

Lower Thames Crossing

5.1 Consultation Report (3 of 6)

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Lower Thames Crossing

5.1 Consultation Report (3 of 6)

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12 Response to Supplementary Consultation

12.1 Analysis of responses

Introduction

- 12.1.1 Section 49 of the Planning Act 2008 outlines a promoter's duty to '*take account of responses to consultation and publicity*' before an application for a Development Consent Order 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 in the DCLG's (2015) Guidance on the pre-application process. The Supplementary Consultation (29 January to 2 April 2020) and Design Refinement Consultation (14 July to 12 August 2020) were carried out on a non-statutory basis, but the Applicant has had regard to the responses received in accordance with section 49 in the same way it did for Statutory Consultation.
- 12.1.2 This chapter of the report explains the way in which the Applicant has complied with this requirement in respect of responses to the non-statutory Supplementary Consultation described in Chapter 6. It begins with an explanation of the way in which Supplementary Consultation responses were received, categorised, analysed and considered by the Applicant.
- 12.1.3 The chapter then sets out the answers provided in response to closed questions on the Supplementary 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.
- 12.1.4 The chapter then provides a series of tables in which comments from all consultees are grouped together based on 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. The final column indicates whether or not the consultation response led to a change to the Project.
- 12.1.5 The remainder of Chapter 12 provides a summary of the changes made to the Project proposals in response to feedback and then an explanation of the way in which the Applicant has dealt with responses submitted after the stated deadline for the Supplementary Consultation.

Method of analysis

- 12.1.6 It was possible to respond to the Supplementary Consultation using any of three dedicated response channels. These channels consisted of the following:
- a. A Royal Mail Freepost address
 - b. An email address
 - c. An online response form, accessed through the Project's consultation website

- 12.1.7 Each of these channels was free to use and each channel was managed by Traverse, which is the specialist response analysis agency that was commissioned by the Applicant for the Supplementary Consultation.
- 12.1.8 Every response received by Traverse through these channels was scanned (if submitted in hardcopy), assigned a unique identification reference and transcribed onto an analysis database.
- 12.1.9 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 listed in Appendix Q, and
- 12.1.10 Table 12.1 lists each of the questions on the Project proposals that it contained.

Table 12.1 List of questions on the consultation response form

Question reference	Question	Closed question options
Q1a	Do you support or oppose the proposed changes south of the river?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q1b	Please let us know the reasons for your response to Q1a and any other comments you have on the proposed changes south of the river.	N/A
Q1c	Do you support or oppose the removal of a dedicated rest and service area and maintenance depot for the Lower Thames Crossing, the junction at Tilbury and changes that result from this?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q1d	Please let us know the reasons for your response to Q1c and any other comments you have on the removal of a dedicated rest and service area and maintenance depot for the Lower Thames Crossing, the junction at Tilbury and the changes that result from this.	N/A
Q1e	Do you support or oppose the proposed changes in the area around the A13/A1089 junction?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q1f	Please let us know the reasons for your response to Q1e and any other comments you have on the proposed changes in the area around the A13/A1089 junction.	N/A
Q1g	Do you support or oppose the proposed changes in the area around the Lower Thames Crossing and its junction with the M25?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q1h	Please let us know the reasons for your response to Q1g and any other comments on the proposed changes in the area around the Lower Thames Crossing and its junction with the M25.	N/A

Question reference	Question	Closed question options
Q1i	Do you support or oppose the proposed changes in the area around the M25 junction 29?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q1j	Please let us know the reasons for your response to Q1i and any other comments on the proposed changes in the area around the M25 junction 29.	N/A
Q2a	Do you support or oppose the changes to the proposed area of land that would be required to build the Lower Thames Crossing?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q2b	Please let us know the reasons for your response to Q2a and any other comments you have on the proposed changes to land that would be required to build the Lower Thames Crossing. This includes feedback on the impact the project would have on any land that you own or have another legal interest in.	N/A
Q3a	Do you support or oppose our proposals for walkers, cyclists and horse riders?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q3b	Please let us know the reasons for your response to Q3a and any other comments you have on our proposals for walkers, cyclists and horse riders.	N/A
Q4a	Do you support or oppose the change to the environmental impacts of the Lower Thames Crossing?	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 comments you have on the environmental impacts of the changes to the Lower Thames Crossing.	N/A
Q5a	Do you support or oppose our revised proposals for how we plan to build the Lower Thames Crossing?	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 comments you have on our revised plans for how to build the Lower Thames Crossing.	N/A
Q6a	Do you support or oppose our revised proposals for the utility works required to build the Lower Thames Crossing?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q6b	Please let us know the reasons for your response to Q6a and any other comments you have on changes to the utility works proposed for the Lower Thames Crossing. When responding to this question, please identify the section of utility works you are referring to.	N/A

Question reference	Question	Closed question options
Q7a	Taking into account the updated traffic information included within the supplementary consultation, do you support or oppose the view that the Lower Thames Crossing would improve traffic conditions on the surrounding road network?	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 comments on how the changes to the Lower Thames Crossing would affect traffic conditions on the surrounding road network.	N/A
Q8	We would welcome any other comments you would like to make about the Lower Thames Crossing.	N/A
Q9a	Was the information presented clearly, and easy to understand?	Very good / Good / Average / Poor / Very poor / Not applicable
Q9b	Were the events of a good quality?	Very good / Good / Average / Poor / Very poor / Not applicable
Q9c	Were the events suitably located?	Very good / Good / Average / Poor / Very poor / Not applicable
Q9d	Was the consultation promoted well and to the right people?	Very good / Good / Average / Poor / Very poor / Not applicable
Q9e	Please let us know the reasons for your response to Q9a-Q9d and any other views you have on the delivery of this consultation.	N/A

- 12.1.11 Advice Note 14 (Planning Inspectorate, 2021) recommends that consultation reports should clearly explain how responses have been categorised. In order to assist with this process, Traverse considered an initial sample 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 topics to aid the analysis process, and the list of codes was updated iteratively to reflect new issues emerging from the responses received.
- 12.1.12 Table 12.2 provides an illustration of the approach to developing codes.

Table 12.2 Extract from Traverse's analysis code framework

Question area	Sentiment	Topic	Specific point	Final code	Summary of issue raised
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

12.1.13 Codes were applied to each statement in the consultation responses, and samples were 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 12.4 of this report, in which each table covers a separate topic area and contains a row for each specific point relevant to that topic. The tables in Section 12.4 also explain which consultee categories made comments to which each code was assigned and whether the Applicant has changed its plans for the Project as a result.

Consideration of issues

12.1.14 Each code in the Traverse coding framework was assigned to an appropriate member of the Applicant's Project Team, so that its contents could be reviewed. This enabled decisions to be made as to whether the issue each code represented should lead to change in the Project proposals or if it should not.

12.1.15 These decisions were informed by a number of different considerations, including any relevant legal and policy requirements that would affect whether a change could be accepted, as well as the Scheme Objectives which were agreed between the Applicant and the Department for Transport.

12.1.16 The Project Team members involved in this task were instructed to approach each potential scheme 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 sign-off before they could be considered closed. 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 12.4.

Classifying respondents

- 12.1.17 Advice Note 14 recommends that consultation reports should include a list of all persons and bodies that were consulted, and when they were consulted. It also recommends that this list should be arranged according to the strand of section 42 consultee that applies to each person or body. As described in Chapter 4 of the Consultation Report, this information is set out in Appendix H.
- 12.1.18 In line with this advice, and whilst noting that the Supplementary Consultation was undertaken on a non-statutory basis, each respondent was (for ease of reference) categorised within one of the following consultation strands, and this terminology is used below and elsewhere in this report in the context of the non-statutory Supplementary and Design Refinement Consultations:
- a. section 42(1)(a), s42(1)(aa) and s42(1)(c) – prescribed consultees, the Marine Management Organisation and the Greater London Authority
 - b. section 42(1)(b) – local authorities whose boundaries the scheme falls within, as well as neighbouring authorities
 - c. section 42(1)(d) – those persons with an interest in land affected by the Project or who may be entitled to make a relevant claim (this group included persons with an interest in land that had previously been consulted on a statutory basis, as well as new persons with an interest in land that were consulted on a statutory basis for the Design Refinement Consultation; more information about which is set out at Section 5.1 and Appendix J of the report)
 - d. section 47 – local community
- 12.1.19 A copy of the database used to organise delivery of letters to all section 42 consultees consulted on a non-statutory basis, as well as any new PILs consulted on a statutory basis at Supplementary Consultation, was used to assist the process of categorising responses into the above strands.
- 12.1.20 The names of all individuals and organisations submitting responses to the consultation were checked against this database and any matches were appropriately logged.
- 12.1.21 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.
- 12.1.22 Less than two percent (116) of all respondents indicated that they had heard about the consultation through non-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 12.4 of this report, section 47 consultees and respondents to non-statutory publicity (those who heard about the consultation through non-statutory notices conforming with the content and format of a s48 notice) are grouped together under the heading ‘s47 & s48’.

- 12.1.23 If a response could not be positively identified as a section 42 response, it was included within the section 47 consultee strand. 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 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 falls within s42(1)(d)).
- 12.1.24 It was observed that 3,378 responses were submitted on behalf of a campaign organised by The Woodland Trust. Of these, 2,013 consisted only of a statement prepared by the organisation and a further 1,365 included the statement as well as individual comments from the sender. All 3,378 of these responses have been coded individually. They have been categorised as section 47 consultees.
- 12.1.25 Although responses have been categorised according to the different consultee strands, they have all been analysed and considered in the same way.

Statistical summary of responses

- 12.1.26 There were 6,576 responses to the Lower Thames Crossing Supplementary Consultation.
- 12.1.27 Plate 12.1 provides a breakdown of the types of responses received. There were two types of campaign response to the consultation: 'campaign responses without variation' (where the respondent had not changed or added to any of the text provided by the campaign organisation) and 'campaign responses with variation' (where the campaign text was modified or added to by the individual respondent).

Plate 12.1 Breakdown of response type

Breakdown of response type



- 12.1.28 For ease of reporting, all responses were assigned a consultee category. The categories were as follows:
- Prescribed consultees 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)
 - PILs under section 42(1)(d)

- e. Members of the public and other non-statutory organisations under section 47 Table 12.3 indicates the number of responses received for each category. (Again, it should be noted that the section 42 consultee strands are included for ease of reference only; only those PILs not previously consulted under section 42 were consulted on a statutory basis at Supplementary Consultation.)

Table 12.3 Breakdown of consultee category

Consultee type	Count
S42(1)(a) – prescribed statutory organisations	24
S42(1)(aa) – Marine Management Organisation	1
S42(1)(b) – local authorities	19
S42(1)(d) – PILs	272
S47 – Public	6,260
Total	6,576

- 12.1.29 The Woodland Trust organised an email campaign with a pre-printed message and a space for respondents to add their own comments.
- 12.1.30 Plate 12.2 includes a copy of the pre-printed message.

Plate 12.2 Woodland Trust campaign response

Dear Highways England, I object to the proposals contained within the Lower Thames Crossing supplementary consultation. With 12 ancient woods and 15 veteran trees at risk, the proposed route of the Lower Thames Crossing will have a significant negative impact on the natural environment both north and south of the River Thames. Many of these habitats are unique, home to an array of rare and threatened plants and wildlife, from wood anemone to dormice to brown long-eared bats. It is particularly concerning to me that the boundary changes proposed now signal a threat to the ancient woodland of the Woodland Trust's Ashenbank Wood, a Site of Special Scientific Interest (SSSI). It is also very disappointing that the current consultation contains so little detail from Highways England about the extent of the impact the route will have on the natural environment. After four years of preparatory work developing this scheme, we would expect more. It should not be left to the reader to draw their own conclusions. In a time of climate and ecological emergency, Highways England must do far more to protect ancient woods and veteran trees than proposing destructive route options such as this. It must show leadership, demonstrating that as an organisation it is genuinely serious about supporting the Government's commitments to fighting climate change while protecting vital irreplaceable habitats. It is apparent now more than ever that the building of road schemes resulting in the damage and destruction of ancient woods and veteran trees is simply not appropriate. Please review what you have put forward and come back with a solution that does not result in considerable destruction of our natural environment and protects our ancient woods and trees. Yours sincerely, [REDACTED]

- 12.1.31 Table 12.4 includes the names of the 42 prescribed consultees and local authorities (as defined in section 42(1)(a)-(c) of the Planning Act 2008) who submitted a response to the consultation. In some instances, more than one response was received from the same prescribed consultee and, although each submission was analysed and considered, they are named once in this list. The section 42(1)(c) consultee strand is not included in Table 12.4, since there was no response received from the Greater London Authority.

Table 12.4 Section 42(1)(a)-(c) consultees who responded to the Supplementary Consultation

Organisation	Consultee strand
Anglian Water Services Ltd	S42(1)(a)
Ashford Borough Council	S42(1)(b)
Basildon Borough Council	S42(1)(b)
Brentwood Borough Council	S42(1)(b)
Cadent	S42(1)(a)
Canterbury City Council	S42(1)(b)
Cobham Parish Council	S42(1)(a)
Dartford Borough Council	S42(1)(b)
Dover District Council	S42(1)(b)
East Kent Hospitals NHS Trust	S42(1)(a)
Environment Agency	S42(1)(a)
Essex and Suffolk Water Limited	S42(1)(a)
Essex County Council	S42(1)(b)
Essex Police	S42(1)(a)
Folkestone and Hythe District Council	S42(1)(b)
Forestry Commission	S42(1)(a)
Forestry Commission England	S42(1)(a)
Forestry England	S42(1)(a)
Gravesham Borough Council	S42(1)(b)
Health and Safety Executive	S42(1)(a)
Higham Parish Council	S42(1)(a)
Historic England	S42(1)(a)
Kent County Council	S42(1)(b)
Kent Downs AONB Unit	S42(1)(a)
Kent Police	S42(1)(a)
Knight Frank on behalf of Mayor's Office for Policing and Crime	S42(1)(a)
London Borough of Bexley	S42(1)(b)
London Fire Service	S42(1)(a)
Marine Management Organisation	S42(1)(aa)
Medway Council	S42(1)(b)
National Grid	S42(1)(a)
Natural England	S42(1)(a)
Port of London Authority	S42(1)(a)
Public Health England	S42(1)(a)
RWE Generation UK plc	S42(1)(a)
Shorne Parish Council	S42(1)(a)
Southend-on-Sea City Council	S42(1)(b)
Swale Borough Council	S42(1)(b)
Thurrock Council	S42(1)(b)
Tonbridge & Malling Borough Council	S42(1)(b)
Transport for London	S42(1)(a)

- 12.1.32 In addition to the 42 responses from prescribed consultees and local authorities under section 42(1)(a)-(c), more than 100 responses were submitted by non-prescribed organisations. These are listed in Appendix I of this report.

12.2 Geographical distribution of responses

- 12.2.1 The consultation response form asked consultees to provide their postcode to enable a better understanding of where interest in the proposals was strongest. It was possible to respond to the consultation without providing a postcode. Approximately 6,200 respondents provided a valid UK postcode.
- 12.2.2 Plate 12.3 shows the distribution of responses that included a valid UK postcode. Plate 12.4 shows the distribution of responses in the South East region of the UK.

