balances the need to provide improved road capacity across the River Thames with the need to limit negative impacts on local communities, while also providing value for money.</p>	
CP68	Suggestions that local opinion and the impacts on affected residents should be fully considered as part of the Project.	1	<p>Statutory Consultation in October 2018 was well publicised among local communities by means of a publicity campaign that used print and online advertising, editorial coverage, leafleting, social media and other channels to promote the consultation to those in the vicinity of the Project. These methods are set out in Chapter 4 of this report.</p> <p>The Applicant considered all feedback and paid attention to responses commenting on local impacts and benefits. This is demonstrated in Chapters 11, 12, 13, 14 and 15 of this report. The Applicant has made changes to the proposals, and these have been informed by local as well as wider regional sentiment. The You Said, We Did document, sets out some of the things the Applicant has done in response to comments received. It provides a summary of how the Applicant has considered the feedback received from the Statutory, Supplementary and Design Refinement Consultations.</p> <p>The overriding priority has been to develop a Project that balances the need to provide improved road capacity across the River Thames with the need to limit negative impacts on local communities, while also providing value for money.</p>	No
CP16	Comments opposing the consultation process	10	The Applicant has complied with the Planning Act 2008 in carrying out Statutory Consultation, ensuring that consultees had an opportunity to comment on the	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	because they say that consultee opinions do not influence the decision-making process or the scheme. This includes comments from consultees saying a decision has already been made on the Project.		<p>proposals. The Applicant has carefully considered those comments during the Project's development before the application for development consent in accordance with the obligations outlined under section 49 of the Planning Act 2008.</p> <p>Views expressed by consultees have made a difference to the Project, with a summary of all comments received and changes presented in this section of the report.</p> <p>The Applicant published a You Said, We Did document as part of the Community Impacts Consultation in July 2021. This provided a summary of responses received during Statutory Consultation in October 2018, Supplementary Consultation in January 2020 and Design Refinement Consultation in July 2020 and explained how these have been used to further refine the Project's design. For more information about the Community Impacts Consultation, see Chapter 8 of this report.</p> <p>The consultation process will be subject to scrutiny by an independent inspector (or panel of inspectors) from the Planning Inspectorate, which will make a recommendation to the Secretary of State as to whether or not the Project should be allowed to proceed to the construction phase. As such, the Secretary of State would have the final say on whether the Project will go ahead.</p>	
CP71	Comments objecting to the consultation, saying that information provided was inadequate or requesting further engagement in relation to specific queries.	4	<p>During the development of the Project to date, the Applicant has carried out continuous engagement with statutory consultees, with information about how the Applicant complied with its statutory obligations presented in Chapters 4 and 5 of this report.</p> <p>The Applicant has carried out extensive engagement and consultation with those with land interests to keep landowners and others informed of the proposals and how they might affect their interests.</p> <p>Where practicable, the Applicant has also taken the views of other stakeholders, such as interest groups, into account when developing the Project.</p> <p>The Applicant would continue to engage with key stakeholders and land interests should the Project proceed into the construction phase.</p>	Yes

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			<p>In January 2020, after properly considering approximately 29,000 responses received during Statutory Consultation in October 2018, the Applicant carried out a Supplementary Consultation in January 2020 on changes to the Project made since Statutory Consultation. In July 2020, the Applicant carried out a Design Refinement Consultation on additional changes made after Supplementary Consultation. In July 2021, the Applicant carried out a Community Impacts Consultation on construction and operational impacts, changes to the Project since the Design Refinement Consultation in July 2020, and how feedback from previous consultations had informed the development of the Project.</p> <p>More information about the Supplementary Consultation in January 2020, Design Refinement Consultation in July 2020, Community Impacts Consultation in July 2021 and Local Refinement Consultation, including the processes followed to decide what would be included in those consultations, can be found in Chapters 6, 7, 8 and 9 of this report. These chapters include descriptions of the process the Applicant followed in deciding whether further consultations should be carried out after Statutory Consultation, as well as the topics that should be included in them. The Statement of Engagement (Application Document 5.2) and the Statements of Common Ground (Application Document 5.4) provide further information on the Applicant's engagement with stakeholder bodies.</p>	
CP6	Comments objecting to the consultation process, saying that delay and uncertainty over the Project has gone on too long and that this has caused anxiety.	4	<p>Pre-application Statutory Consultation is a requirement of the Planning Act 2008 that ensures that those with an interest in the Project have an opportunity to comment on and influence the proposals prior to the application for development consent being submitted.</p> <p>Carrying out a Statutory Consultation for a major infrastructure project is a significant undertaking. Time is needed to collate the relevant information and produce high-quality consultation materials so the public and stakeholders can take an informed view on the proposals.</p> <p>Once the consultation is closed, more time is needed to analyse and consider the feedback received, for revisions to the proposals that are considered necessary to be investigated in detail and, where appropriate, included in further rounds of consultation. The Statutory Consultation in October 2018 was carried out over an</p>	No

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
			appropriate timeframe and in accordance with the requirements of the Planning Act 2008.	
CP3	A comment opposed to the consultation process, saying it is unnecessary as the proposals have not changed.	1	Pre-application Statutory Consultation is a requirement of the Planning Act 2008 for Nationally Significant Infrastructure Projects such as the Project. This consultation ensures consultees have an opportunity to comment on and influence the Project proposals prior to the application for development consent being submitted.	No
CP58	A comment objecting to the consultation, saying the response form was frustrating to complete.	1	<p>The Applicant structured the response form to correspond with information in the Guide to Consultation and on the consultation website, providing signposts within the guide and on the website to direct consultees to the relevant part of the response form.</p> <p>When filling in the online response form, one of the consultation questions was mandatory, while all the others were optional. Those responding by email, letter or filling in a paper form were not obliged to answer any questions. Many consultees chose to answer selected questions or to leave just a single comment.</p> <p>The Applicant also provided alternative means of responding for anyone who did not want to use the online or paper response form, with consultees able to send comments by letter or email.</p> <p>Information about all the available response channels was included in the paper response form, in the statutory notices, on the consultation website and at the events.</p> <p>Of the approximately 29,000 responses received during Statutory Consultation in October 2018, over 25,000 of these were submitted via the online response form, suggesting that most consultees were comfortable using the response form as provided.</p> <p>The response form is included in the consultation materials in Appendix M of this report.</p>	No
CP71	Suggestions from individuals and stakeholders calling for	12	During the development of the Project to date, the Applicant has carried out continuous engagement with statutory consultees, with information about how the	Yes