Plate 12.3 Geographical distribution of responses: nationwide

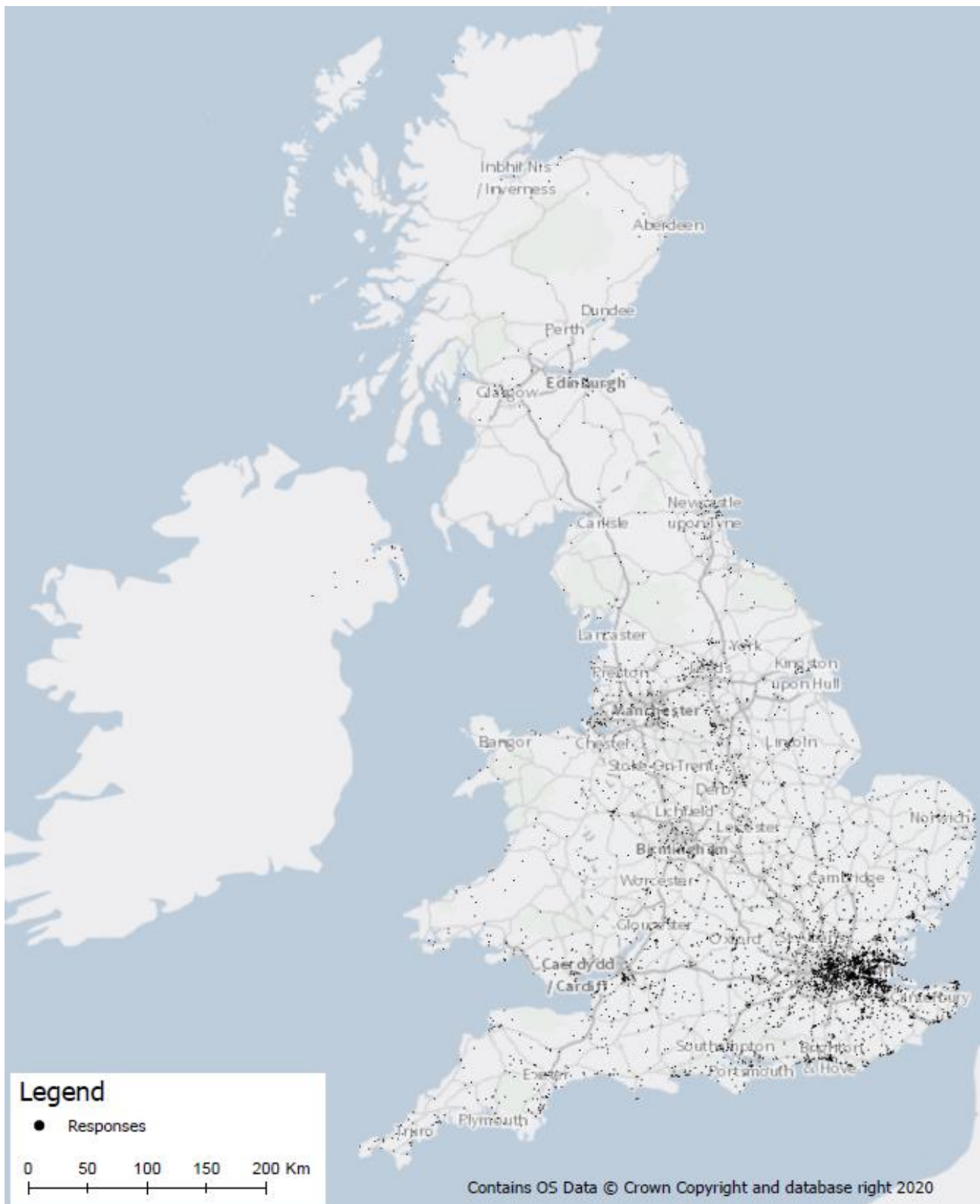
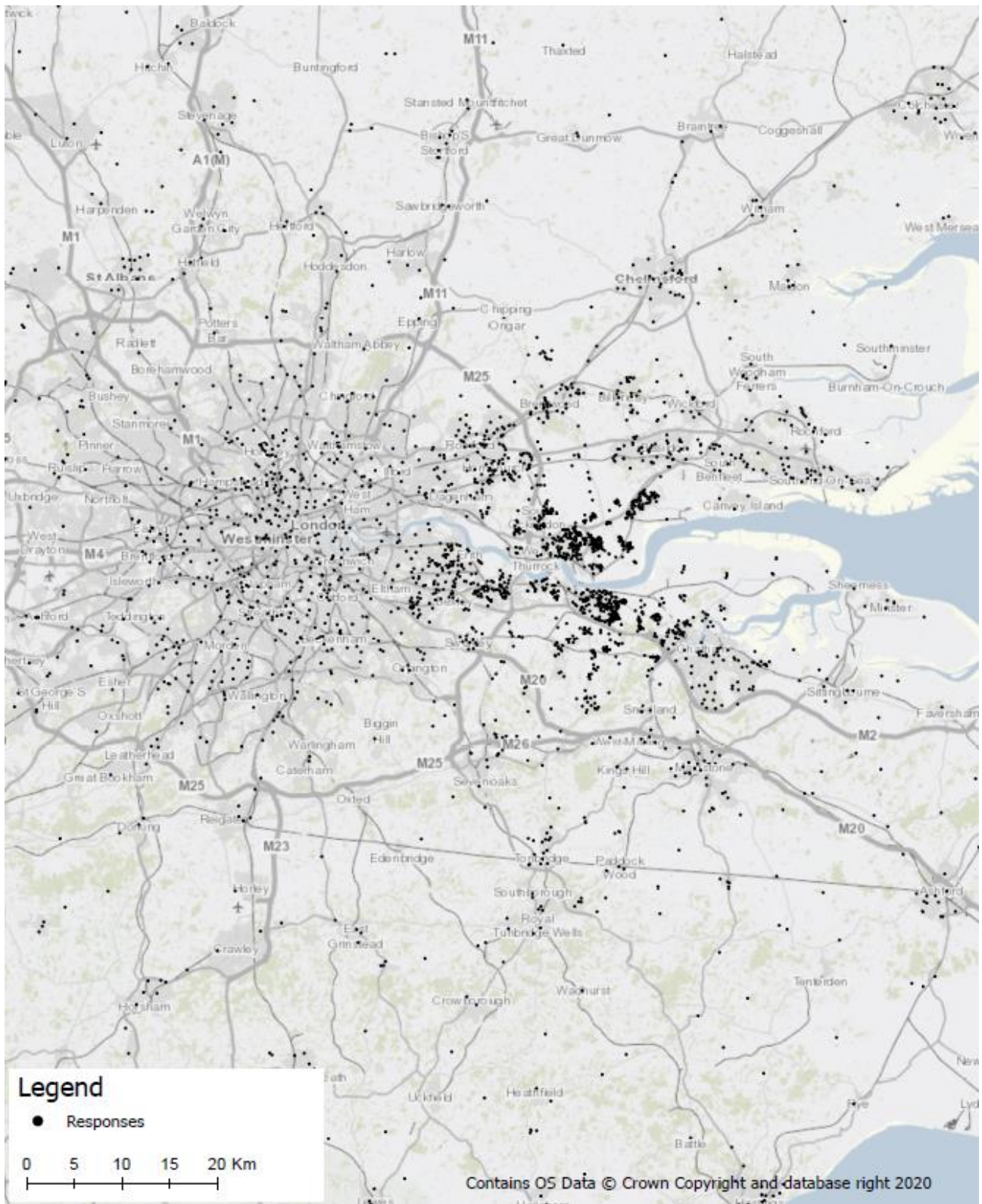


Plate 12.4 Geographical distribution of responses: regional (near the proposed location for the Project)



12.3 Data from respondents

12.3.1 The consultation response form included a number of identification questions which were included to understand 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

12.3.2 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 travel by ticking one or more of the following boxes' and provided a series of options.

12.3.3 Plate 12.5 shows the results of that question.

Plate 12.5 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."



12.3.4 Respondents selecting the 'Other' option were invited to explain the way in which they use the surrounding transport network. Answers included horse, ferry and disability scooter.

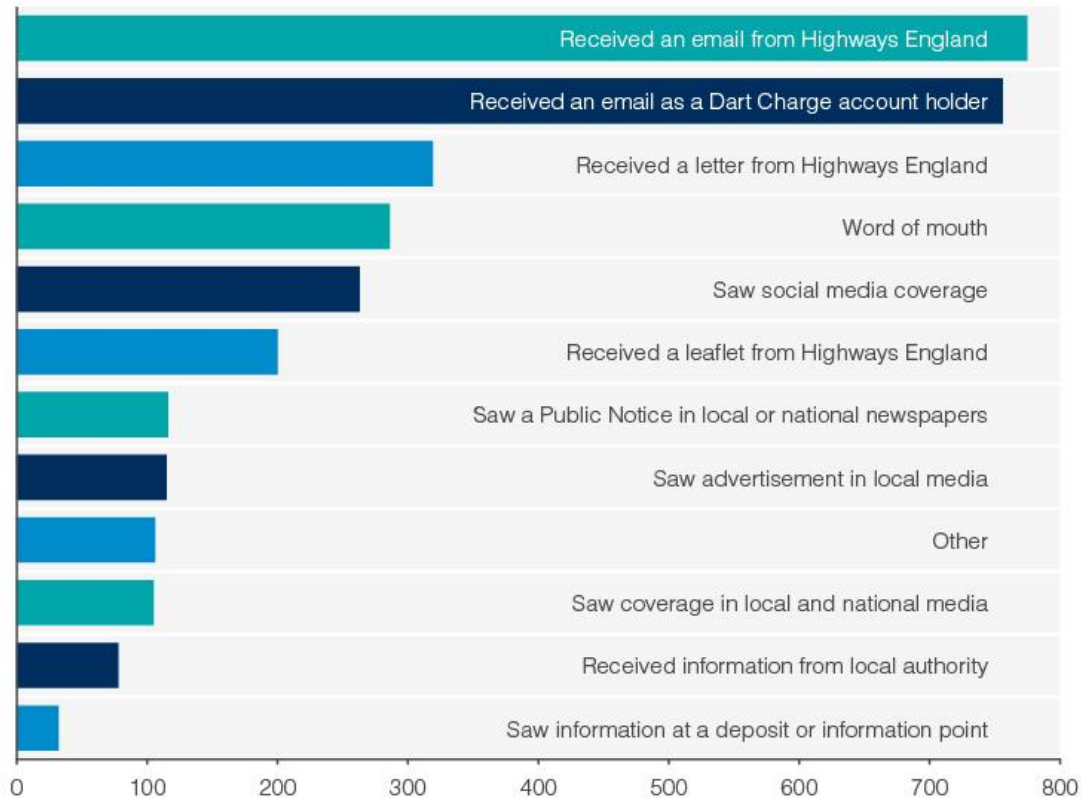
12.3.5 Question 7 in the identification section of the response form asked respondents to choose from a set of options as to how they had heard about the consultation.

12.3.6 Plate 12.6 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 12.6 How respondents heard about the consultation

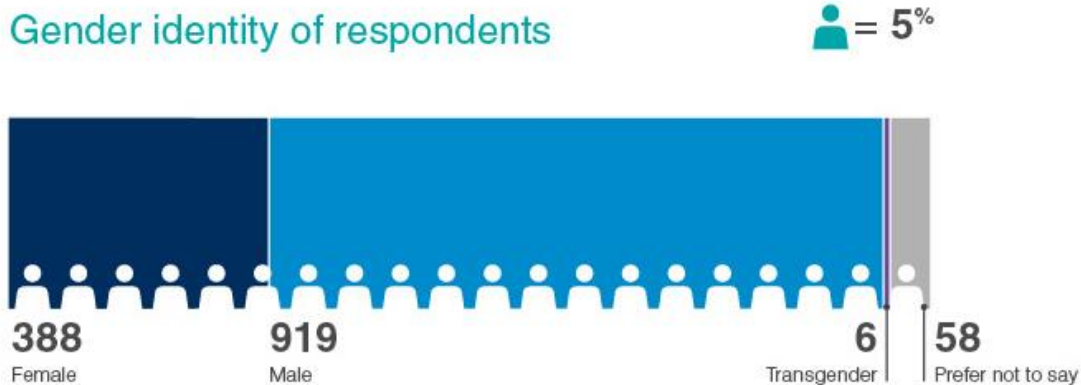
Identification question 7:

"Please let us know how you heard about this consultation."



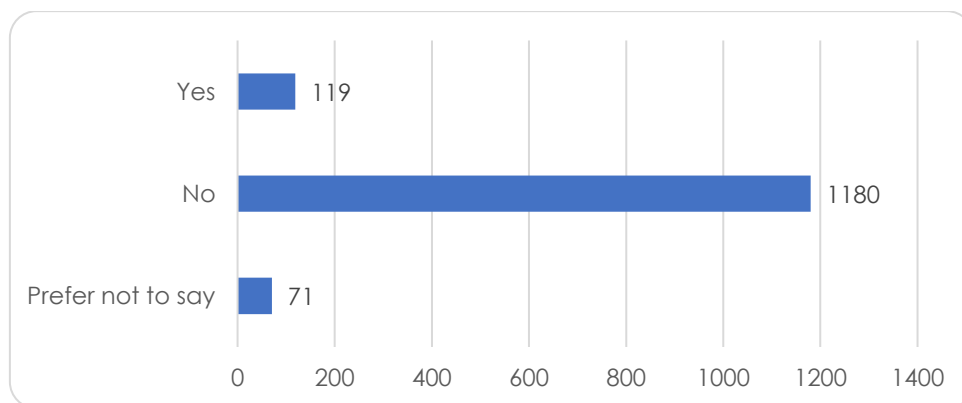
- 12.3.7 Respondents choosing the 'Other' option were invited to state the way in which they heard about the consultation. There was a wide range of answers to this question, including events organised by third parties such as a Chamber of Commerce, and communication from locally elected representatives and campaign groups.
- 12.3.8 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 provided in response to the subsequent questions. In total, 1,375 respondents ticked this consent box and provided answers to some or all of the equality and diversity questions.
- 12.3.9 The answers provided to a question asking for respondents' gender identity is provided in Plate 12.7.

Plate 12.7 Gender identity of respondents



12.3.10 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 12.8.

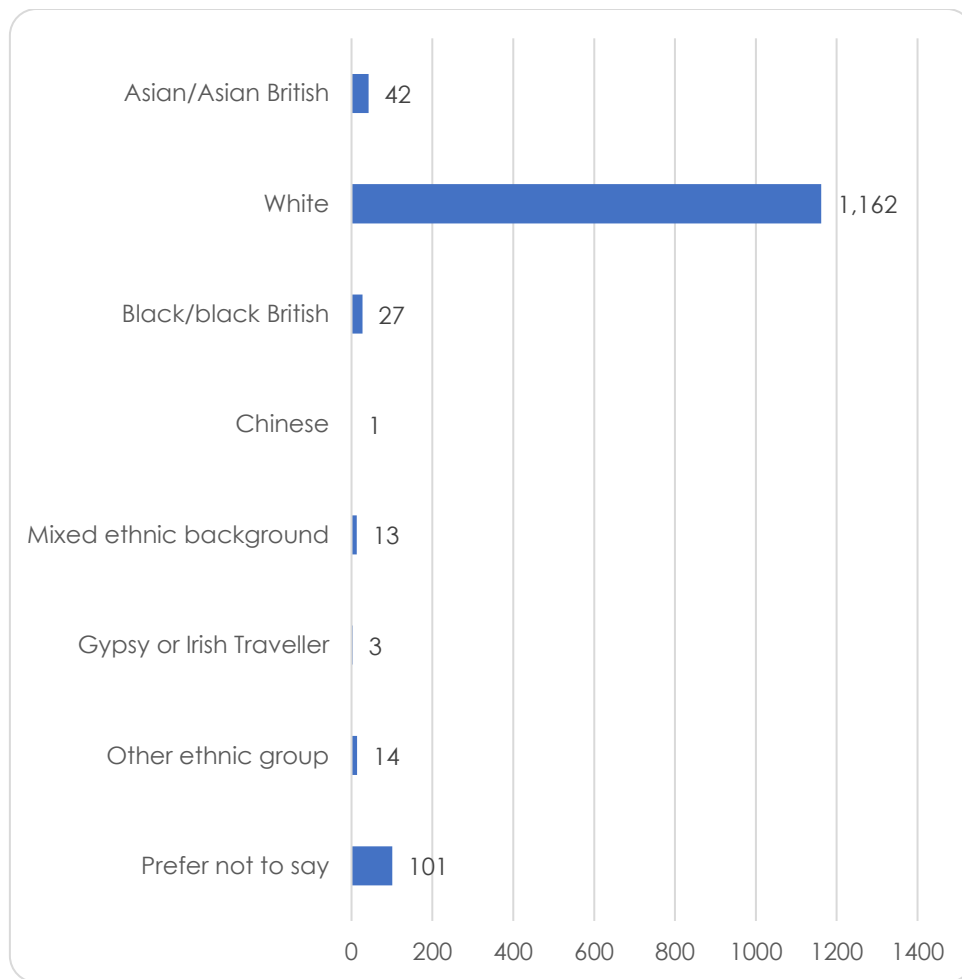
Plate 12.8 Disability status of respondents



12.3.11 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

12.3.12 Plate 12.9.

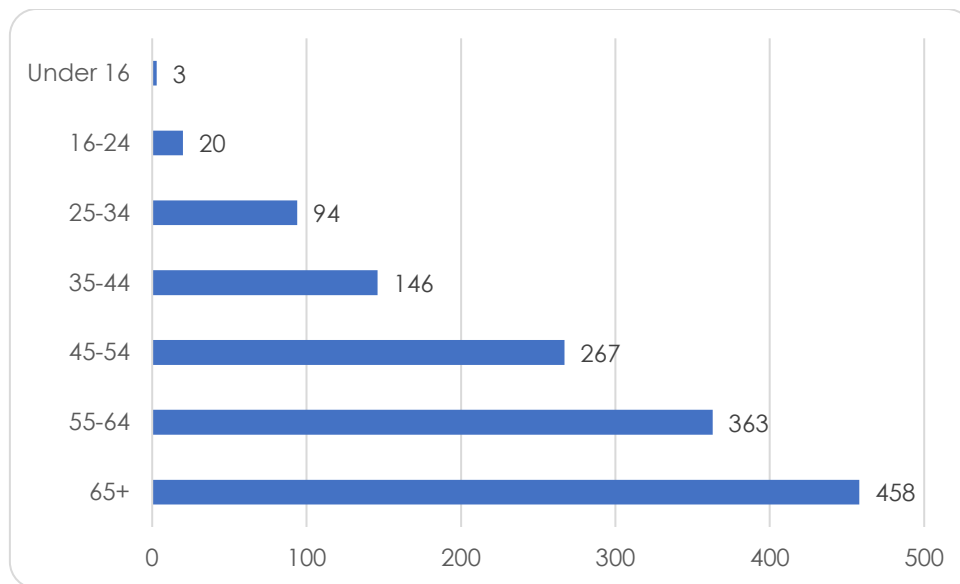
Plate 12.9 Ethnic background of respondents



12.3.13 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

12.3.14 Plate 12.10.

Plate 12.10 Age range of respondents



Levels of agreement

- 12.3.15 There were nine 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. Comments provided in response to open questions are set out in Section 12.4 of this report.
- 12.3.16 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; another for all section 42(1)(d) PIL respondents; and another for all s42(1)(a)-(c) prescribed bodies and local authorities. Each plate title provides a figure corresponding to the number of respondents that had provided an answer to the relevant question, for example '(n=2,296)'.
- 12.3.17 Q1a asked: 'Do you support or oppose the proposed changes south of the river?'
- 12.3.18 In total, 2,465 respondents answered this question.