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	further engagement or consultation on specific issues related to the Project.		<p>Applicant complied with its statutory obligations presented in Chapters 4 and 5 of this report.</p> <p>The Applicant has carried out extensive engagement and consultation with those with land interests to keep landowners and others informed of the proposals and how they might affect their interests.</p> <p>Where practicable, the Applicant has also taken the views of other stakeholders, such as interest groups, into account when developing the Project.</p> <p>The Applicant would continue to engage with key stakeholders and land interests should the Project proceed into the construction phase.</p> <p>In January 2020, after properly considering approximately 29,000 responses received during Statutory Consultation in October 2018, the Applicant carried out a Supplementary Consultation in January 2020 on changes to the Project made since Statutory Consultation. In July 2020, the Applicant carried out a Design Refinement Consultation on additional changes made after Supplementary Consultation. In July 2021, the Applicant carried out a Community Impacts Consultation on construction and operational impacts, changes to the Project since the Design Refinement Consultation in July 2020, and how feedback from previous consultations had informed the development of the Project.</p> <p>More information about the Supplementary Consultation in January 2020, Design Refinement Consultation in July 2020, Community Impacts Consultation in July 2021 and Local Refinement Consultation, including the processes followed to decide what would be included in those consultations, can be found in Chapters 6, 7, 8 and 9 of this report. These chapters include descriptions of the process the Applicant followed in deciding whether further consultations should be carried out after Statutory Consultation, as well as the topics that should be included in them. The Statement of Engagement (Application Document 5.2) and the Statements of Common Ground (Application Document 5.4) provide further information on the Applicant's engagement with stakeholder bodies.</p>	
CP72	Suggestions that certain groups should be involved in any further planning or	4	The Applicant carried out the Statutory Consultation in October 2018 in accordance with its obligations set out in the Planning Act 2008, with the Applicant's approach to Statutory Consultation being consulted on prior to	Yes

Code	Summary of issue(s) raised	s42 (1)(d)	The Applicant's response	Project change
	<p>consultations, with some consultees suggesting a coordinated approach involving local authorities and other stakeholders that takes account of the local plans.</p>		<p>consultation via the Statement of Community Consultation (SoCC) as required by section 47 of the Planning Act 2008 and Regulation 12 of the EIA Regulations.</p> <p>The Applicant consulted with 42 local authorities on the Draft Statement of Community Consultation (SoCC), which set out the strategy for Statutory Consultation. During the development of the Project to date, the Applicant has engaged frequently and productively with stakeholders that include local authorities, including the host boroughs (see the Planning Statement (Application Document 7.2)), utility companies, businesses, environmental, community and interest groups. Chapter 4 of this report, the Statement of Engagement (Application Document 5.2) and the Statements of Common Ground (Application Document 5.4) provide further information on the Applicant's engagement with stakeholder bodies.</p> <p>The Applicant also carried out Supplementary Consultation in January 2020, Design Refinement Consultation in July 2020, Community Impacts Consultation in July 2021, and the Local Refinement Consultation in May 2022 (see Chapters 6, 7, 8 and 9 of this report), providing all interested parties with an opportunity to comment on updated proposals. The Applicant would continue to engage with relevant stakeholders as appropriate, as the Project develops.</p>	



## 11.6 Summary of changes made after Statutory Consultation

- 11.6.1 A number of the comments made by consultees at Statutory Consultation resulted in or informed changes to the Project, many of which were then presented as part of the Supplementary Consultation, Design Refinement Consultation, Community Impacts Consultation and Local Refinement Consultation proposals. The Applicant had due regard to all responses made during the consultation.
- 11.6.2 If a request for a change to the proposals was adopted, this is indicated throughout Section 11.4 of this report with a 'Yes' in the final column (entitled 'Project change') of each table. More information on the changes and the reasons for adopting them is provided in the column entitled 'The Applicant's response'. Wherever a 'No' is provided in the final column of each table, indicating that the relevant comments did not result in a change to the Project proposals, the Applicant has provided an explanation of why a change was not considered necessary or appropriate, including information on where in the DCO application the subject is addressed in greater detail.
- 11.6.3 In adopting any changes, the Applicant's decisions were also informed by factors such as ongoing technical investigations, engagement with stakeholders and the cost of the Project.
- 11.6.4 Section 11.4 provides references to other DCO Application Documents where information about the development of the Project proposals, including changes to the proposals in response to consultation, can be found. All changes that were adopted following consideration of responses to consultation are included in this report.
- 11.6.5 The tables below provide summaries of 27 Project changes, made in response to feedback from Statutory Consultation. Many of the 27 changes comprise numerous smaller-scale interrelated updates that, for the purposes of the report, have been grouped together as a single change. For example, the redesign of the A2/M2 junction with the Project is presented here as a single change but involves a series of localised interventions across a relatively large area of the Project. The summaries do not necessarily represent the Applicant's finalised position on each issue but were in each case the position taken as an outcome of the Statutory Consultation and therefore may have been updated further at a later stage. Any changes that are unnumbered with a "N/A" provide a signpost to a change made at a later stage.
- 11.6.6 Some of the key changes that were informed by consultees' feedback and which were made to the Project following Statutory Consultation included improved connectivity at the Gravesend East junction, relocation of the South Portal, removal of the roadside facility, maintenance depot and Tilbury junction, and the removal of one lane southbound between the M25 and A13/A1089 junction.
- 11.6.7 In July 2021, as part of the Community Impacts Consultation, the Applicant published You Said, We Did (Highways England, 2021), which provides a summary of the feedback from the Statutory, Supplementary and Design Refinement Consultations. It outlines how the feedback provided by consultees helped to develop the Project, and includes all of the changes that have been made to the Project following the first three consultations. Chapter 8 of this



report describes the materials produced for the Community Impacts Consultation.

- 11.6.8 Chapter 5 of You Said, We Did (Highways England, 2021) also contains maps and visualisations showing design changes made as a result of these consultations: [REDACTED]

### Summary of Project changes

- 11.6.9 The following tables provide references to response codes in Section 11.4. However, this is not an exhaustive list of the response codes relevant to a given change.
- 11.6.10 The changes listed below focus on physical changes to the scheme. Some comments in responses were acted on by the Applicant through the provision of additional or updated information on Project proposals, rather than changes to the designs of those proposals. These are outlined in Table 11.40 'Provision of information', but have not been counted as changes as they are not physical changes that have been made to the Project.