Plate 12.11 Answers from members of the public and other non-prescribed organisations to Q1a (n=2,296)

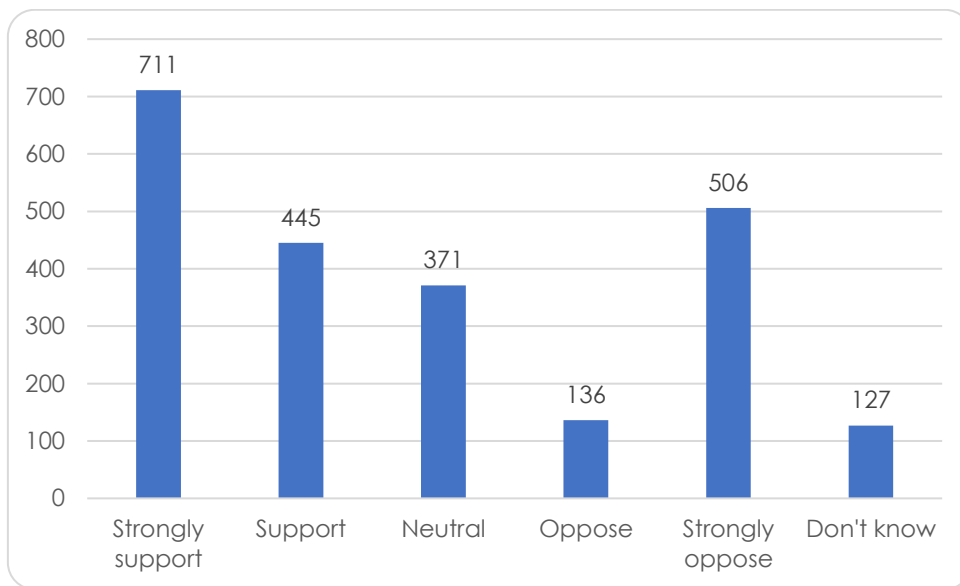


Plate 12.12 Answers from PILs to Q1a (n=161)

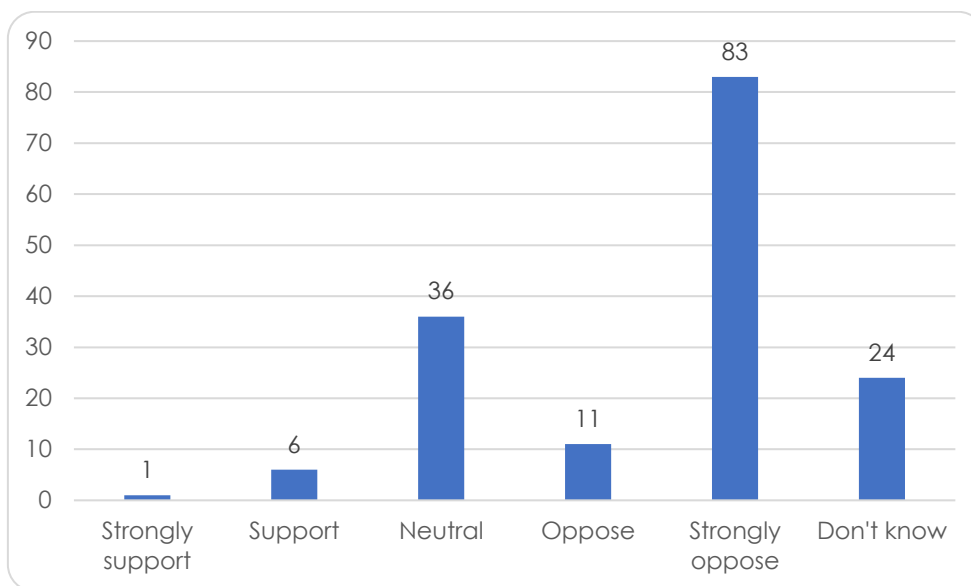
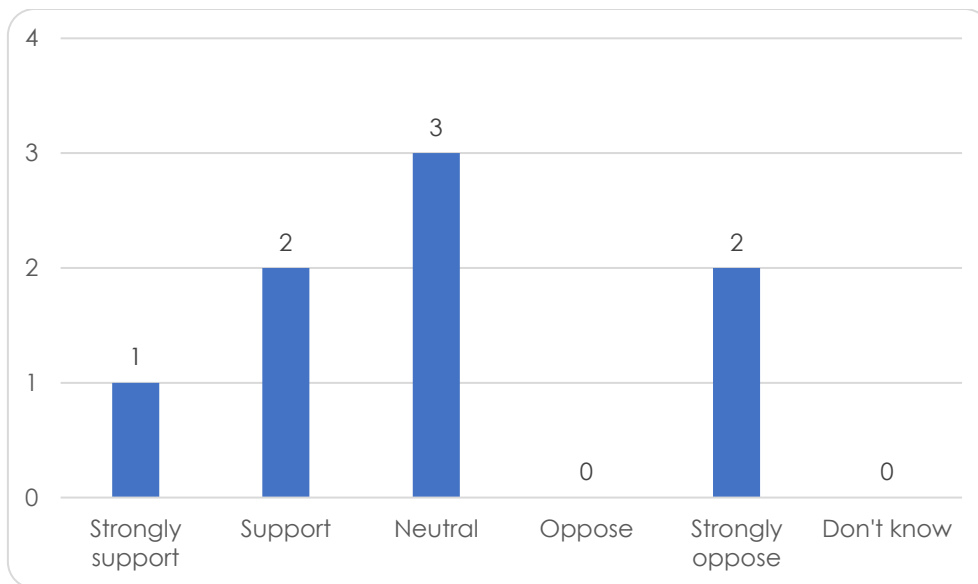


Plate 12.13 Answers from prescribed consultees to Q1a (n=8)



12.3.19 Q1c asked: ‘Do you support or oppose the removal of a dedicated rest and service area and maintenance depot for the Lower Thames Crossing, the junction at Tilbury and changes that result from this?’

12.3.20 In total, 2,357 respondents answered this question.

Plate 12.14 Answers from members of the public and other non-prescribed organisations to Q1c (n=2,168)

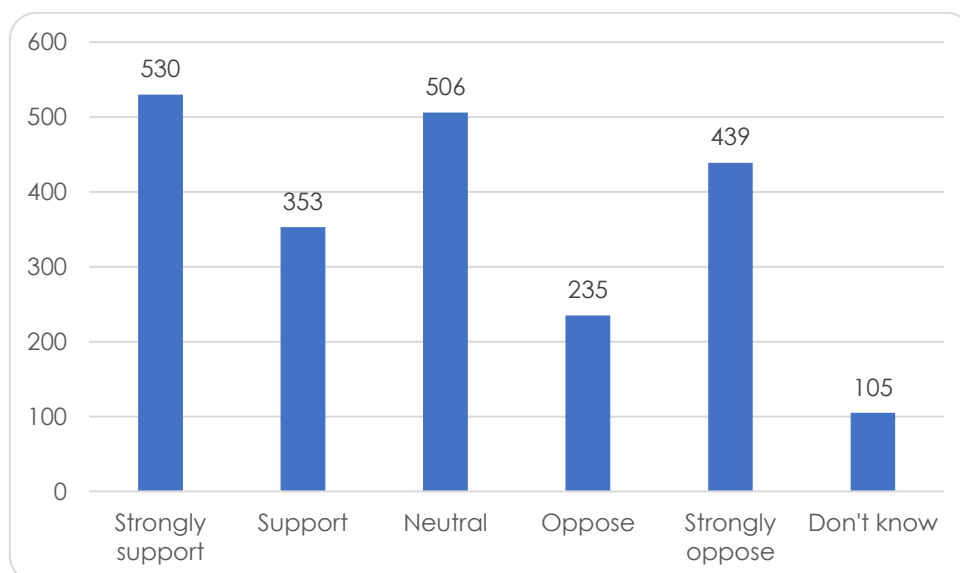


Plate 12.15 Answers from PILs to Q1c (n=180)

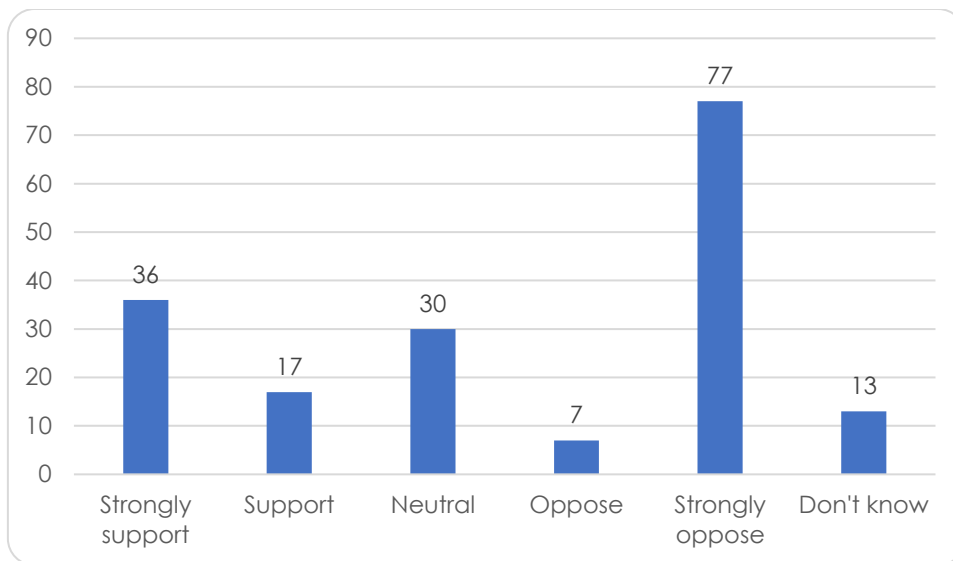
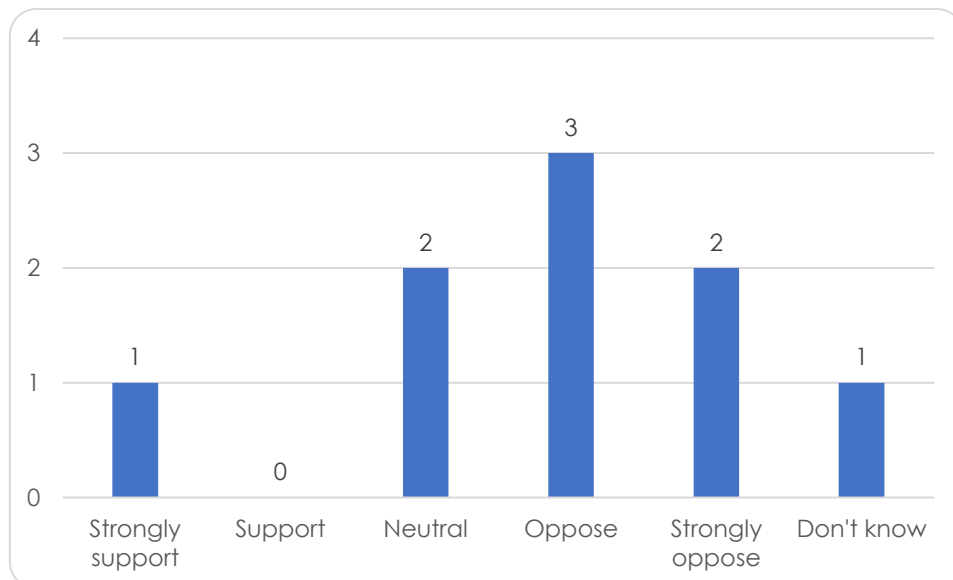


Plate 12.16 Answers from prescribed consultees to Q1c (n=9)



12.3.21 Q1e asked: ‘Do you support or oppose the proposed changes in the area around the A13/A1089 junction?’

12.3.22 In total, 2,287 respondents answered this question.

Plate 12.17 Answers from members of the public and other non-prescribed organisations to Q1e (n=2,104)

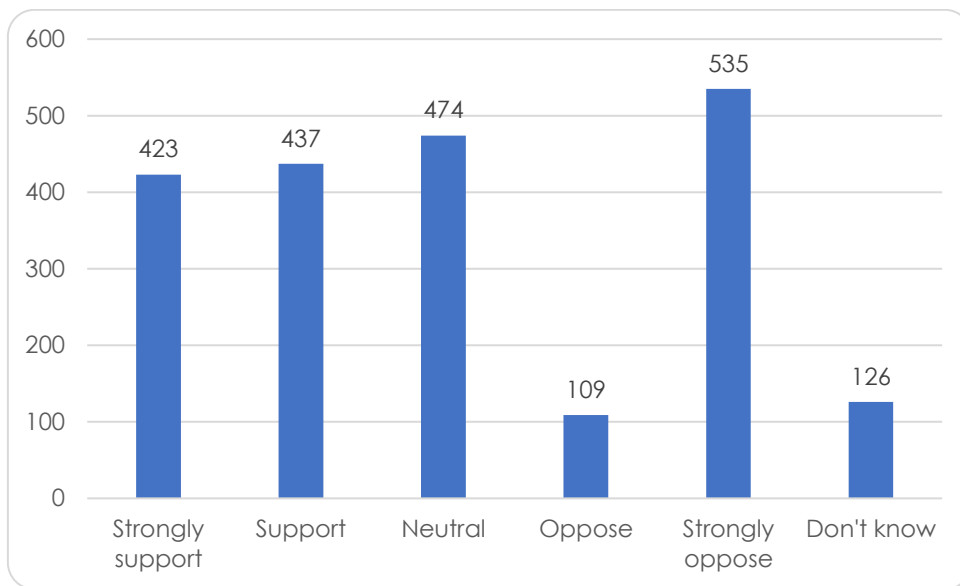


Plate 12.18 Answers from PILs to Q1e (n=175)

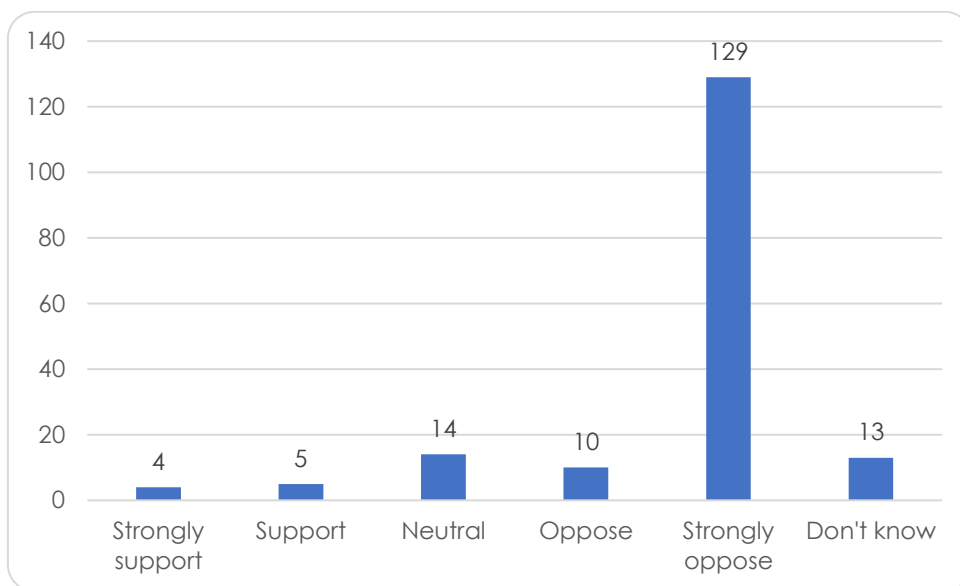
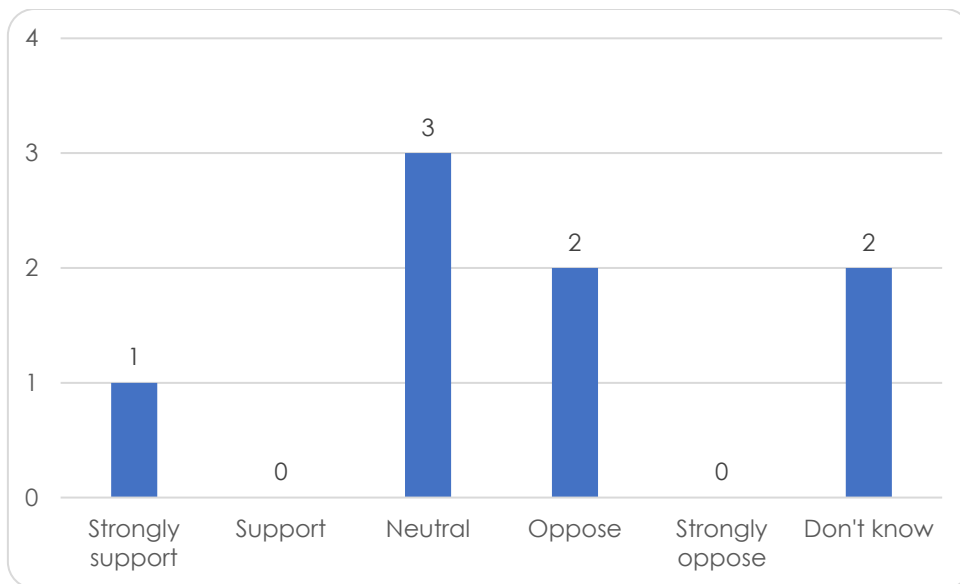


Plate 12.19 Answers from prescribed consultees to Q1e (n=8)



12.3.23 Q1g asked: ‘Do you support or oppose the proposed changes in the area around the Lower Thames Crossing and its junction with the M25?’

12.3.24 In total, 2,316 respondents answered this question.

Plate 12.20 Answers from members of the public and other non-prescribed organisations to Q1g (n=2,136)

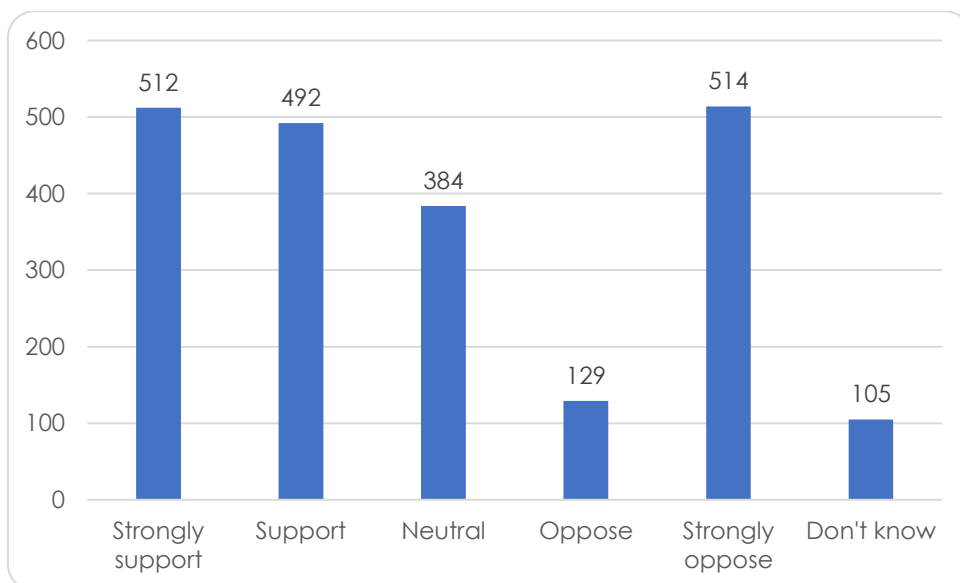


Plate 12.21 Answers from PILs to Q1g (n=172)

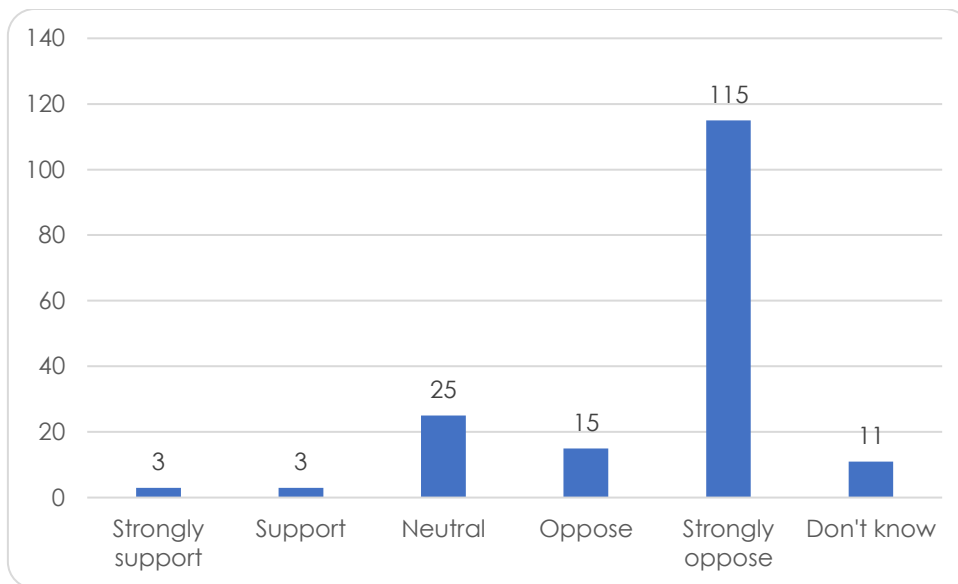
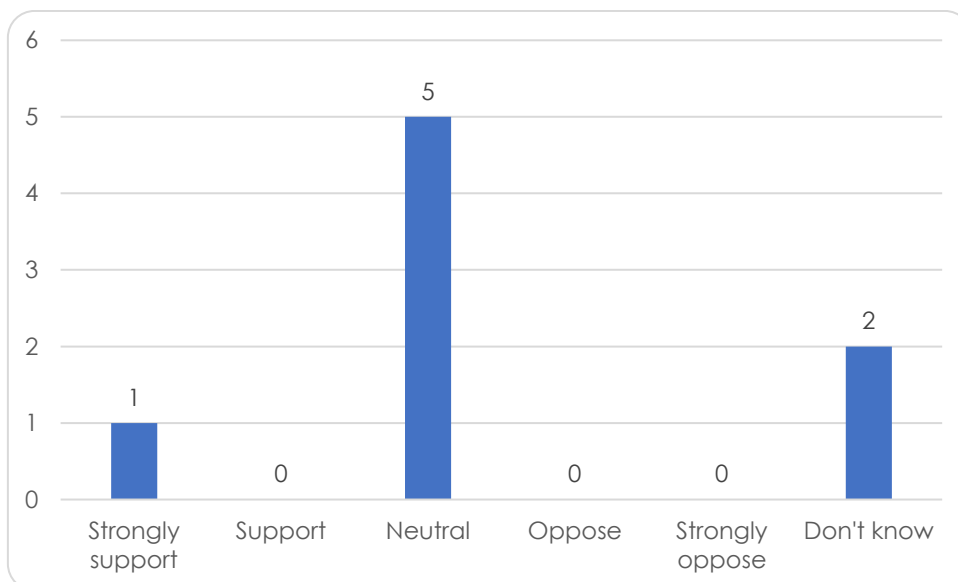


Plate 12.22 Answers from prescribed consultees to Q1g (n=8)



12.3.25 Q1i asked: 'Do you support or oppose the proposed changes in the area around M25 junction 29?'

12.3.26 In total, 2,186 respondents answered this question.

Plate 12.23 Answers from members of the public and other non-prescribed organisations to Q1i (n=2,011)

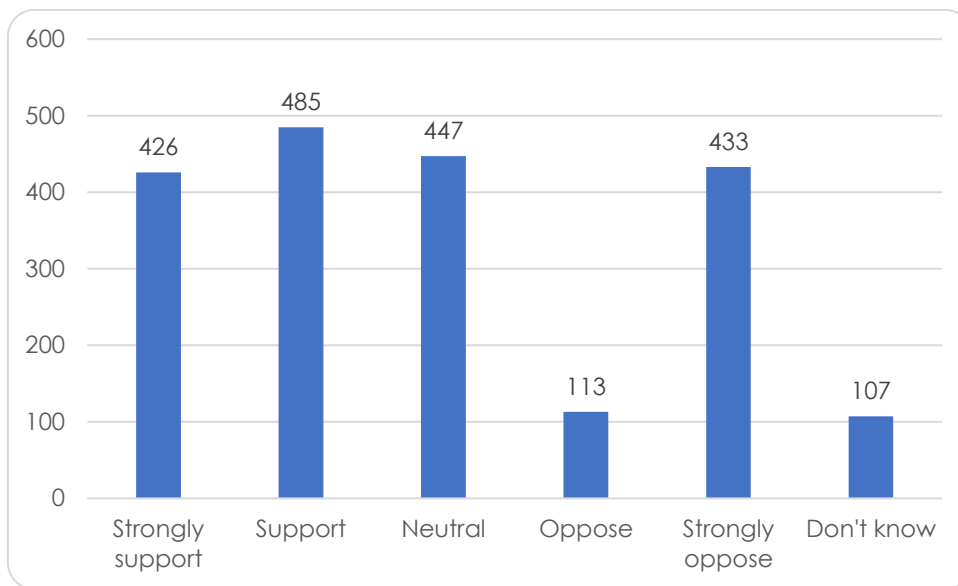


Plate 12.24 Answers from PILs to Q1i (n=166)

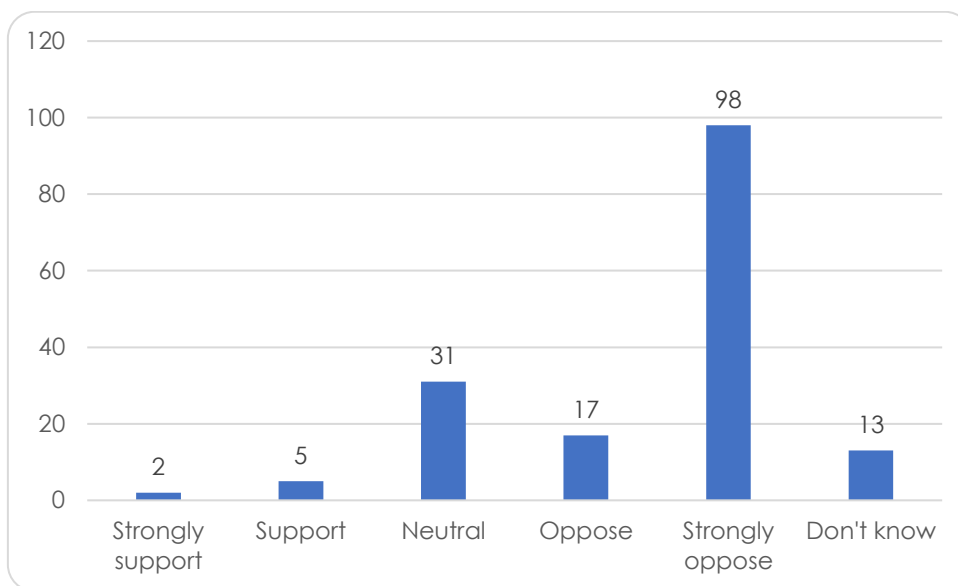
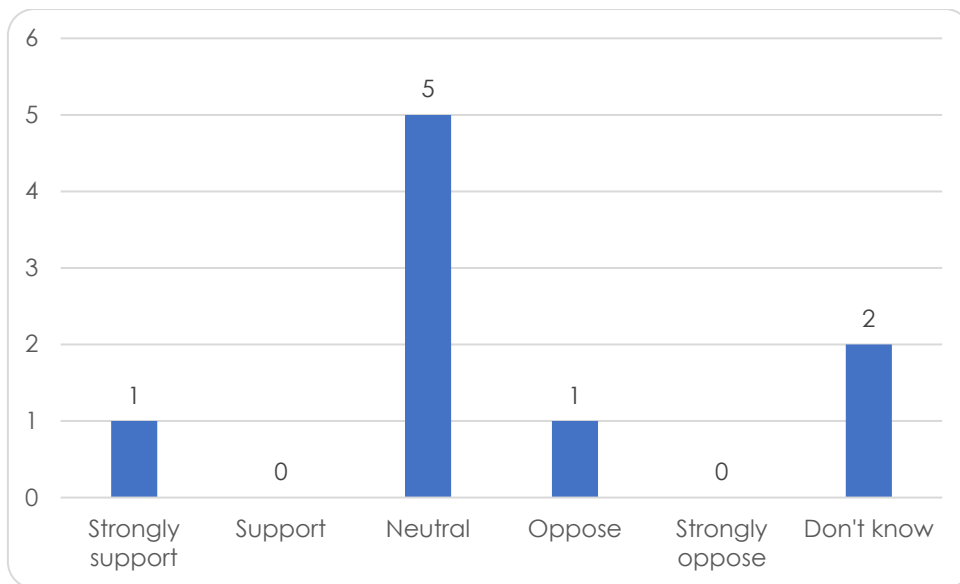


Plate 12.25 Answers from prescribed consultees to Q1i (n=9)



12.3.27 Q2a asked: 'Do you support or oppose the changes to the proposed area of land that would be required to build the Lower Thames Crossing?'

12.3.28 In total, 2,223 respondents answered this question.

Plate 12.26 Answers from prescribed consultees to Q2a (n=2,032)

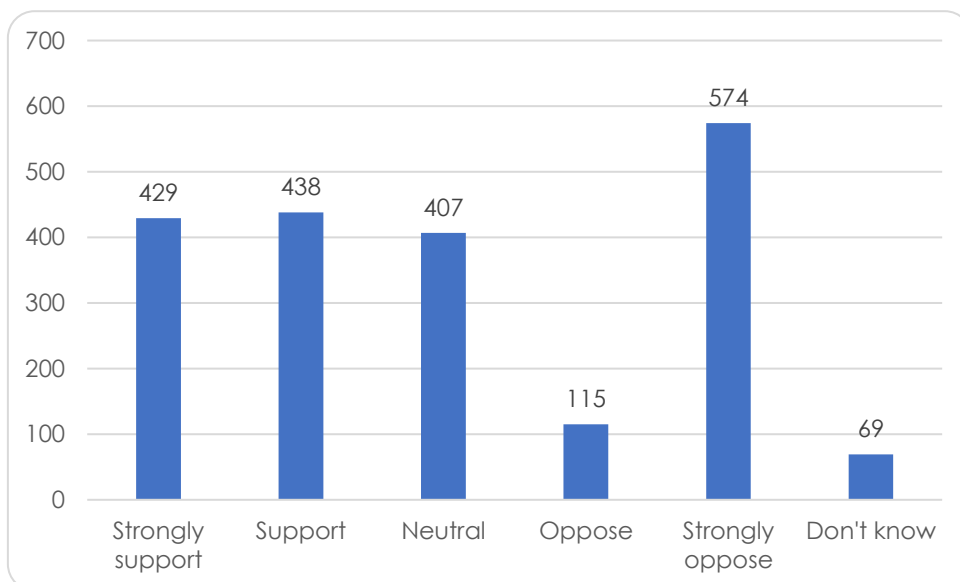


Plate 12.27 Answers from PILs to Q2a (n=181)

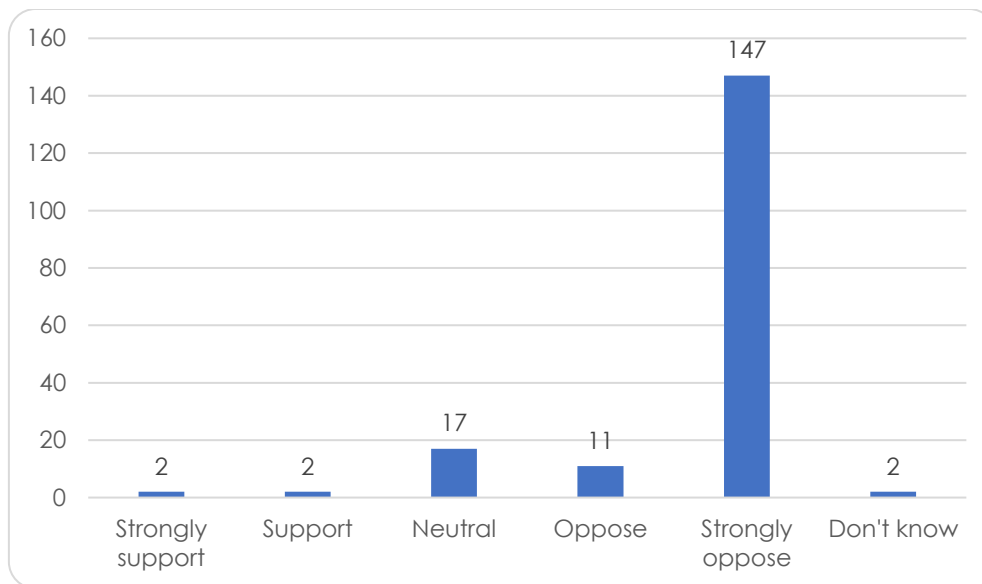
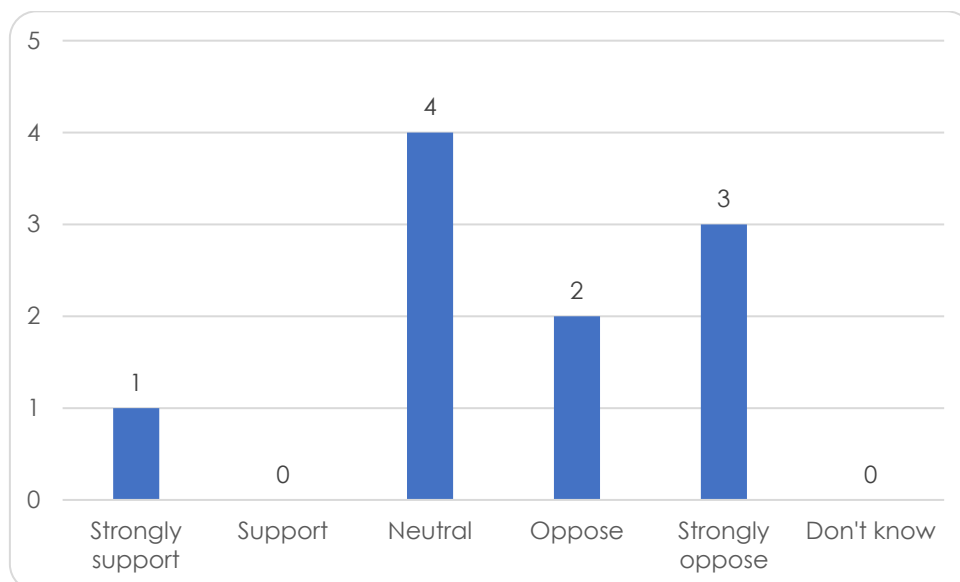


Plate 12.28 Answers from prescribed consultees to Q2a (n=10)



12.3.29 Q3a asked: 'Do you support or oppose our proposals for walkers, cyclists and horse riders?'

12.3.30 In total, 2,239 respondents answered this question.

Plate 12.29 Answers from members of the public and other non-prescribed organisations to Q3a (n=2,055)

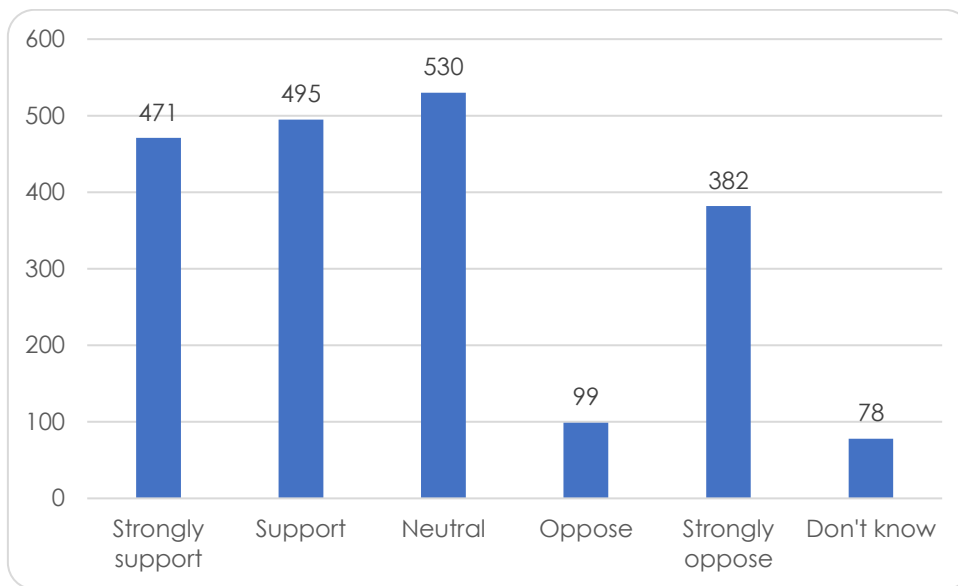


Plate 12.30 Answers from PILs to Q3a (n=176)