## Road and junction design

**Table 11.40 Summary of Project changes: road and junction design**

Change No.	Project change	Summary of consultee comments	Relevant code in Section 11.4
1	<p>Following Statutory Consultation, the proposed M2/A2 junction with the Project was re-appraised and extensive changes were made to the design. The changes provide efficient and more direct traffic movements including, where possible, simplified connections with the local road network.</p> <p>The M2/A2 junction with the Project has been revised to provide a more direct route from the Gravesend East junction to the M2 eastbound. Traffic for the A2 eastbound and the A289 would continue to use Brewers Road, as originally proposed during Statutory Consultation.</p> <p>Revised proposals for the M2/A2 junction with the Project were presented in Supplementary Consultation in January 2020.</p>	<p>Design of the preferred route is too complex, including the M2/A2 junction with the Project and its slip roads. Concern about the changes to connectivity at Gravesend East, saying motorists would lose access to the A2/M2 or there would be an increase in rat-running.</p>	<p>RS57, RS58, SC122, SC123, SC124, SC125, SC126 and SC127.</p>
2	<p>Following Statutory Consultation, the South Portal was moved 350m southwards, a decision that was informed by several factors, including calls for it to be located further away from schools in Chalk and Shorne. This change also reduces the negative environmental impacts of the crossing on the Thames Estuary and Marshes Ramsar and Special Protection Area, while still maintaining a safe distance between the South Portal and the M2/A2 junction with the Project, to allow for appropriate signage and to give motorists enough time to make safe lane changes. The new location moves the South Portal approximately 350m further from Chalk and 50m closer to Riverview Park.</p>	<p>Concern about the proposed location of the South Portal being too close to local schools in Chalk and Shorne. Some consultees suggested more of the southern route should be underground or moved further to minimise the potential impact to local communities, including the village of Chalk.</p>	<p>SC15, SR90, SR139, SR140, CR24, CR132, CR133 and CR134.</p>

Change No.	Project change	Summary of consultee comments	Relevant code in Section 11.4
	<p>The location of the South Portal has been determined by the need to mitigate negative environmental impacts, such as changes to groundwater levels, on the Thames Estuary and Marshes Ramsar and Special Protection Areas. Extending the tunnel further south is not possible due to the need to maintain a safe distance between the tunnel portal and the proposed M2/A2 junction to allow for the appropriate signage and to give motorists enough time to make safe lane changes.</p> <p>This proposal was presented in Supplementary Consultation in January 2020.</p>	<p>Suggestions about how long the tunnels should be. Some consultees say that they should be longer than proposed to limit the impact on the countryside and local communities, but others say that a shorter tunnel would be safer for road users.</p> <p>Suggestions that the preferred route should be built either entirely or partly underground.</p>	<p>CR29.</p> <p>RS62.</p>
3	<p>The portals would be set sympathetically into the landscape, with the road below ground level.</p> <p>Following Statutory Consultation, landscaping proposals near the tunnel entrances were further developed to incorporate earthworks behind each structure. These would offer extensive views and would be open to the public with access via new Public Rights of Way.</p> <p>These proposals were presented in the Supplementary Consultation in January 2020.</p> <p>Further design modifications were subsequently proposed at the Design Refinement, Community Impacts and Local Refinement Consultations. See change 1 in Section 12.5, change 20 in Section 13.5 and change 9 in Section 14.5 of this report.</p>	<p>The architecture of the portals should be visually striking and blend into the surrounding area using sympathetic landscaping</p>	<p>CR35, CR42, CR100 and EN127.</p>
4	<p>Some of the slip roads at the junction between the Project, A13, A1089 and A1013 were redesigned to reduce their visual impact, move roads away from</p>	<p>Concerns that the proposed A13/A1089 junction would be unsafe, including comments</p>	<p>NC165 and NC166.</p>

Change No.	Project change	Summary of consultee comments	Relevant code in Section 11.4
	<p>properties, and improve safety and connectivity at the junctions.</p> <p>These proposals were presented in Supplementary Consultation in January 2020.</p>	<p>saying features such as sharp bends are unsafe.</p>	
5	<p>Following Statutory Consultation, the roadside facility and maintenance depot were removed from the Project, which has reduced the impacts of the Project on the environment, including the Green Belt and countryside.</p> <p>This proposal was presented in Supplementary Consultation in January 2020.</p> <p>More information about why the Applicant removed the roadside facility and maintenance depot from the Project can be found in the Project Design Report (Application Document 7.4)</p>	<p>Concern about the proposed roadside facility and maintenance depot, which included comments about crime at the site, or the lack of local connections to the facility.</p>	<p>RF1, RF2, RF3, RF4, RF5, RF6, RF7, RF8, RF9, RF10, RF11, RF21, RF22, RF25, RF26, RF27, RF28, RF29, RF30, RF31, RF49, RF50, RF51, RF52, RF53, RF54, RF55, RF59, RF60, RF66, RF67, RF68, RF80, RF81, RF102, RF103, RF104, RF105, RF106, RF107, RF108, RF109, RF110, RF111 and RF149.</p>
6	<p>After further investigation and consideration of the issues raised during Statutory Consultation, the Applicant decided not to progress the roadside facility near East Tilbury, and consequently the Tilbury junction, as part of the Development Consent Order application. This has reduced the impacts of the Project on the environment, including the Green Belt and countryside.</p> <p>This proposal was presented in Supplementary Consultation in January 2020.</p> <p>More information about why the Applicant removed the Tilbury junction from the Project can be found in the Project Design Report (Application Document 7.4)</p>	<p>Concern about the proposed Tilbury junction, including perceived negative impacts, which included comments about rat-running on local roads.</p>	<p>RF1, NC204, NC205, NC206, NC207, NC209, NC210, NC212, NC213, NC214, NC215, NC217, NC228, NC249, NC252, NC254 and NC255.</p>
7	<p>Following Statutory Consultation, the Applicant worked with stakeholders to identify a replacement site for the Gammon Field traveller site. An alternative location for</p>	<p>Alternative locations for the relocated Gammon Field traveller site.</p>	<p>NR69.</p>

Change No.	Project change	Summary of consultee comments	Relevant code in Section 11.4
	<p>the site was presented in Supplementary Consultation in January 2020</p> <p>For the subsequent proposal presented as part of the Design Refinement Consultation in July 2020 see change 5 in Section 12.5 of this report.</p> <p>To view the relocated traveller site, please refer to the Works Plans (Application Document 2.6).</p>		
8	<p>Following Statutory Consultation, the structures crossing the Mardyke River, Golden Bridge Sewer and the Orsett Fen Sewer were redesigned to reduce the visual impact of those structures and the volume of flood compensation required.</p> <p>These proposals were presented in Supplementary Consultation in January 2020.</p>	<p>The viaduct across the Mardyke Valley would not offer enough flood protection or would intrude on the landscape.</p>	<p>NR96, NR97 and NR99.</p>
9	<p>Following Statutory Consultation, an additional three green bridges were incorporated into the design of the Project. These are located at Muckingford Road, Hoford Road and North Road in Thurrock. Two of these also incorporate walking, cycling and horse-riding routes.</p> <p>These proposals were presented during Supplementary Consultation in January 2020.</p>	<p>Improve and increase the number of green bridges, including providing green bridges in Thurrock.</p>	<p>EN128, EN129, EN130, SC44, and SC45.</p>
N/A	<p>During the Local Refinement Consultation, the Applicant consulted on new operational access arrangements between Tilbury Viaduct and the North Portal that would give emergency services the flexibility to turn vehicles around in the event of an incident further north or south on the Project. This was not possible with the previous operational layout at this location. See change 21 in Section 14.5 of this report.</p>	<p>Suggestions about how to allow vehicles to make a U-turn instead of having to enter the tunnel. Some consultees called for the turnaround loop proposed for the South Portal to be replicated for the North Portal.</p>	<p>CR37.</p>

Change No.	Project change	Summary of consultee comments	Relevant code in Section 11.4
10	<p>The Applicant has made changes to the layout of the proposed A13/A1089 junction as a result of feedback received during the Statutory Consultation. These included moving some slip roads away from residential properties, changes to improve connectivity for emergency vehicles, and improvements to routes for walking, cycling and horse riding.</p> <p>The design at Statutory Consultation proposed removing the existing connection for traffic joining the A13 at the Orsett Cock junction to reach the A1089. However, since the Statutory Consultation, additional traffic analysis has shown that this would have led to increased traffic flows on the A1013 to access the A1089. Consequently, a modification to the design was made and presented in the Local Refinement consultation. See change 1 in Section 14.5 of this report.</p> <p>The Applicant also proposed adding an extra lane to the link road connecting the Lower Thames Crossing northbound and southbound to the A13 eastbound. This change was presented in the Community Impacts Consultation in July 2021. See change 2 in Section 13.5 of this report.</p>	<p>Concern that the proposed A13/A1089 would disrupt local communities. Concerns include the impact on access to the A1089 from Orsett Cock. There were also suggestions that the proposed A13/A1089 junction should provide additional connectivity, including a direct link from the Orsett Cock roundabout to the Project.</p>	<p>NC23, NC120, NC121, NC124 and TR50.</p>
11	<p>The two green bridges at Thong Lane were redesigned, becoming wider and adding crossing facilities for walkers, cyclists and horse-riders. One green bridge south of the River Thames, which was proposed during Statutory Consultation, was removed due to changes to the M2/A2 junction with the Project.</p> <p>These proposals were presented in Supplementary Consultation in January 2020.</p>	<p>Improve bridges, including widening them, making them more aesthetically pleasing, and incorporating footbridges. Some suggestions to incorporate wildlife crossings.</p>	<p>SC44 and SC45.</p>

Change No.	Project change	Summary of consultee comments	Relevant code in Section 11.4
12	<p>The number of lanes on the southbound section of the route between the M25 and the A13 was also reduced from three to two, which reduces the footprint of this section of the route.</p> <p>This proposal was presented in Supplementary Consultation in January 2020.</p>	<p>Concern about the proposed northern route’s potential impact on Sites of Special Scientific Interest, Special Protection Areas, Ramsar sites and other areas in the vicinity of the Project. Some comments to reduce or avoid the impact of the northern route on the countryside, green spaces, Green Belt and woodland. Locations mentioned include Thames Chase Forest Centre and Orsett Showground.</p>	NR36, NR37, NR47.

### Environmental impacts and mitigation

**Table 11.41 Summary of Project changes: environmental impacts and mitigation**

Change No.	Project change	Summary of consultee comments	Relevant code in Section 11.4
13	<p>Following Statutory Consultation, the Applicant sought to further reduce the impacts of the M2/A2 junction with the Project. The new junction design provides a more compact layout, reduces overall land take and mitigates local population impacts and the protected sites near the Thames Estuary.</p> <p>The section of the A2/M2 that would be upgraded as part of the Project proposals was narrowed to reduce the impact on the Kent Downs AONB and meant that less land within Shorne Woods Country Park would be required.</p>	<p>Reduce or avoid the environmental impact of proposed M2/A2 junction with the Project and the A2/M2 widening on the countryside and Green Belt, including Shorne Woods Country Park and the Kent Downs AONB and countryside</p>	SC21, SC22, SC23, SC24 and SR142.

Change No.	Project change	Summary of consultee comments	Relevant code in Section 11.4
	<p>North of Shorne Woods Country Park, the proposed environmental mitigation land has been redesigned to better reflect the landscape character of the area.</p> <p>Changes were also made to the planned works to utilities, which resulted in a reduced area of land required through Shorne Woods Country Park.</p> <p>These proposals were presented in the Supplementary Consultation in January 2020. Further design modifications at this section of the route were presented as part of the Design Refinement Consultation in July 2020; see change 8 in Section 12.5 of this report.</p>		
N/A	<p>A change was made after the Community Impacts Consultation which involved proposals for a wider green bridge at Thong Lane over the M2/A2, increasing the width over what was previously proposed by 10 metres. See change 4 in Section 14.5 of this report.</p> <p>Following the Community Impacts Consultation, the Applicant amended the proposals to include approximately 250ha of compensatory planting to offset the potential impacts of nitrogen from vehicle emissions. See change 2 in Section 14.5 of this report.</p>	<p>Suggestions to include more or enhanced opportunities for wildlife to safely cross over or under the proposed route, with suggestions including green bridges and mammal passes</p>	EN66.
14	<p>In line with feedback received during the Statutory Consultation, the Applicant proposed that an informal public space, Chalk Park, would be created around the South Portal. This would use excavated material from the tunnel portal and its approach, as well as a mixture of chalk grassland, woodland and other suitable habitats to improve local biodiversity and ecological connectivity. A new landform, with woodland planting to the top, would create vantage points to the wider Thames</p>	<p>Suggestions to increase or improve the amount of planting to be used as mitigation for the impacts of the Project on the landscape.</p>	EN125.



Change No.	Project change	Summary of consultee comments	Relevant code in Section 11.4
	<p>Estuary. These proposals were presented in the Supplementary Consultation in January 2020.</p> <p>Following feedback received at the Community Impacts Consultation, the Applicant further refined the proposals for Chalk Park; see change 8 in Section 14.5 of this report.</p> <p>Following Supplementary Consultation, the Applicant consulted on landscaping proposals around the North Portal, later known as Tilbury Fields. See change 1 in Section 12.5 of this report.</p> <p>The design of Tilbury Fields was refined further after the Design Refinement Consultation and Community Impacts Consultation. See change 20 in Section 13.5 and change 9 in Section 14.5 of this report.</p> <p>Following the Community Impacts Consultation, the Applicant amended the proposals to include approximately 250ha of compensatory planting to offset the potential impacts of nitrogen from vehicle emissions. See change 2 in Section 14.5 of this report.</p>		
N/A	<p>Noise mitigation has been considered during the design of the route, which has been designed at the lowest practicable height in the surrounding landscape, which includes the use of cuttings and false cuttings.</p> <p>The Applicant consulted on the locations of acoustic noise barriers during Design Refinement Consultation. See change 2 in Section 12.5 of this report.</p> <p>Following feedback provided at earlier consultations, at the Community Impacts Consultation in May 2022 the</p>	<p>Comments including those that are opposed to the noise and vibration mitigation measures, on the grounds that they are inadequate or would be ineffective, or suggestions to improve them and carry out further assessments to improve data. Some consultees are concerned about the potential increased noise and vibration</p>	<p>EN151, EN152, NE106, RS130, SR131, SR132, CR101, CR102, CR103, NR126, NR127, NR128, SC32, NE106 and RS130.</p>