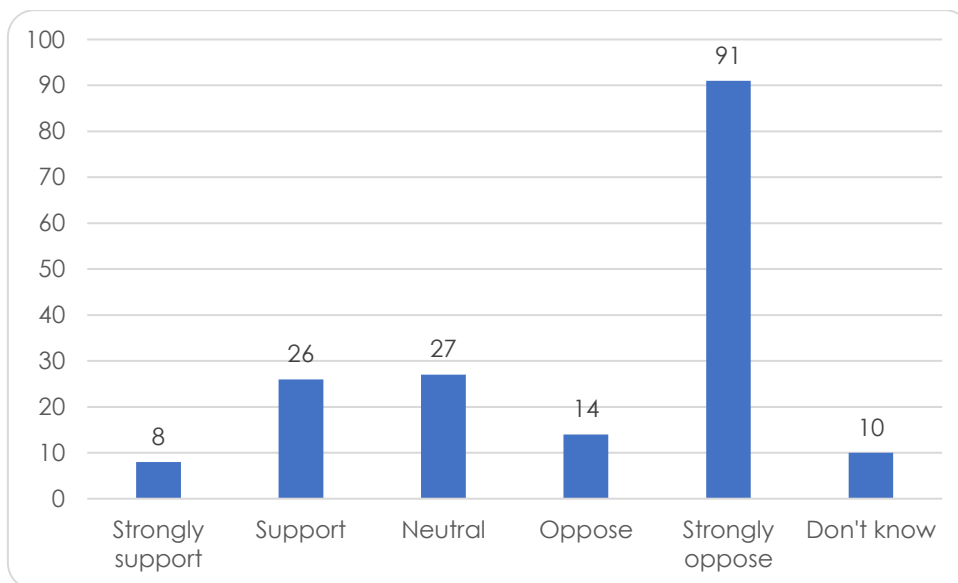
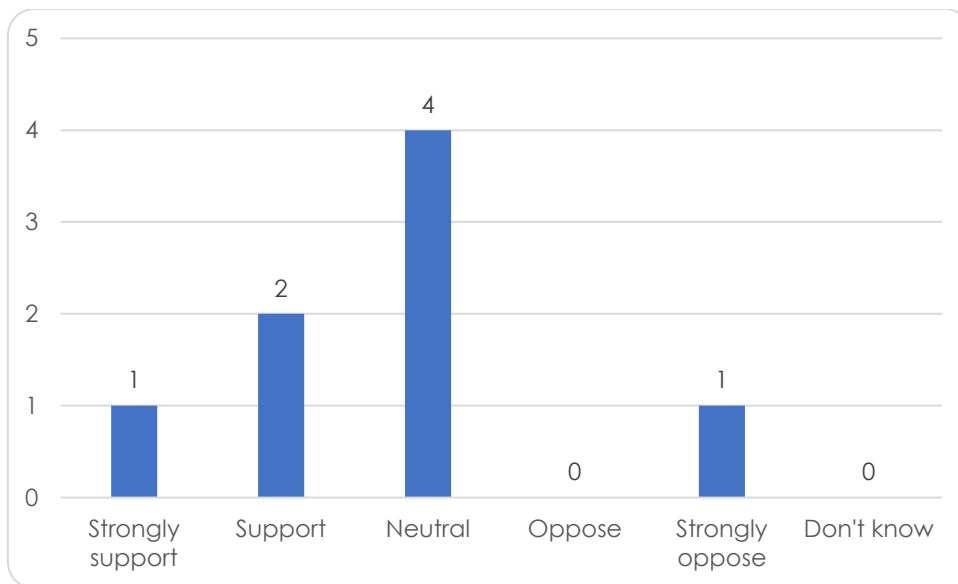


Plate 12.31 Answers from prescribed consultees to Q3a (n=8)



12.3.31 Q4a asked: ‘Do you support or oppose the change to the environmental impacts of the Lower Thames Crossing?’

12.3.32 In total, 2,254 respondents answered this question.

Plate 12.32 Answers from members of the public and other non-prescribed organisations to Q4a (n=2,060)

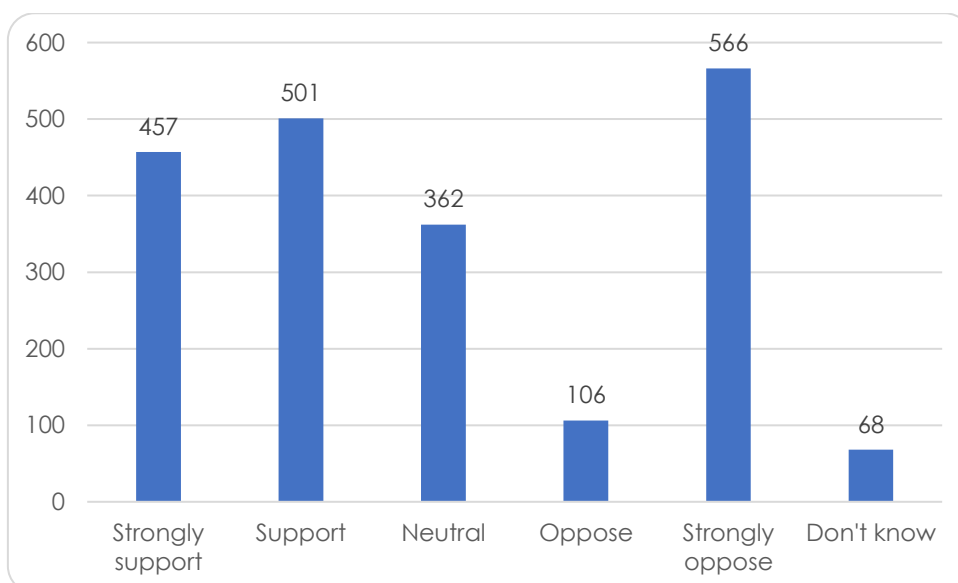


Plate 12.33 Answers from PILs to Q4a (n=186)

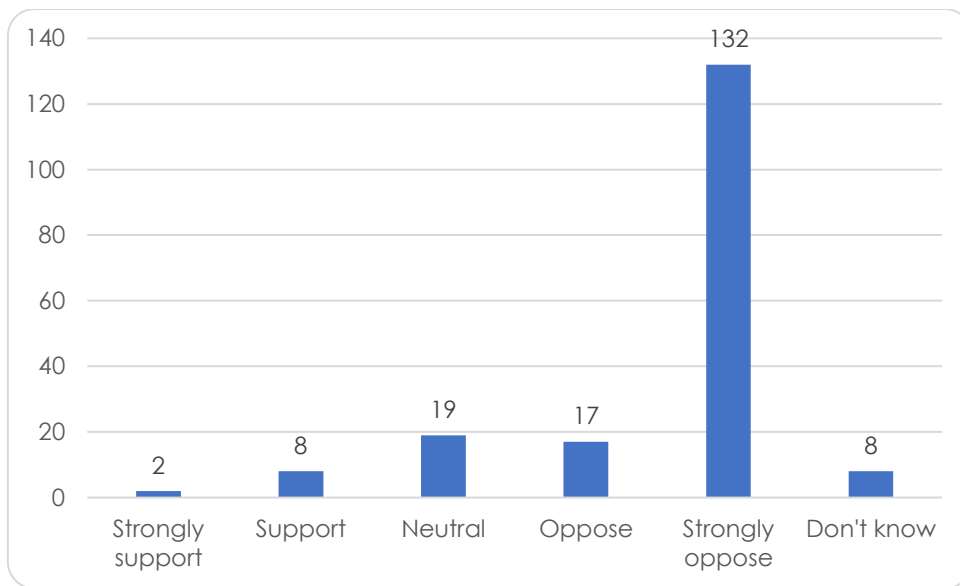
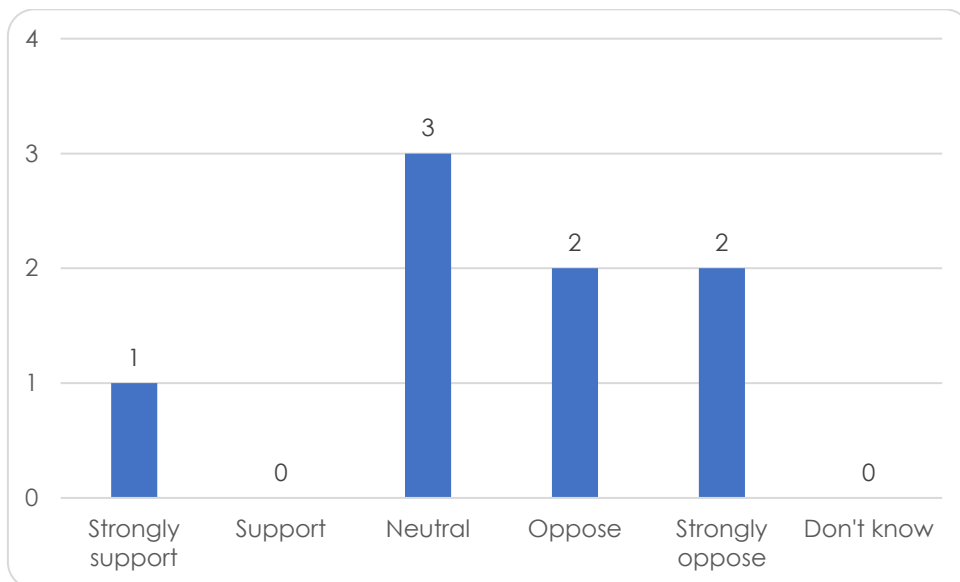


Plate 12.34 Answers from prescribed consultees to Q4a (n=8)



12.3.33 Q5a asked: 'Do you support or oppose our revised proposal for how we plan to build the Lower Thames Crossing?'

12.3.34 In total, 2,268 respondents answered this question.

Plate 12.35 Answers from members of the public and other non-prescribed organisations to Q5a (n=2,073)

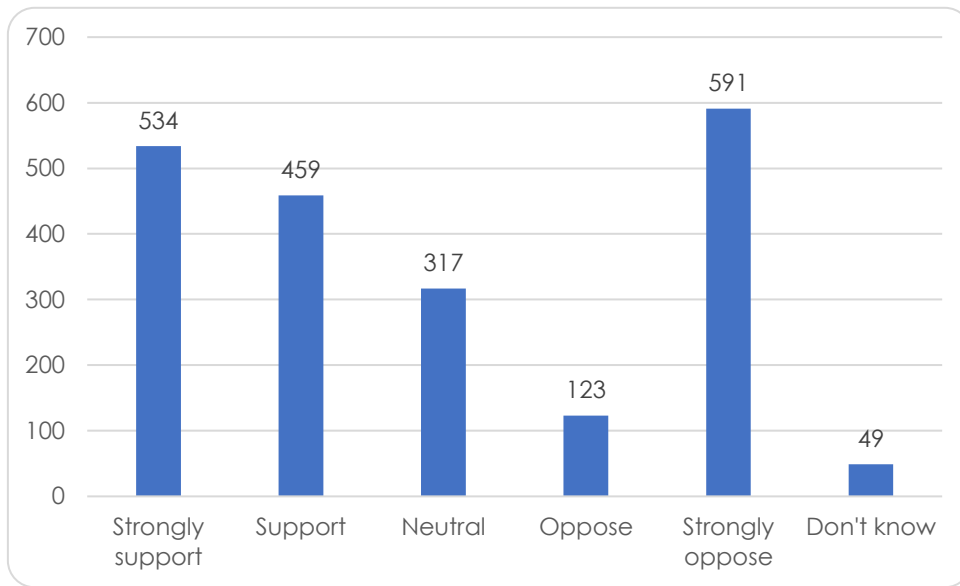


Plate 12.36 Answers from PILs to Q5a (n=186)

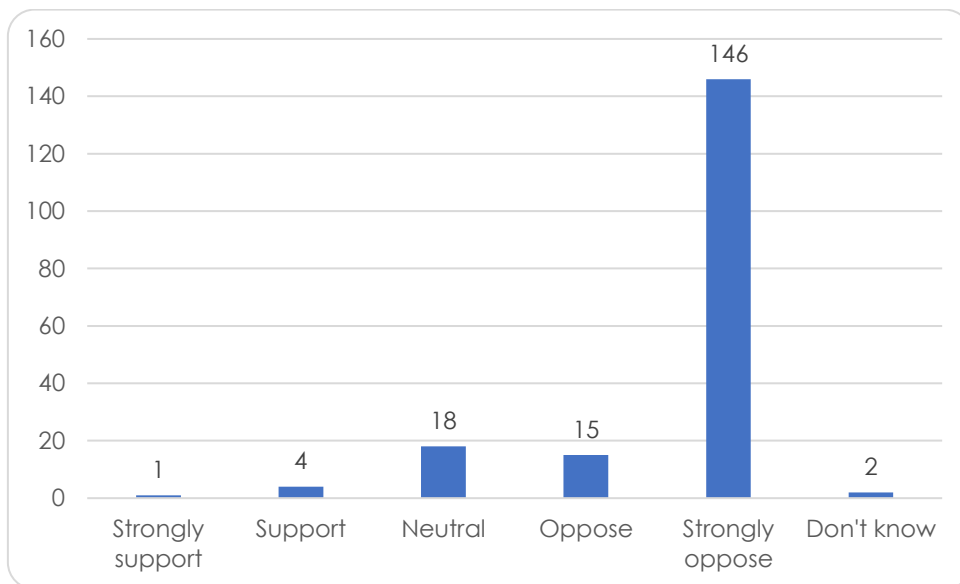
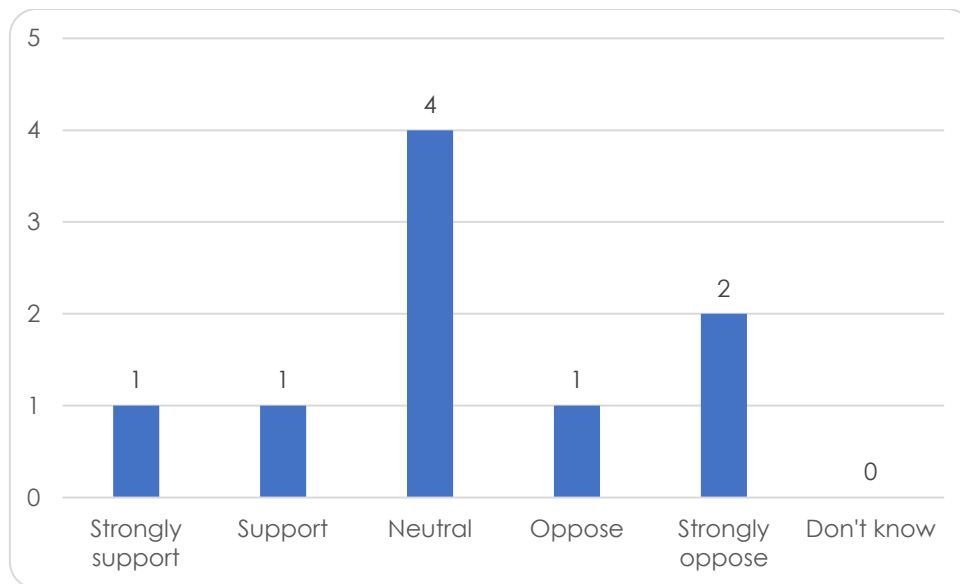


Plate 12.37 Answers from prescribed consultees to Q5a (n=9)



12.3.35 Q6a asked: 'Do you support or oppose our revised proposals for utility works required to build the Lower Thames Crossing?'