Change No.	Project change	Summary of consultee comments	Relevant code in Section 11.4
	<p>Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads. See change 5 in Section 13.5 of this report.</p> <p>Following further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some new and upgraded trunk and slip roads, and another type of low-noise surfacing suitable for new and upgraded local roads. See change 1 in Section 15.5 of this report.</p>	<p>because of the Project and others suggested that the noise and vibration impact of the preferred route should be reduced by using appropriate road surface material and noise barriers</p>	
15	<p>The impacts of the Project on the Thames Chase Forest Centre, part of which would need to be permanently acquired for the new road and earthworks, have also been offset by providing a new walking, cycling and horse-riding bridge across the M25 linking the east and west sections of the Thames Chase Forest Centre and improved links to Thames Chase from other areas.</p> <p>These proposals were presented in Supplementary Consultation in January 2020.</p>	<p>Concern about the proposed northern route's potential impact on Sites of Special Scientific Interest, Special Protection Areas, Ramsar sites and other areas in the vicinity of the Project. Some comments to reduce or avoid the impact of the northern route on the countryside, green spaces, Green Belt and woodland. Locations mentioned include Thames Chase Forest Centre and Orsett Showground.</p>	NR36, NR37, NR47.
16	<p>Following feedback received at Statutory Consultation, the Applicant's proposals in this area have been revised several times.</p> <p>At Supplementary Consultation, the Applicant consulted on realigning slip-roads and retaining Rectory Road on its current alignment. Subsequent proposals were included at Community Impacts Consultation in July 2021. See change 20 in Section 12.5 of this report.</p>		

Change No.	Project change	Summary of consultee comments	Relevant code in Section 11.4
17	As well as the revised M2/A2 junction design outlined above, additional utility works proposed resulted in increased impacts on Claylane Wood and other woodlands near the M2/A2. This change was presented during Supplementary Consultation.	Concern or opposition to the Project because of the potential impacts on designated sites such as Green Belt, Sites of Special Scientific Interest, Special Protection Areas and Ramsar sites. Suggestions for measures to reduce the adverse impacts on ancient woodland.	RS119, RS120, RS114, RS115, NE95, SR142, LU71, LU72, LU73, LU74, WC84 and EN69.
18	At Supplementary Consultation, the Applicant also presented revised designs for how the M2/A2 would be widened, reducing the impacts on the Kent Downs Area of Outstanding Natural Beauty compared with the proposals put forward at Statutory Consultation.  The Applicant presented subsequent changes at the Design Refinement Consultation to reduce impacts on Shorne and Ashenbank Woods SSSI, Jeskyns Community Woodland and Claylane Wood. See change 8 in Section 12.5 of this report.		
N/A	Following Supplementary Consultation, the Applicant consulted on landscaping proposals around the North Portal, later known as Tilbury Fields. See change 1 in Section 12.5 of this report.  The design of Tilbury Fields was further refined after the Design Refinement Consultation and Community Impacts Consultation. As well as providing open space and Public Rights of Way for leisure purposes, new habitats would be created on the land with trees, shrubs and grasses to help improve the biodiversity of the area. See change 20 in Section 13.5 and change 9 in Section 14.5 of this report.	Comments opposed to the impact of the proposed land use plans on the wildlife and ecology of the local area. Locations mentioned include Coalhouse Fort and the area around the proposed North Portal.	LU76.

Change No.	Project change	Summary of consultee comments	Relevant code in Section 11.4
N/A	<p>During construction, the Applicant would seek to limit impacts on Public Rights of Way (PRoWs) as much as possible and vary, depending on location, and include designing the road with a low profile in the landscape where practicable.</p> <p>The Applicant consulted on the locations of acoustic noise barriers during Design Refinement Consultation. See change 2 in Section 12.5 of this report.</p> <p>Following feedback provided at earlier consultations, at the Community Impacts Consultation in May 2022 the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads. See change 5 in Section 13.5 of this report.</p> <p>Following further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some new and upgraded trunk and slip roads, and another type of low-noise surfacing suitable for new and upgraded local roads. See change 1 in Section 15.5 of this report.</p>	<p>Comments opposed to the proposals because it is felt that Public Rights of Way would be negatively impacted by an increase in noise pollution.</p>	WC86.

## Order Limits and property

**Table 11.42 Summary of Project changes: Order Limits and property**

Change No.	Project change	Summary of consultee comments	Relevant code in Section 11.4
19	<p>Since the Statutory Consultation, the number of residential properties that would require demolition north of the River Thames has increased from 20 to 26. The proposed M25 junction would require the demolition of 10 residential properties while the proposed A13/A1089 junction would require the demolition of 16 residential properties.</p> <p>However, the Applicant has sought to minimise the need for utility works and subsequently proposed various changes to reduce the land required for works.</p> <p>For example, following the Local Refinement Consultation, the Applicant's proposals reduced the number of properties in the Order Limits that would be affected by overhead power lines. See change 4 in Section 15.5 of this report.</p>	<p>Concern about or opposition to the proposed northern route, saying it would impact on properties.</p> <p>Consultees object to the demolition of houses or the potential impact on house prices.</p>	NR144 and NR145.

## Walking, cycling and horse-riding route provision

**Table 11.43 Summary of Project changes: walking, cycling and horse-riding provision**

Change No.	Project change	Summary of consultee comments	Relevant code in Section 11.4
20	<p>After Statutory Consultation, the Applicant considered responses to consultation and carried out additional design development for walking, cycling and horse-riding routes. At Supplementary Consultation in January 2020, the Applicant presented proposals to maintain, upgrade and expand the network of footpaths, cycling and horse-riding routes in the vicinity of the Project. The proposals included over 40km of new or upgraded routes, including new routes that link the</p>	<p>Suggestions that local organisations and interest groups should be consulted about proposals for walking, cycling and horse-riding or requests for more information about the proposals.</p>	WC1, WC2, WC3, WC4, WC5, WC6, WC7, WC8, WC9, WC10, WC11, WC15, WC16, WC17 and WC18.

Change No.	Project change	Summary of consultee comments	Relevant code in Section 11.4
	<p>populations of Grays, Chadwell St Mary, Orsett, East Tilbury, South Ockendon, as well as those of Gravesend and Thong. Other routes provide connections between Jeskyns Community Woodland and Shorne Woods Country Park, and between Thames Chase Forest Centre and Belhus Country Park.</p> <p>The Applicant also consulted on updates to some of the proposals during Design Refinement Consultation in July 2020; see changes 6 and 7 in Section 12.5 of this report.</p> <p>Additional information on the proposals for walking, cycling and horse-riding were provided at the Community Impacts Consultation in July 2021; see changes 8 and 9 in Section 13.5 of this report.</p>		
21	<p>Following Statutory Consultation, the Applicant was able to consider feedback received and set out further detailed proposals for walking, cycling and horse-riding routes as part of Supplementary Consultation.</p> <p>NCN177 would be diverted and improved. It would link Henhurst Road and Brewers Road, providing a safe cycle route which would extend to Gravesend to the east and link to the existing shared use path south of HS1, which would be upgraded.</p> <p>This and other proposals for walking, cycling and horse-riding routes were presented in Supplementary Consultation.</p> <p>Further design modifications affecting NCN177 were made following the Community Impacts Consultation in July 2021 and the Local Refinement Consultation in May 2022; see change 14 in Section 14.5 and change 3 in Section 15.5 of this report.</p>	<p>Suggestions for walking, cycling and horse-riding routes, including the maintenance and improvement of National Cycling Network 177 (NCN177).</p>	<p>WC58, WC59 and WC60.</p>

## Construction and utilities

**Table 11.44 Summary of Project changes: construction and utilities**

Change No.	Project change	Summary of consultee comments	Relevant code in Section 11.4
22	<p>Since the Statutory Consultation, amendments to the Applicant's designs have nearly halved the proposed numbers of Heavy Goods Vehicle (HGV) journeys during construction. At Statutory Consultation, the proposed figure was an average of 17,500 HGV journeys a month (where a journey refers to a single HGV movement in or out of the construction area). At Supplementary Consultation, this figure had been reduced to an average of 13,300 HGV journeys per month. The reduction would be achieved by reusing excavated materials for landscaping features around the tunnel portals and other design changes.</p> <p>The Applicant consulted on subsequent changes which has resulted in reductions to HGV movements. See change 16 in Section 13.5 and change 16 in Section 14.5 of this report.</p>	<p>Comments expressing concern about traffic congestion, saying it would become worse during the Project's construction. A commonly cited concern is that additional Heavy Goods Vehicles (HGVs) on the roads as a result of the Project's construction would worsen congestion.</p>	TR14.

Change No.	Project change	Summary of consultee comments	Relevant code in Section 11.4
N/A	<p>As part of ongoing development of the plans for construction of the Project and through consideration of responses to the Statutory Consultation, the Applicant adopted and made full use of the waste hierarchy principles of prioritising the elimination of sources of waste, reusing site-derived wastes onsite (including material excavated from the bored tunnels), and minimising the volume sent offsite for recycling, recovery and disposal. This enabled the Applicant to reduce by over 11 million m<sup>3</sup> the potential volume of waste generated by the Project.</p> <p>Priority was given to reusing materials arising from the construction process to deliver the Project design. For example, mitigation measures were implemented to encourage the use of excavated minerals to offset the need to import primary aggregate from elsewhere.</p> <p>Site-sourced excavated materials would be used to fulfil elements of the Project design, for example in engineered fill, embankments, false cuttings and in new public areas such as Chalk Park or the new landscape feature near the North Portal.</p> <p>These proposals were presented in the Supplementary Consultation and Design Refinement Consultation. See change 1 in Section 12.5 and change 20 in Section 13.5 of this report.</p>	<p>Concern about waste mitigation measures including onsite reuse rather than removing material from the site by road.</p>	<p>EN160 and EN162.</p>
23	<p>Following Statutory Consultation, the Applicant continued to work with the stakeholders, including the utility companies and asset owners, to progress its plans and to ensure the Project can be built safely and with minimum disruption. The Applicant proposed to divert</p>	<p>Comments expressing concern about the impact of utility works on the countryside and Green Belt. Riverview Park, Thong and Thames Chase Forest Centre</p>	<p>UP12 and UP13.</p>



Change No.	Project change	Summary of consultee comments	Relevant code in Section 11.4
	<p>multi-utilities in the Thames Chase Forest Centre area, which it consulted on in the Supplementary Consultation. The Applicant proposed subsequent changes to the network diversions within the Thames Chase Forest Centre and presented these at the Local Refinement Consultation. See change 19 in Section 14.5 of this report.</p> <p>At the Design Refinement Consultation, the Applicant presented a change to move the pylon diversion near Thong Lane over the Project route, approximately 235m south (90m south of the existing); see change 9 in Section 12.5 of this report.</p>	<p>were among the locations mentioned.</p>	
24	<p>The utility works plans have developed iteratively through close engagement with the relevant utility companies and asset owners, further investigations and consideration of feedback provided in response to consultation with those organisations, as well as residents of the affected areas. In a number of instances, this process has resulted in further changes to the utility proposals from Statutory Consultation, informed by a better understanding of existing conditions and constraints.</p> <p>Across the Application Site, there would be a net reduction in the number of pylons. In order to reduce the impacts of utilities on local communities, the Applicant is proposing to reduce the number of pylons near the route between Chadwell St Mary and Tilbury. At Supplementary Consultation, in this area the Applicant proposed to remove 17 existing pylons and install 10 new ones, resulting in seven fewer pylons.</p> <p>Following Statutory Consultation, the Applicant also proposed changes to pylons and power lines near Low</p>	<p>Comments opposed to the Project's utility works moving overhead lines closer to residential homes on the grounds that this would cause health or safety concerns. Some consultees name specific areas within Thurrock. Comments opposed to the use of pylons due to the potential visual impact on the landscape and requests for pylons to be removed rather than relocating them. There were also suggestions for moving utilities, including pylons and power lines.</p> <p>Comments opposed to the impact of utility works on local communities and the disruption it would cause to residential areas.</p>	<p>UP19, UP26 and UP27.</p> <p>UP25 and UP32.</p>

Change No.	Project change	Summary of consultee comments	Relevant code in Section 11.4
	<p>Street and Muckingford Road. Neither proposal would move power lines closer to homes in Linford, nor would either require demolition of properties. The Applicant also proposed moving the route closer to Linford by up to 60m, which combined with stopping up Hornsby Lane, reduces the extent of changes to the nearby overhead line network. This means power lines would not need to be relocated south towards Chadwell St Mary between Horford Road and Hornsby Lane, closer to those properties. The Applicant consulted on these proposals during Supplementary Consultation.</p> <p>The Applicant also proposed subsequent changes to utility works at the Design Refinement, Community Impacts and Local Refinement Consultations. See changes 8 and 9 in Section 12.5, changes 11, 12 and 13 in Section 13.5 and changes 17, 18 and 19 in Section 14.5 of this report.</p>	<p>Suggestions that utilities infrastructure should be diverted away from residential properties, should be accessible for future maintenance and works should be carried out in warmer months.</p> <p>Comments opposed to or expressing concern regarding the impact of utilities works on the environment, wildlife and habitats.</p>	<p>UP33, UP34, UP35, UP36 and UP37.</p>
25	<p>After Statutory Consultation, the Applicant made changes to compounds. Around the proposed A13/A1089 junction, the impacts of compounds on nearby properties would be reduced. The Applicant consulted on these changes during the Supplementary Consultation, and again in the Local Refinement Consultation; see change 15 in Section 14.5 of this report.</p>	<p>Concern about the siting of the construction compounds</p>	<p>BU45.</p>