12.3.36 In total, 2,110 respondents answered this question.

Plate 12.38 Answers from members of the public and other non-prescribed organisations to Q6a (n=1,921)

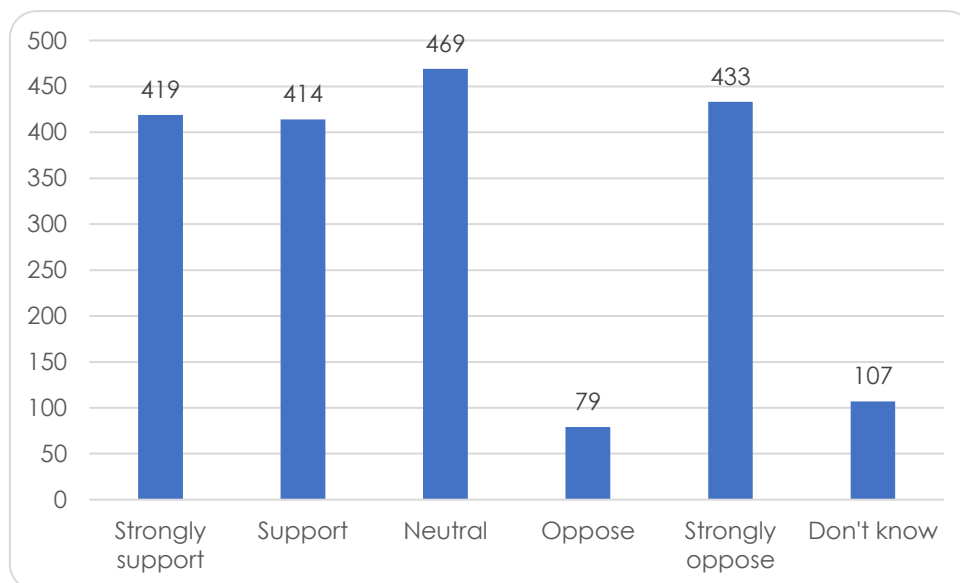


Plate 12.39 Answers from PILs to Q6a (n=182)

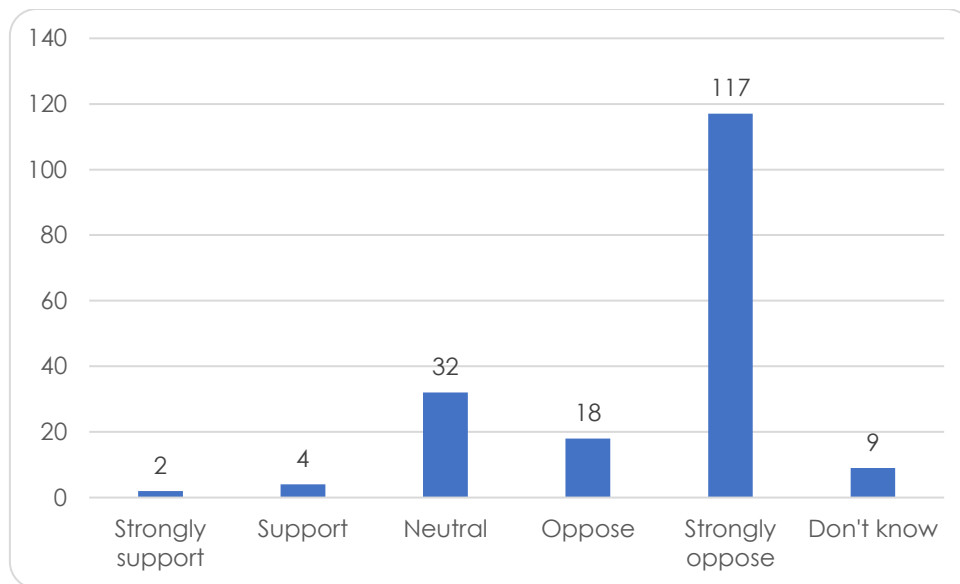
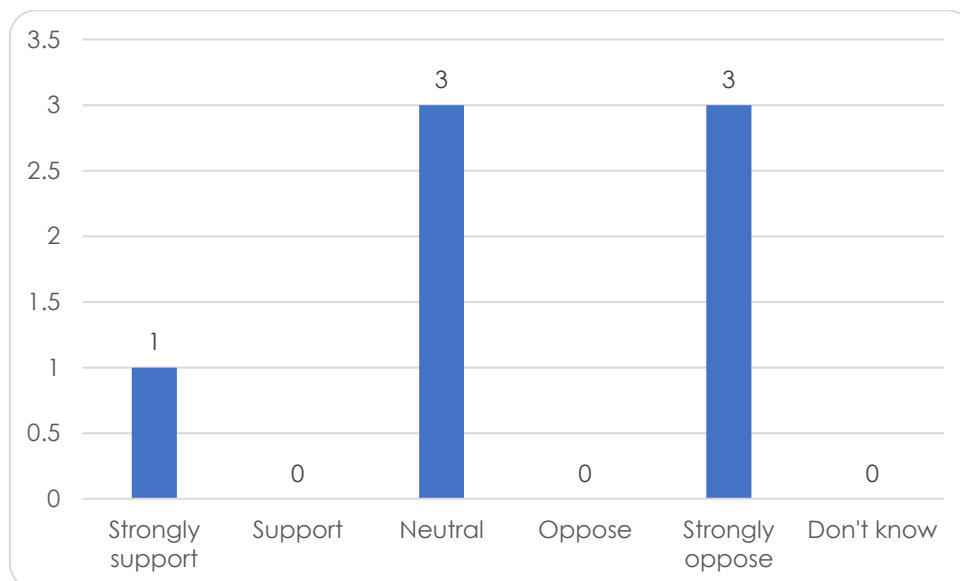


Plate 12.40 Answers from prescribed consultees to Q6a (n=7)



12.3.37 Q7a asked: ‘Taking into account the updated traffic information included within the Supplementary Consultation, do you support or oppose the view that the Lower Thames Crossing would improve traffic conditions on the surrounding road network?’

12.3.38 In total, 2,275 respondents answered this question.

Plate 12.41 Answers from members of the public and other non-prescribed organisations to Q7a (n=2,081)

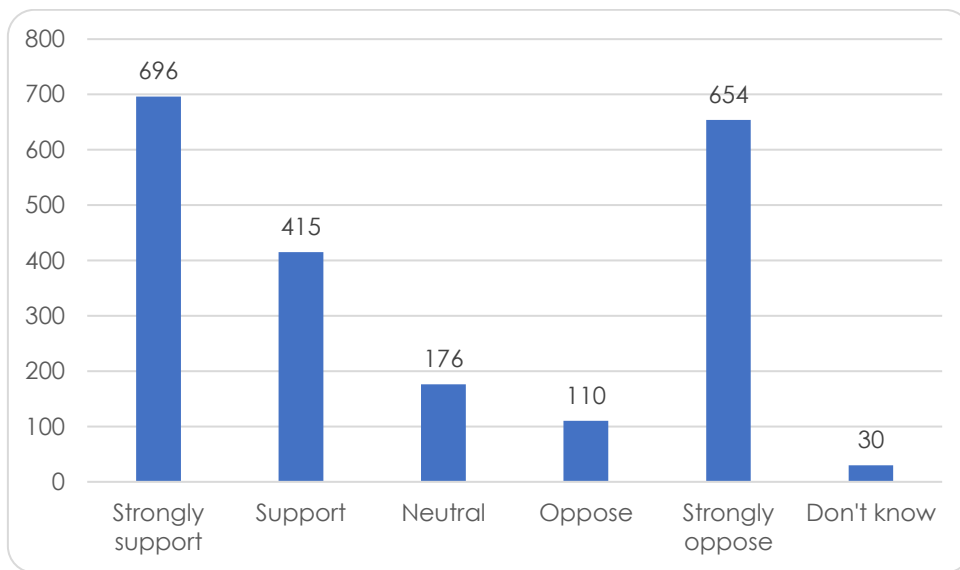


Plate 12.42 Answers from PILs to Q7a (n=185)

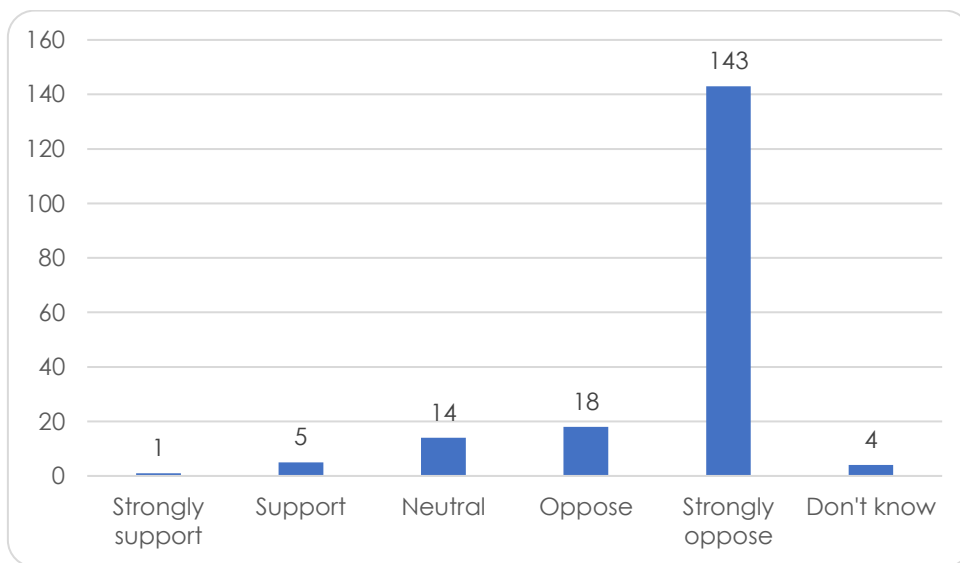
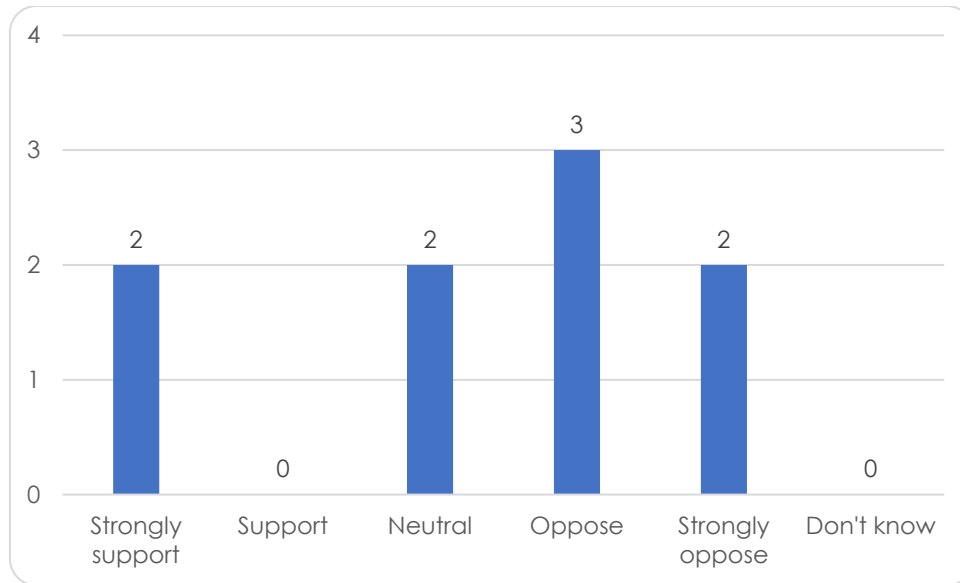


Plate 12.43 Answers from prescribed consultees to Q7a (n=9)



- 12.3.39 Q9 asked: ‘Please let us know your views on the quality of our Supplementary Consultation materials, our events, the way in which we have notified people about our plans, and anything else related to this consultation.’
- 12.3.40 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.
- 12.3.41 In total:
- 2,084 respondents answered the question asking for views on the consultation information. Of those, 1,897 were members of the public, 180 were PILs and seven were prescribed consultees.
 - 1,420 answered the question asking for views on the quality of the events. Of those, 1,256 were members of the public, 160 were PILs and four were prescribed bodies and local authorities.
 - 1,533 answered the question asking for views on the location of the events. Of those, 1,363 were members of the public, 165 were PILs and five were prescribed bodies and local authorities.
 - 1,938 answered the question asking for views on the promotion of the events. Of those, 1,763 were members of the public, 168 were PILs and seven were prescribed bodies and local authorities.

Plate 12.44 Answers from members of the public and other non-prescribed organisations to Q9

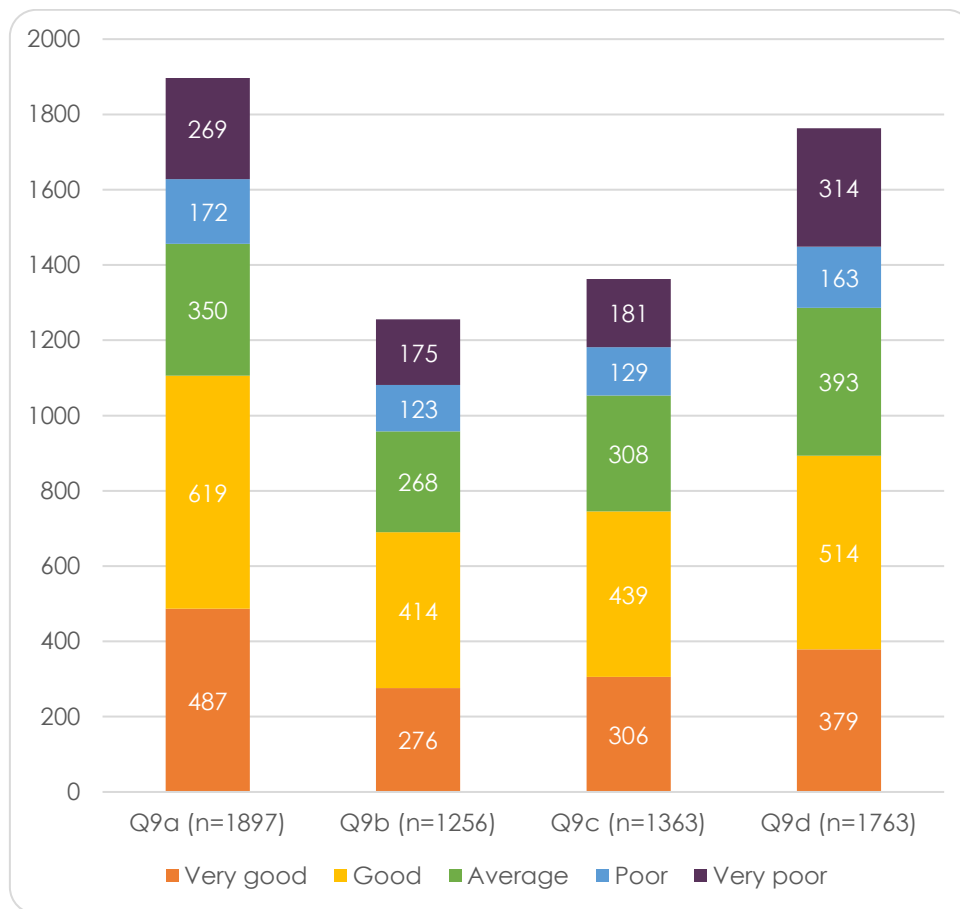


Plate 12.45 Answers from PILs to Q9

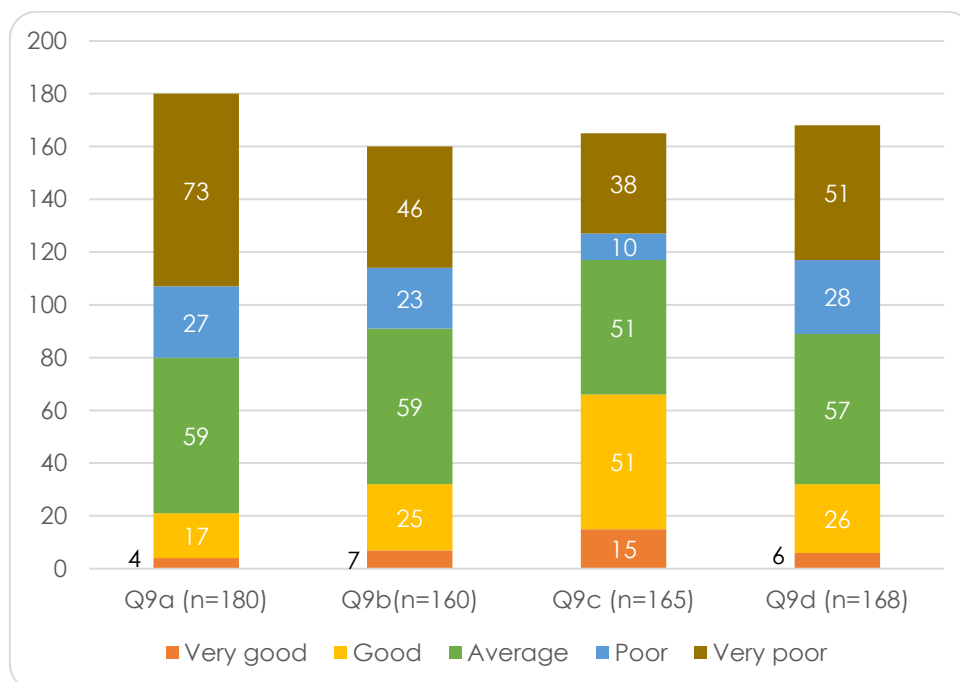
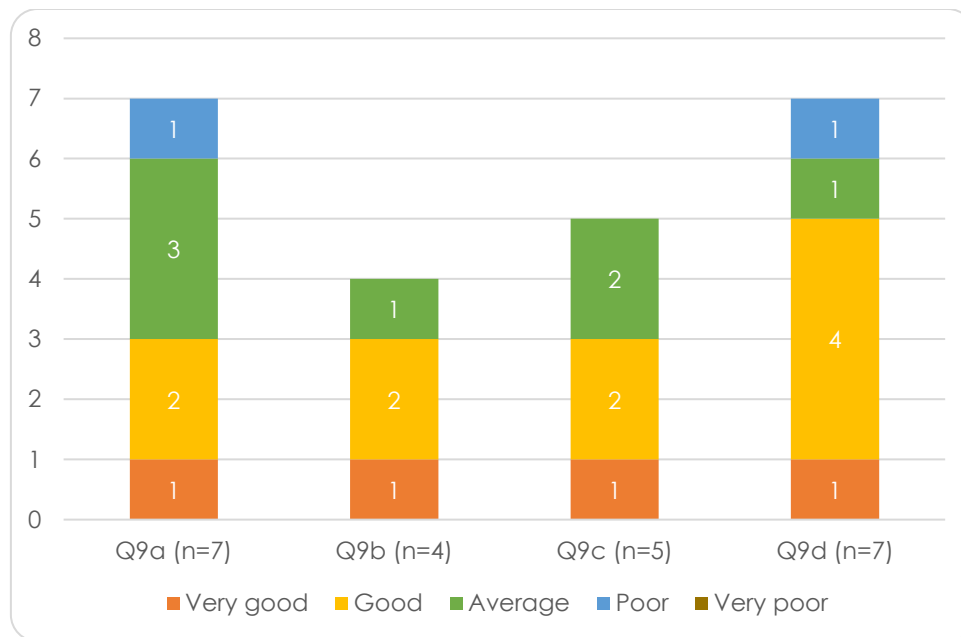


Plate 12.46 Answers from prescribed consultees to Q9



12.4 The Applicant’s responses to issues raised during the Supplementary Consultation

12.4.1 The response form published during the Supplementary Consultation provided a set of questions that invited feedback from consultees on the proposals presented during consultation. The response form included 15 closed questions and 13 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. Feedback was also received during consultation on various economic aspects of the Project and this was analysed using the ECN codes, with no specific question about the economics of the Project included in the response form. The response form can be found in Appendix Q of this report. More information about the closed questions and the answers provided to them can be found in Section 12.3 of this report.

12.4.2 There are 14 tables in this chapter that present the issues raised during consultation, with each relating to the theme addressed by an open question in the response form. Table 12.5 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.

12.4.3 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 traffic modelling, then one or more codes from the TRA theme (see Table 12.5 below) would be applied to them. For more information about the way responses were analysed and grouped into themes, see Section 12.1 of this report.

12.4.4 Every response received during the Supplementary Consultation was read and analysed to identify the issues raised. Although this consultation was non-statutory, the analysis of the responses was carried out using the same methodology as for Statutory Consultation (see Chapter 4 of this report).

Table 12.5 The 14 tables setting out the responses to issues raised during the Supplementary Consultation

Table	Open question	Theme	Code
Table 12.6	Q1b	South of the River Thames	SOU
Table 12.7	Q1d	Tilbury	TIL
Table 12.8	Q1f	A13/A1089/A122 Lower Thames Crossing junction	A13
Table 12.9	Q1h	A122 Lower Thames Crossing/M25 junction	M25
Table 12.10	Q1j	Junction 29	J29
Table 12.11	Q2b	Land use	LND
Table 12.12	Q3b	Walking, cycling and horse riding	WCH
Table 12.13	Q4b	Environment	ENV
Table 12.14	Q5b	Construction	BLD
Table 12.15	Q6b	Utilities	UTL
Table 12.16	Q7b	Traffic modelling	TRA
Table 12.17	Q8	General topics	GEN
Table 12.18	Q9e	Supplementary Consultation	CON
Table 12.19	N/A	Economics of the Project	ECN

Issues raised in response to open Question 1b

12.4.5 Table 12.6 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:

12.4.6 *Q1b: Please let us know the reasons for your response to Q1a and any other comments you have on the proposed changes south of the river.*

12.4.7 For reference, the closed Question 1a referred to in Q1b above was as follows:

12.4.8 *Q1a: Do you support or oppose the proposed changes south of the river? Please refer to chapter 3 of the guide.*

12.4.9 For more information about Q1a and how consultees responded to it and the other closed questions in the consultation response form, see Section 12.3 of this report.

12.4.10 The issues raised that relate to changes south of the River Thames are summarised in Table 12.6 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.

- 12.4.11 The Applicant has fully considered all of the responses received, Table 12.6 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.
- 12.4.12 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to with a combined response.

Information presented in Table 12.6

- 12.4.13 The information presented in Table 12.6 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 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 the Supplementary 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 proposals for south of the River Thames and the Applicant's responses

- 12.4.14 Table 12.6 below summarises the issues raised relating to the proposals for south of the River Thames and the Applicant's responses to those issues raised.

Table 12.6 Summary of issues raised relating to the proposals 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
SOU1	Comments supporting the design of the proposed connection from Gravesend East to the M2 eastbound. Consultees say the updated design would provide better access to the Channel ports and other destinations to the east.	Shorne Parish Council	Kent County Council, Gravesham Borough Council, Medway Council	1	22	These comments have been noted.	No
SOU2	Comments supporting the improved access or connectivity that the proposed M2/A2/A122 Lower Thames Crossing junction would provide. As well as general comments, consultees comment on improvements to areas such as the Thong Lane green bridges and the junction at Brewers Road.	-	-	2	44		No
SOU3	General comments supporting the changes made to the southern elements of the Project since Statutory Consultation.	Historic England	Dartford Borough Council	2	82		No
SOU4	General comments supporting the proposed southern route and	-	-	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
	junctions, saying they would have a reduced impact on local communities.						
SOU5	Comments supporting the proposed design because it would discourage the use of local roads between the A2/M2 and the Project as rat-runs. Some consultees mention areas such as Shorne and Cobham.	Shorne Parish Council	-	0	1		No
SOU6	Comments supporting the proposed removal of part of the central reservation along the section of the upgraded A2/M2 Consultees say this would help reduce the footprint of the Project compared with the proposals presented at Statutory Consultation.	Kent Downs AONB Unit	-	0	0		No
SOU7	Comments supporting the narrowing of the highway in the southern route section. This includes comments saying narrower lanes would reduce the impact of the road on the Kent Downs Area of Outstanding Natural Beauty (AONB).	Kent Downs AONB Unit, Natural England	-	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
SOU8	Comments supporting the changes to the proposed access roads near the A226. One consultee supported moving the permanent access away from Chalk Church, while another commented on the benefits of a dedicated haul route from the A2/M2 to the construction site near the South Portal.	-	Kent County Council	0	1		No
SOU9	Comments supporting the removal of the hard shoulder lane and the use of smart motorway technology to maintain traffic flow at the proposed M2/A2/A122 Lower Thames Crossing junction and its link roads. Consultees say this would help reduce the footprint of the proposed road and the junction.	Kent Downs AONB Unit, Natural England	-	0	0		No
SOU10	General comments supporting changes to the South Portal. Consultees say the new proposed location would reduce the Project's impact on Chalk.	Historic England, Natural England, Shorne Parish Council	Gravesham Borough Council, Kent County Council, Tonbridge & Malling	3	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
			Borough Council				
SOU11	General comments supporting the layout of the proposed M2/A2/A122 Lower Thames Crossing junction. Comments include support for increased local access and helping to alleviate existing issues on the A2 and M2.	East Kent Hospitals NHS Trust, Kent Downs AONB Unit	-	3	247		No
SOU12	Comments supporting the design of the proposed M2/A2/A122 Lower Thames Crossing junction because it would improve safety and reduce collisions due to traffic not changing lanes or because motorists have fewer local junctions to navigate. Others comment that the removal of the previously proposed high-level footbridge near the South Portal would improve safety due to potential missile-throwing from the bridge.	-	Kent County Council	0	6		No
SOU13	Comments supporting the Project because traffic flow on the A2/M2 would be	-	Dartford Borough Council	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
	improved, including comments saying this benefit would be realised because of the proposed M2/A2/A122 Lower Thames Crossing junction design.						
SOU14	Comments supporting the proposed design because it would help provide an effective connection for traffic between the Project and the A2/M2	-	Tonbridge & Malling Borough Council	0	6		No
SOU15	Comments supporting the proposed design, saying the Project would improve traffic flow on the A2/M2	-	-	0	7		No
SOU16	A comment supporting the predicted reduced traffic flows on the M20, west of the A229.	-	Dartford Borough Council	0	0		No
SOU17	General comments supporting the proposed M2/A2/A122 Lower Thames Crossing junction for its free-flowing design.	-	Gravesham Borough Council	0	108		No
SOU18	Consultees making a comment that does not express an opinion on the proposals for the southern route and junction. This	Kent Police	Tonbridge & Malling Borough Council	15	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
	includes consultees who say that they are not from this area and are not in a position to comment.						
SOU19	Comments expressing concern that the proposals include limited connectivity to the M25/A2 Darenth Interchange. Consultees say that traffic coming from the M25 south of the River Thames to use the new crossing northbound or using the new crossing southbound in order to join the M25 would not be able to do so without encountering traffic congestion.	-	-	1	5	<p>Traffic modelling submitted as part of the application for development consent forecasts that the section of the A2 between the M25 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/M2 westbound to access the Dartford Crossing would reroute north via the Project. Similarly, this section of the A2 eastbound would also see a forecast reduction in traffic because motorists that previously would have travelled south across the Dartford Crossing and then towards the Channel ports 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 proposed M2/A2/A122 Lower Thames Crossing junction to the M25 south of the Darenth Interchange.</p> <p>For more information about traffic modelling forecasts, including the change in flows with the Project, see the Traffic Forecasts Non-</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
						Technical Summary (Application Document 7.8).	
SOU20	Comments expressing concern about the lack of direct connectivity from Halfpence Lane near Cobham to the A2 and M2 eastbound. Consultees say this could lead to the use of roads such as Sole Street as a rat-run as motorists look for alternative routes.	-	-	1	5	Following Statutory Consultation in October 2018, the design of the proposed M2/A2/A122 Lower Thames Crossing junction was revised to make the route from the Gravesend East junction to the M2 eastbound more direct. Access to the A2 eastbound from Halfpence Lane would be via Brewers Road, which has a direct connection to the A2 eastbound parallel link road. There is no direct access to the M2 eastbound from Brewers Road, so motorists would use either the Gravesend East junction, or join the A2 eastbound parallel link road and exit on to the A289 as far as the A226 Gravesend Road junction, where they would turn around to join the M2 eastbound.	No
SOU21	Comments expressing concern that the proposed M2/A2/A122 Lower Thames Crossing junction design would lead to increased traffic in and around Cobham, including Henhurst Road and the proposed roundabout. Consultees say Henhurst Road is narrow and unsuited to large volumes of traffic. Consultees also say that this would lead to rat-runs on local roads if there are problems on the wider network.	-	-	1	16	The parallel link road is a safety feature that would reduce the risk of motorists coming into conflict while joining or leaving the A2. While there is some inconvenience for eastbound drivers from Halfpence Lane and Brewers Road wanting to join the M2, these safety features are part of the latest highway designs and reduce the risk of high-speed collisions. When the proposed M2/A2/A122 Lower Thames Crossing junction was revised after Statutory Consultation in October 2018, the	No

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SOU22	General comments expressing concern about the Project on the grounds that there would be negative traffic impacts in Gravesend as a result of the Project. Consultees mention Riverview Park, Thong Lane and Norfolk Road as areas that would see an increase in traffic as a result of the Project.	Shorne Parish Council	-	9	43	Applicant looked again at these arrangements and retained them because they provide the best compromise between safety and maintaining existing and new connectivity. The new arrangements are not expected to increase traffic in Cobham. Traffic modelling submitted as part of the application for development consent 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 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.	No
SOU23	General comments expressing concern about a potential increase in traffic and congestion on roads close to the southern section of the Project. As well as comments saying there would be increased traffic in Kent, some consultees express concern that the Project would cause congestion in specific places such as Gravesend, Shorne, Higham and Cobham.	Cobham Parish Council	Swale Borough Council	7	84	The 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. 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. Once the Project is operational, Thong Lane would be a convenient route for 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 connection to the A2 and the M2, south of the	No
SOU24	Comments expressing concern that local roads would be used as rat-runs by motorists trying to avoid congestion on the strategic road network. Roads	Cobham Parish Council, Higham Parish Council,	Kent County Council	5	23		No

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	mentioned as being vulnerable to these impacts include Peartree Lane, Henhurst Road, Riverview Park, Haver Court Road, Sole Street and Cobhambury Road. Consultees also say that roads slightly further away, such as in Rochester and Strood, could face traffic increases if there is disruption at the proposed M2/A2/A122 Lower Thames Crossing junction. Some consultees suggest measures should be put in place to stop strategic traffic using local roads.	Shorne Parish Council				<p>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. The Applicant is proposing to add traffic lights at the junction of Brewers Road and the A2 eastbound slip road to better manage traffic flows, with all movements still possible at this junction.</p> <p>More information on the traffic impacts on local roads is available in the Transport Assessment (Application Document 7.9).</p> <p>Information about traffic modelling forecasts can be found in the Traffic Forecasts Non-Technical Summary (Application Document 7.8). For more 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 Arrangements (Application Document 2.5).</p>	
SOU25	Comments expressing concern that Thong Lane would see an increase in traffic that would not be suitable for a road of its size. Consultees say it would be used by motorists as a shortcut or as an alternative way to access the A2. Some consultees comment on the proposed T-junction and are concerned about what traffic	Shorne Parish Council	-	8	4	<p>In the event of partial or total closure of the Project, 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 helping to reduce the amount of traffic building up on the route's approaches. This is expected to reduce the impact of incidents on local roads, such as those in the Medway towns.</p>	No

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	movements would be allowed here.						
SOU26	Suggestions about how proposals could be improved in Thong Lane, in particular, suggestions as to how safety could be improved given an expected increase in traffic. Provision of traffic lights or a roundabout were suggested.	Shorne Parish Council	-	0	1		No
SOU27	General comments expressing concern that the proposed M2/A2/A122 Lower Thames Crossing junction provides poor connectivity with local roads.	-	-	2	8	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 connections to a limited number of local roads via the junctions at Orsett Cock in Thurrock and at Gravesend East.	No
SOU28	Suggestions about additional connections that consultees say the proposed M2/A2/A122 Lower Thames Crossing junction should provide. These include removing the local link road connection to Henhurst Road and reinstating the previously proposed junction with the A226.	-	-	2	28	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 impacts associated with building larger and higher junctions capable of accommodating multiple traffic movements. Design options at the proposed M2/A2/A122 Lower Thames Crossing junction are limited because space is highly	No

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						<p>constrained, among other things, by the presence of High Speed 1.</p> <p>At Supplementary Consultation in January 2020, modification of the Gravesend East junction was proposed, with changes to the proposed roundabouts and local link roads that would reduce congestion and provide better connections with the existing Gravesend East bridge over the A2/M2 and with Henhurst Road. A new connection was also added to the junction between the Gravesend East junction and the M2 eastbound to make journeys for motorists travelling from Gravesend more direct.</p> <p>It was previously proposed to include a connection to the A226 near Gravesend. However, this junction was removed from the proposals before Statutory Consultation in October 2018 due to concerns about increases in traffic on local roads and additional environmental impacts.</p> <p>Where direct local connections are not provided by the Project, 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 major population centres in Gravesend.</p> <p>For more about the design of the southern route, see the Design Principles (Applications Document 7.5). For more about the traffic modelling, see the Transport Forecasting Package, which is Appendix C 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).	
SOU29	Suggestions that the proposed M2/A2/A122 Lower Thames Crossing junction should include a direct link from Gravesend East to the eastbound A2 parallel link road.	Shorne Parish Council	Kent County Council	0	9	The connection between the A2 eastbound parallel link road and the M2 eastbound has been removed. This has been replaced by the new link road connecting the Gravesend East junction to the M2 eastbound. The link between the A2 and M2 eastbound was removed to improve safety, preventing potentially unsafe lane-changing manoeuvres as motorists merge or diverge to and from the A2 and M2. Space constraints at the proposed M2/A2/A122 Lower Thames Crossing junction preclude adding an additional direct connection from Gravesend East to the A2 eastbound parallel link road. This journey is possible by using the local link roads south of the A2/M2 to access Brewers Road, from where it is possible to join the A2 eastbound slip road.	No
SOU30	Suggestions that a link from the eastbound A2 link road to the M2 eastbound should be reinstated. Consultees suggest that this would provide better access for motorists and prevent overuse of the A289.	Shorne Parish Council	-	0	5	To better manage traffic demand, the Applicant proposes to add traffic signals to the Brewers Road junction with the A2 eastbound slip road. Connecting from the A2 eastbound parallel link road to the M2 would be via the A289. The traffic modelling forecasts submitted as part of the application for development consent forecast that this would remain free-flowing for the foreseeable future once the Project is operational and that the	No
SOU31	Comments expressing concern that the Gravesend East junction has been designed so motorists would not be able to directly join the A2 eastbound parallel link road to continue onwards to the A2 or the A289. Consultees say this would lead to more traffic on local roads and cause Brewers Road to become congested as vehicles use it	Shorne Parish Council	Gravesend Borough Council, Kent County Council	6	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
	to access the A2 eastbound and the A289.					A226 junction would operate satisfactorily once the Project is in place.	
SOU32	Comments expressing concern about the removal of the link between the A2 link road and the M2. Consultees say motorists accessing the M2 eastbound, including from Brewers Road, would have to join the A289 before turning back on themselves.	Cobham Parish Council, Higham Parish Council, Shorne Parish Council	Kent County Council	8	44	For more information about the design of the Project, see the Project Design Report (Application Document 7.4). 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, as described in Chapter 8 and included in full in Appendix S of this report. For information about traffic modelling, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).	No
SOU33	Comments expressing concern that traffic would increase on the A289 and that the road would not be able to support this increase, with some specifically concerned about capacity at the A226 junction.	Shorne Parish Council	-	1	7		No
SOU34	Comments expressing concern that the proposed new connection at Gravesend East would increase traffic and disrupt local roads in the area. Consultees say that roads such as Valley Drive are already congested and additional traffic accessing the Project would create	-	-	2	20	Traffic modelling forecasts show there would be minor increases in traffic flow along the southern end of Valley Drive of between 10% and 20% as a result of the Project. This is likely to be because of some local reassignment of traffic taking advantage of the direct connection from the Gravesend East junction to the Project and the more reliable journey opportunities it brings across the River Thames.	No

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	further congestion. They also say Valley Drive and nearby roads are too narrow to handle additional traffic.					Once the Project is operational, traffic impacts on the affected road network would be monitored, including on local roads. More information on the forecast impacts, including on Valley Drive, can be found in the Transport Assessment (Application Document 7.9).	
SOU35	Comments expressing concern that the proposals would not provide adequate connectivity between major roads east of the Project such as the A2, M2 and M20. Some consultees are concerned traffic travelling from Dover would not be able to connect from the M20 to the M2 efficiently.	-	Dartford Borough Council	1	9	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
SOU36	Comments expressing concern about how traffic would connect to the Project from the M20. Consultees say forecast traffic volumes at the Blue Bell Hill junction, the A228 and A229 have increased since Statutory Consultation. They say these roads are not suitable to support increased traffic, including Heavy Goods Vehicles (HGVs), with some commenting that a particular road is only single	Cobham Parish Council	Dartford Borough Council, Gravesham Borough Council, Tonbridge & Malling Borough Council	4	88	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	No

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	<p>carriageway. Consultees express concern that the Blue Bell Hill junction is unable to support existing traffic volumes.</p>					<p>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>For more information about the impacts across the road network, see also the Traffic</p>	