## Emergency access

**Table 11.45 Summary of Project changes: emergency access**

Change No.	Project change	Summary of consultee comments	Relevant code in Section 11.4
26	<p>The Applicant has worked closely with emergency services in designing the Project. In response to feedback received during the Statutory Consultation, additional direct access points have been provided so emergency vehicles could access the Project and nearby road network more quickly. These include new emergency access points at Brentwood Road, linking to the Project route, and at Heath Road, linking to the A1089. These changes were presented in the Supplementary Consultation.</p> <p>Following design developments and further engagement with the emergency services, the Applicant proposed subsequent changes related to emergency access at the Local Refinement Consultations. See changes 20 and 21 Section 14.5 of this report.</p>	<p>Provide better access for emergency services or concerns that the A13/A1089 junction would cause delays to emergency services. Suggestions about what security measures there should be along the route, including comments that there should be clear plans for emergency vehicle response.</p>	<p>RS44, RS47 and NC26.</p>

## Charging

**Table 11.46 Summary of Project changes: Charging**

Change No.	Project change	Summary of consultee comments	Relevant code in Section 11.4
27	<p>The Applicant provided an update to its charging proposals during Supplementary Consultation. This confirmed that a charging scenario based on that in place at the Dartford Crossing would be taken forward as part of the Development Consent Order application.</p> <p>For more detail on the proposed charging regime see the Road User Charging Statement (Application Document 7.6).</p>	<p>Suggestions and comments on the advantages or disadvantages of a variable charging model, including concerns over the potential complexity of such an approach, or that if the charging regime was different to the one in use at the Dartford Crossing, this could lead to an imbalance in demand between the two alternatives. Comments opposing or expressing concern about a variable charging model according to vehicle emissions and the time of day. Suggestions that the charge for the Project should be fixed or that it should be priced the same as the Dartford Crossing, so the charge does not influence the choice of crossing.</p>	<p>CH16, CH17, CH18, CH19, CH20, CH47 and CH51.</p>

## Provision of information

- 11.6.11 Table 11.47 below summarises instances where the Applicant provided additional or updated information about Project proposals but are not physical changes that have been made to the Project. These items have not been counted among the 27 Project changes described in Table 11.46 above, as they are not physical changes that have been made to the Project.

**Table 11.47 Provision of information**

Provision of information	Summary of consultee comments	Relevant code in Section 11.4
<p>Since Statutory Consultation in October 2018, the Applicant has developed the proposals for the Project and presented updated information as part of Supplementary Consultation in January 2020, the Design Refinement Consultation in July 2020, the Community Impacts Consultation in July 2021 and the Local Refinement Consultation in May 2022. During the Supplementary and Design Refinement Consultations, assessments of the environmental impacts of any changes to the design were presented.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant presented traffic modelling for the Project. The Ward impact summaries outlined the impacts of the Project during construction and operation for each directly affected ward. It allowed local people to form a clear understanding of the impacts they could expect from the project on the local area.</p>	<p>Comments asking for more information about the proposed environmental mitigation measures, impacts and mitigation in relation to different environmental issues and construction traffic, with many saying that the information presented at Statutory Consultation was inadequate.</p>	<p>EN13.</p>
<p>As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on the visual impacts of the construction and operational phases of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues they contained are set out in Chapter 14 of this report. The Applicant also consulted on a draft outline Landscape and Ecology Management Plan (LEMP) (Application Document 6.7) as part of the Community Impacts Consultation.</p>	<p>Concerns about a new crossing's visual impacts on the surrounding landscape.</p>	<p>NE97.</p>

Provision of information	Summary of consultee comments	Relevant code in Section 11.4
<p>The Applicant consulted on the draft Outline Traffic Management Plan for Construction, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation.</p>	<p>Suggestions about how roads should be managed during construction, including comments from stakeholders, expressing the need for them to be involved in the planning and have adequate notice of any disruption.</p>	<p>BU44.</p>
<p>The Applicant has committed to a target for use of port facilities for the import of bulk aggregates. These targets are now contained in the Outline Materials Handling Plan. The tunnel boring machine removal method and route would be selected by the appointed Contractor in accordance with the restrictions of the Development Consent Order. Further discussions would take place with relevant stakeholders.</p> <p>For more information, please see the Outline Materials Handling Plan, a draft of which was published during the Community Impacts Consultation in July 2021, and an updated version is included with this application for development consent.</p>	<p>Suggestions that more materials should be transported by river.</p>	<p>BU19.</p>
<p>Having made changes to the Project after Statutory Consultation, the Applicant carried out an additional phase of traffic modelling, which was presented during Supplementary Consultation in the Traffic Modelling Update.</p> <p>The Applicant carried out a Community Impacts Consultation which provided updated traffic modelling output contained within the Operations Update and Ward Impacts Summaries.</p>	<p>Requests for more information relating to traffic modelling forecasts.</p>	<p>TR57.</p>

## 11.7 Statutory Consultation late responses

- 11.7.1 The Applicant received seven responses that had been submitted after the stated deadline for the Statutory Consultation. These responses were not analysed by Traverse and are therefore not included within the tables in Section 11.4 in which the Applicant sets out its explanation of how each issue raised by respondents has been considered.
- 11.7.2 Notwithstanding the above, and separately from the process which was carried out by Traverse, the Applicant has considered each response submitted after the close of the consultation. As shown in Table 11.48 to Table 11.59 below, each issue contained in the late responses has been listed, with corresponding references to the relevant entries in the tables contained in Section 11.4 where the Applicant's consideration of that issue – as raised in responses submitted before the deadline – is set out.

11.7.3 Table 11.48 below summarises the issues raised in late responses relating to the need for the Project.

**Table 11.48 Summary of issues raised relating to the need for the Project**

Respondent (User ID/organisation)	Consultee strand	Issues raised	Statutory Consultation response text where the issue is addressed	Project change
LTCSTATCONLATE04	Public (s47)	Concern that the character of the landscape would be affected	NE96	No
LTCSTATCONLATE05	PIL (s42(1)(d))	Query over temporary and permanent land acquisition affecting property	LU3	No
LTCSTATCONLATE06	Public (s47)	Suggestion that the Project is not needed	NE3	No
		Concern that the Project would increase air pollution	NE91	No
		Concerns over the Project's impact on green belt	NE94	No
		Concerns over the Project's impact on wildlife	NE100	No
		Opposition to crossing overall	NE1	No
		Concern that the crossing will cause more problems	NE2	No
		Suggestion that Project funding could be better spent on health, emergency services, and education	NE37	No
LTCSTATCONLATE07	Public (s47)	Suggestion that using rail freight could reduce heavy goods vehicle traffic	NE22	No
		Suggestion to shift transport capacity from road to rail	NE20	No
		Opposition to loss of green spaces and concerns over impacts on landscape	NE94	No



11.7.4 Table 11.49 below summarises the issues raised in late responses relating to route selection.

**Table 11.49 Summary of issues raised relating to route selection**

Respondent (User ID/ organisation)	Consultee strand	Issues raised	Statutory Consultation response text where the issue is addressed	Project change
LTCSTATCONLATE 04	Public (s47)	Concern over loss of agricultural land	RS115	Yes
LTCSTATCONLATE 04	Public (s47)	Suggestion of alternative route location nearer Dartford	RS166 RS168	No No
LTCSTATCONLATE 06	Public (s47)	Claim that the Project is not the correct solution	RS1	No
LTCSTATCONLATE 06	Public (s47)	Concern that the Project would increase noise pollution	RS128	No
LTCSTATCONLATE 07	Public (s47)	Suggestion of alternative route between Southend and Isle of Grain	RS175	No
		Opposition to a deal or financing for crossing	RS76	No
		Claim that structures along the route and tunnel entrances are aesthetically unappealing	RS117 CR42	No Yes

11.7.5 Table 11.50 below summarises the issues raised in late responses relating to the northern route.

**Table 11.50 Summary of issues raised relating to the northern route**

Respondent (User ID/ organisation)	Consultee strand	Issues raised	Statutory Consultation response text where the issue is addressed	Project change
LTCSTATCONLATE 02	Public (s47)	Suggestion of alternative alignment to the west, with no changes to Orsett Cock	NR19	No
		Concern that A13 junction is complex	NC166	Yes
LTCSTATCONLATE 04	Public (s47)	Concern over community impacts, including at North Ockendon, Orsett and Bulphan	NR116	No
LTCSTATCONLATE 06	Public (s47)	Concern that traffic would increase in Thurrock	NR28	No
		Concern that the northern route would impact the landscape	NR37	Yes
LTCSTATCONLATE 07	Public (s47)	Suggestion of a direct link from A13 Stanford-le-Hope to the Project route	NR17	No
		Suggestion to connect the Project to A130 and East Anglia	NR10	No
		Suggestion that the B186 bridge to North Ockendon should include a foot/cycle way	NR95	Yes
		Concern that the route disrupts access to Thames Chase and South Ockendon countryside	NR112	No

11.7.6 Table 11.51 below summarises the issues raised in late responses relating to southern connections.

**Table 11.51 Summary of issues raised in late responses relating to southern connections**

Respondent (User ID/ organisation)	Consultee strand	Issues raised	Statutory Consultation response text where the issue is addressed	Project change
LTCSTATCONLATE 07	Public (s47)	Suggestion that M2 should be extended to the Project	SC109	No

11.7.6 Table 11.52 below summarises the issues raised in late responses relating to the northern connections.

**Table 11.52 Summary of issues raised relating to the northern connections**

Respondent (User ID/ organisation)	Consultee strand	Issues raised	Statutory Consultation response text where the issue is addressed	Project change
LTCSTATCONLATE 02	Public (s47)	Suggestion for a route design that is claimed to have less impact for houses at Woolings Close	NC60	No
		Concern that the A13 junction does not permit some movements	NC120	No
		Suggestion for a new local road between Stanford Road and Brentwood Road, making A1089 links easier to create and better aligned	NC5 NR119	No No
LTCSTATCONLATE 07	Public (s47)	Opposition to increased traffic on M25 J29	NC76	No
		Concerns that the A13 junction with the Project is too complex and the proposed slip roads are too long	NC166	Yes

11.7.7 Table 11.53 below summarises the issues raised in late responses relating to walking, cycling and horse-riding.

**Table 11.53 Summary of issues raised relating to walking, cycling and horse riding**

Respondent (User ID/ organisation)	Consultee strand	Issues raised	Statutory Consultation response text where the issue is addressed	Project change
LTCSTATCONLATE 06	Public (s47)	Strong opposition to the walking, cycling and horse-riding proposals.	WC4	Yes

11.7.8 Table 11.54 below summarises the issues raised in late responses relating to the environment.

**Table 11.54 Summary of issues raised relating to the environment**

Respondent (User ID/ organisation)	Consultee strand	Issues raised	Statutory Consultation response text where the issue is addressed	Project change
LTCSTATCONLATE 06	Public (s47)	Opposition to the Project's impact on the environment	EN11	No

11.7.9 Table 11.55 below summarises the issues raised in late responses relating to the roadside facility.

**Table 11.55 Summary of issues raised in late responses relating to the roadside facility**

Respondent (User ID/ organisation)	Consultee strand	Issues raised	Statutory Consultation response text where the issue is addressed	Project change
LTCSTATCONLATE 06	Public (s47)	Opposition to Rest and Service Area	RF1	Yes
LTCSTATCONLATE 07	Public (s47)	Concern that more vehicles cannot access the Project from the Rest and Service Area, particularly from the Stanford-le-Hope area	RF47	No

11.7.10 Table 11.56 below summarises the issues raised in late responses relating to traffic modelling.

**Table 11.56 Summary of issues raised in late responses relating to traffic modelling**

Respondent (User ID/ organisation)	Consultee strand	Issues raised	Statutory Consultation response text where the issue is addressed	Project change
LTCSTATCONLATE 06	Public (s47)	Concerns that traffic would increase on the M25	TR52	No
LTCSTATCONLATE 07	Public (s47)	Concerns that building more roads encourages traffic	TR15	No

11.7.11 Table 11.57 below summarises the issues raised in late responses relating to charging.

**Table 11.57 Summary of issues raised relating to charging**

Respondent (User ID/ organisation)	Consultee strand	Issues raised	Statutory Consultation response text where the issue is addressed	Project change
LTCSTATCONLATE 03	Public (s47)	Support for cancelling Dart Charge as the crossing has been paid for	CH83	No
		Objection to funding the Project by increasing Dart Charge	CH2	No
		Suggestion to reduce Dart Charge when the Project commences operation	CH57 CH84	No No
LTCSTATCONLATE 06	Public (s47)	Opposition to charging at the Project	CH1	No
LTCSTATCONLATE 07	Public (s47)	Suggestion that the Project's construction costs should be met by charging	CH11	No
		Suggestion that charging should subsidise rail provision	CH82	No

11.7.12 Table 11.58 below summarises the issues raised in late responses relating to utilities.

**Table 11.58 Summary of issues raised in late responses relating to utilities**

Respondent (User ID/ organisation)	Consultee strand	Issues raised	Statutory Consultation response text where the issue is addressed	Project change
LTCSTATCONLATE 06	Public (s47)	Concern that impacts on utilities are not justified	UP2 UP4	No No
LTCSTATCONLATE 07	Public (s47)	Concern over the costs of utility works	UP9	No

11.7.13 Table 11.59 below summarises the issues raised in late responses relating to the Statutory Consultation.

**Table 11.59 Summary of issues raised relating to the Statutory Consultation**

Respondent (User ID/ organisation)	Consultee strand	Issues raised	Statutory Consultation response text where the issue is addressed	Project change
LTCSTATCONLATE 01	Public (s47)	Objection to the closing date of consultation being before Christmas	CP4	No
LTCSTATCONLATE 05	PIL (s42(1)(d))	Suggestion that consultation maps do not accurately depict the impact of the Project on the respondent's land.	CP46	No

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Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

National Highways Company Limited registered in England and Wales number 09346363