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						Forecasts Non-Technical Summary and assessment of the strategic road network in the Transport Assessment (Application Document 7.9).	
SOU37	General comments expressing concern about the changes made to the proposed M2/A2/A122 Lower Thames Crossing junction since Statutory Consultation.	Kent Downs AONB Unit	-	1	9	<p>Changes to the proposed M2/A2/A122 Lower Thames Crossing junction and link roads enabled the Project to improve direct connectivity from the Gravesend East junction to the M2 eastbound. Changes to the junction layout also allowed the Applicant to move the South Portal 350m south to reduce adverse impacts on the Thames Estuary and Marshes Special Protection Area and Ramsar site. While the revised proposals for the M2/A2/A122 Lower Thames Crossing junction would provide a more compact layout, the new layout would remove part of Claylane Wood.</p> <p>Following Supplementary Consultation in January 2020, the Applicant further developed the landscaping proposals to include more information about proposed woodland planting and refined the utility diversions around the proposed M2/A2/A122 Lower Thames Crossing junction, reducing the impacts on Shorne and Ashenbank Woods Site of Special Scientific Interest, Jeskyns Community Woodland and Claylane Wood.</p> <p>More information about the Design Refinement Consultation in July 2020 can be found in Chapter 7 of this report. More information about the design of the route can</p>	No

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						be found in the Project Design Report (Application Document 7.4) and 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, as described in Chapter 8 and included in full in Appendix S of this report.	
SOU38	Comments expressing concern about the potential loss of local amenities as a result of the southern route and junction. This includes sites such as a local children's nursery, Southern Valley Golf Course, and outdoor spaces such as Shorne Woods Country Park.	Shorne Parish Council	-	2	9	<p>The Applicant has carried out an Environmental Impact Assessment (EIA) to assess the Project's impact on local amenities during construction and operation. This assessment is documented in Environmental Statement (ES) Chapter 13: Population and Human Health (Application Documents 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 Chalk Park, as well as an upgraded network of Public</p>	No

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						<p>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>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. 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 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</p>	

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						<p>the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</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. 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, as described in Chapter 8 and included in full in Appendix S of this report.</p> <p>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 the Ron Evans Memorial Field, Chalk Park, Shorne Woods Country Park, 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 again in July 2021 as part of the Community Impacts Consultation.</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</p>	

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						<p>owners of the Southern Valley Golf Course 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 within the Project, near the South Portal, which would be accessible to the public once the Project is operational.</p> <p>The Applicant has engaged with people with an interest in land within the Order Limits and previous versions of the Project's land use plans periodically and at public consultations. This included writing to them at each stage of the consultation process. This has included individual landowners as well as the owners of businesses.</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</p>	

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						<p>consultation were considered by the Applicant. There is a list of land interests in Appendix J of this report.</p> <p>The Applicant is proposing to create almost 3km of new or improved pathways for every 1km of new road, with over 60km of new or improved pathways for walkers, cyclists and horse riders in Kent, Thurrock, Brentwood and Havering. This would encourage active travel and promote health and wellbeing across the region. New bridges and paths would connect to upgraded and extended routes to give the local community and visitors easier and safer ways of travelling between the area's parks and woodlands, heritage sites and employment centres.</p> <p>The proposals presented at the Community Impacts Consultations in July 2021 for walking, cycling and horse riding were developed after consultation and engagement with local communities and stakeholders. Chapter 2 of the Operations Update provided for that consultation set out the proposed improvements to footpaths and bridleways across the Project. 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</p>	

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						<p>would be available during construction or once the Project is complete.</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 the proposals for improving and upgrading Public Rights of Way are set out in the Project Design Report (Application Document 7.4).</p>	
SOU39	General comments from consultees saying the proposed M2/A2/A122 Lower Thames Crossing junction and southern route would cause disruption to local communities, with concerns including the impacts of traffic noise.	-	-	5	36	<p>To assess the environmental impacts of the construction and operation of the Project, an 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</p>	Yes
SOU40	Comments expressing concern that the Project is	-	-	4	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
	<p>too close to residential properties. Locations where consultees say that this is a particular issue include Riverview Park, Thong Lane and Valley Drive.</p> <p>Consultees also say the road has moved closer to residential properties as a result of the relocation of the South Portal and question why this was necessary.</p>					<p>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>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 possible.</p> <p>All the junctions, including the proposed M2/A2/A122 Lower Thames Crossing junction, 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). This provides assessments of the impacts of the Project during construction and operation and includes information about the proposed mitigation for each area. 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
						<p>Chapter 13: Population and Human Health (Application Document 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>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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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>ES Chapter 12: Noise and Vibration (Application Document 6.1) includes an assessment of the impact of noise on local properties and populations, including parts of Riverview Park, Thong Lane and Valley Drive. Information about how the noise assessment was carried out, including which areas and sensitive receptors were included, can be found in ES Chapter 12.</p> <p>As part of the Community Impacts Consultation undertaken in July 2021, the Applicant provided graphical representations of the predicted changes in operational road traffic noise in the opening year of the Project. These were provided in the Ward Impact Summaries and Chapter 5 of the Operations Update, as described in Chapter 8 and included in full in Appendix S of this report.</p> <p>.</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</p>	

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						<p>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>	

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						<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>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. The Transport Assessment also examines the impact of construction traffic on the road network.</p> <p>While the Project would result in additional vehicle mileage being travelled once it is</p>	

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						<p>operational, 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>The South Portal was moved 350m south and 50m west to reduce the Project's impacts on the Thames Estuary and Marshes Special Protection Area and Ramsar site. This change was made after consideration of feedback from key stakeholders, such as the Environment Agency, and further investigations. The Ramsar is a wetland of international environmental importance and moving the South Portal and southern link road would help prevent the Project's tunnelling activity negatively impacting this area.</p> <p>Moving the South Portal resulted in the route being 50m closer to Riverview Park and Valley Drive. However, the route also moved 50m away from Thong.</p> <p>At this point on the route, the road would be designed in a cutting, reducing the visual and noise impacts on properties in Riverview Park and Thong.</p> <p>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>	

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SOU41	Comments expressing concern that local residents would experience no traffic benefits from the Project but would be subject to negative impacts. Locations where consultees say this was a particular concern include Riverview Park and Chalk.	Shorne Parish Council	-	1	7	<p>The Project would provide a new free-flowing crossing over the River Thames east of the Dartford Crossing, resulting in faster journeys for many motorists using the route and fewer delays for those using the Dartford Crossing, while also boosting local economies.</p> <p>Once operational, the Project would have some impacts on local roads. However, 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>In general, much of Riverview Park and Chalk are forecast to see no change 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 re-assignment 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>Once the Project is operational, traffic impacts on the affected road network would be monitored, including on local roads. More information on the forecast impacts is available in the Transport Assessment (Application Document 7.9).</p> <p>The new river crossing would be connected to the local road network via the Gravesend East junction, providing free-flowing access to</p>	No

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						<p>areas north of the River Thames, which are currently less accessible because of frequent congestion at the Dartford Crossing. This would provide improved access to leisure, employment and business opportunities for those south of the river.</p> <p>The majority of the Project's economic, social and environmental benefits would accrue from trips that begin and/or end in local authorities within the South East Local Enterprise Partnership (SELEP) area. SELEP local authorities south 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 (EAP), which is Appendix D of Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP provides a summary of the Project's cost and benefits. The Economic Appraisal Report provides more information about the appraisal results and the EAP shows the benefits for SELEP local authorities north and south of the river.</p>	
SOU42	Comments expressing concern about the proposed width reduction of the central reservation along the A2/M2 east of Brewers Road. Consultees say this removes vegetation and woodland,	Kent Downs AONB Unit	-	2	10	As part of the proposals to reduce the footprint of the proposed upgrades to the A2/M2 the hard shoulder was removed from the A2 eastbound parallel link road, lane four of the A2 was narrowed in both directions, and the width of the central reservation was also reduced east of Brewers Road, including	No

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	increasing the hard surfacing, without significantly reducing the road's footprint. One consultee supports the removal of the central reservation but says the reduction in footprint is not enough to offset the impact of the Project on environmentally important areas.					the removal of an isolated area of woodland and vegetation. Compared with the proposals presented at Statutory Consultation in October 2018, the newly proposed design for the central reservation is on average 7.5m narrower, with a maximum reduction in width of 12.7m. The section of planting in the central reservation of the dual carriageway is isolated vegetation and its removal would allow reduced impacts on the Kent Downs Area of Outstanding Natural Beauty (AONB) by narrowing the footprint of the A2/M2 compared with the proposals promoted at Statutory Consultation in October 2018, while still maintaining safety and traffic flow.	
SOU43	Comments expressing concern about the proposed narrowing of the A2/M2 compared with the design promoted at Statutory Consultation. Consultees say this road would need to be expanded in the future because the volume of traffic is increasing. Consultees ask if the lanes are wide enough and whether motorists could merge and diverge safely.	-	-	3	22	<p>The design would ensure motorists could change lanes safely, and that lane widths are appropriate for 70mph driving. The hard shoulder has also been removed from the eastbound link road along the A2 and replaced with a hard strip. If an incident occurs, live signage would inform other road users and control the traffic to prevent the link road backing up into the tunnel.</p> <p>The approach to design has been guided by standards in the Design Manual for Roads and Bridges (DMRB), by best practice, and traffic modelling forecasts that the route and its junctions would be free-flowing for the foreseeable future after the opening of the Project. The Project has been designed in accordance with the DMRB standards</p>	No

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						<p>published in July 2019 (National Highways, 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>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 as part of the Community Impacts Consultation in July 2021.</p>	
SOU44	<p>Comments expressing concern about the complexity of the proposed M2/A2/A122 Lower Thames Crossing junction on the grounds that it would be confusing for motorists to navigate. Consultees say it would be difficult to get into the correct lane, increasing the risk of collisions and preventing free-flowing traffic. Consultees also say the complex layout stems from trying to include too many connections in a small area of land.</p>	Higham Parish Council	-	13	50	<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's route and junctions would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design. The link roads within the junctions would be designed to provide an efficient and safe free-flowing connection from one road to another.</p>	No

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SOU45	Suggestions about how signage could best be used to ensure smooth traffic flow and safe driving conditions. This includes suggestions about information that should be shown on signs, such as roads unsuitable for Heavy Goods Vehicles (HGVs) and warnings for motorists to use the correct lane, as well as how and where signs should be displayed.	-	-	1	12	<p>The Project would include sufficient signage to ensure the route performs safely and gives motorists advance notification of road layout changes and destinations, allowing them to get into the correct lane in a timely and safe way. Where appropriate, signage would include the latest technology, with variable speed limits to manage traffic flow, and warn of incidents and lane closures. There are no parts of the Project that are not suitable for Heavy Goods Vehicles (HGVs), apart from lane three on the main carriageway and lane four on the upgraded A2/M2.</p> <p>Signage would also provide real-time journey information on the approaches to the Project, including information about current incidents and journey times. All signage would conform to the required design standards.</p> <p>Safety on the Project has been a priority at every stage of the design process. For example, traffic flows along sections of the A2/M2 would be segregated to increase safety where motorists' lane changes would otherwise present an increased risk of collisions. For more information on the proposals, including 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 as part of the Community Impacts Consultation in July 2021.</p>	No

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SOU46	<p>Comments expressing concern about the proposed design of the South Portal. These include concerns that it would affect groundwater flows and dewatering during construction. Other consultees comment on the height of the tunnel portal and its visual impact, the lack of a breakdown area at the portal, and the potential impact on heritage assets that may be in the area. Some consultees ask if the increased tunnelling is raising the cost, leading to cheaper options being pursued elsewhere in the Project.</p>	Shorne Parish Council	Kent County Council	1	6	<p>After Statutory Consultation in October 2018, as a result of further investigation and in response to feedback, both tunnel portals were redesigned, and these were consulted on during Supplementary Consultation in January 2020 and Design Refinement Consultation in July 2020. The revised designs included new landscaping, planting and a permanent substation near each tunnel portal. 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 need to mitigate negative environmental impacts, such as changes to groundwater levels, impacts on the Thames Estuary and Marshes Special Protection Area and Ramsar site.</p> <p>For the tunnel portals, as for the rest 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) sets out the impact on the local landscape during construction and operation and sets out any proposed mitigation in each area. 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</p>	No

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						<p>landscape. After Statutory Consultation in October 2018, as a result of further investigation and in response to feedback, the Applicant developed the proposals for landscaping around the tunnel portals and consulted on these plans during the Supplementary Consultation in January 2020 and Design Refinement Consultation in July 2020.</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 This would use excavated material, 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>The proposals for Chalk Park were consulted on at the Supplementary Consultation and the Design Refinement Consultation in January and June 2020, respectively, and the Community Impacts Consultation in July 2021. Following feedback received during the Community Impacts Consultation, the proposals for Chalk Park have been refined. For a description of the tunnel portal designs, see the Project Design Report (Application</p>	

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						<p>Document 7.4), and for further details on the refinements following the Community Impacts Consultation, see Chapter 8 and Appendix S of this report.</p> <p>ES Chapter 6: Cultural Heritage (Application Document 6.1) assesses the impact of the Project's construction and operation on archaeological remains. The chapter includes information about archaeological remains around the South Portal, as well as information about the proposed Archaeological Mitigation Strategy (Application Document 6.3, ES Appendix 6.9), which sets out the scope and methods for the planning and implementation of essential cultural heritage mitigation across the Project.</p> <p>This is secured as a cultural heritage commitment in the Register of Environmental Actions and Commitments within the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2). The assessment of buried archaeology in ES Chapter 6 has been carried out on a robust and precautionary basis. Further trial trenching would continue after the submission of the application for development consent, for completeness, and enabling works would not take place until that the trial trenching is complete.</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</p>	

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						<p>built heritage features need to be removed, a detailed cultural record would be created beforehand.</p> <p>The Applicant is satisfied that the impacts on cultural heritage 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 6.</p> <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 an incident.</p> <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 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>It would be possible to help emergency services to access incidents in the tunnels by using technology. This includes signage that</p>	

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						<p>can be changed to alert road users of lane closures, speed restrictions and incidents ahead. 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.</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 design, see the Project Design Report (Application Document 7.4) and the General Arrangements (Application Document 2.5).</p> <p>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 Applicant carries out periodic reviews to ensure costs are controlled. The budget is also subject to close scrutiny by the Department for Transport.</p>	
SOU47	Comments expressing concern that the Project would impact existing infrastructure, such as roads, High Speed 1 (HS1)	-	-	1	8	The Applicant has engaged closely with the operators of existing infrastructure – including local highways authorities, utility companies and HS1 – to ensure impacts from the Project	No

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	and utilities. A comment expressed concern about the loss of existing road connections from south of the A2/M2 to Medway towns.					during construction or operation are assessed and would be mitigated where necessary. The direct connection from roads south of the A2/M2 to the Medway towns via the M2 has not been included in the proposals because of the constraints on space around the proposed M2/A2/A122 Lower Thames Crossing junction, including the presence of HS1 to the south. However, once the Project is operational, motorists would be able to access the Medway towns from roads south of the A2/M2 via the A2 and the A289. For example, traffic joining the Project at Halfpence Lane and Henhurst Road would use local link roads to cross the A2/M2 and join the eastbound A2 parallel link road at Brewers Road. Motorists from the south who want to access the M2 eastbound would be able to use the local link roads to access the Gravesend East junction from where direct access to the M2 eastbound is possible.	
SOU48	Comments expressing concern that the proposed M2/A2/A122 Lower Thames Crossing junction would not support or would inhibit future developments, such as the future expansion of High Speed 1 or the potential expansion of the junction to handle more traffic in the future.	-	-	1	6	The Applicant has worked closely with local authorities to understand their future aspirations for development in the area around the A2/M2 The Project as a whole would open up a new route to the area north of the River Thames and provide relief at the Dartford Crossing, providing significant benefits in journey time reductions and increasing economic activity across the region. The M2/A2/A122 Lower Thames Crossing junction proposals, including the	No

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						number of lanes on the links, have been determined after consideration of traffic modelling and are appropriate for the predicted usage. The Project is forecast to remain free-flowing for the foreseeable future. For more information about the economic benefits of the Project, see the Economic Appraisal Package, which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). For more information about the route's design, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). Traffic modelling information can be found in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).	
SOU49	Comments expressing concern about the proposed maintenance roads at the South Portal. Consultees say the route has been widened at this location since Statutory Consultation, making it harder to mitigate the visual impacts.	Shorne Parish Council	Tonbridge & Malling Borough Council	1	3	The width of the private maintenance and access road corridor around the South Portal has been increased from 8m to 12m. This provides enough space for drainage, lighting, a safety barrier and a road that can cater for two-way traffic. For more information about the tunnel design, see the Project Design Report (Application Document 7.4) and the General Arrangements (Application Document 2.5).	No
SOU50	Comments expressing concern about a reduction in the number of lanes. Consultees say the	Shorne Parish Council	Gravesham Borough Council, Kent County	1	32	The total number of lanes on the proposed upgrade to the A2/M2 is greater than the current number of lanes. The number of lanes was not reduced from Statutory Consultation	No

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	reduction of lanes on the eastbound A2/M2 from three lanes to two, and on the westbound carriageway from four lanes to three, would create a bottleneck and could be dangerous as traffic merges. One consultee asked why the westbound off-slip linking the Project to Gravesend East junction needs three lanes.		Council, Medway Council			in October 2018 to Supplementary Consultation in January 2020, and no subsequent reduction has been proposed. The Project proposals include eastbound and westbound parallel link roads, with two lanes in each direction, and these would be designated as part of the A2. These would run between the Gravesend East junction and junction 1 of the M2, carrying A2 traffic separately from the A2, where currently this traffic is combined on the A2/M2 The proposal for the A2 through the Gravesend East junction and the junction with the Project is to have two lanes eastbound and three lanes westbound. When the A2 parallel link roads are considered, this makes a total of four lanes eastbound and five lanes westbound, which is one more lane than the current configuration of the A2/M2 which has four lanes in each direction.	
SOU51	Comments expressing concern that traffic would increase on the M2. Consultees say the M2 is not suitable to handle the increased traffic, particularly to the east of the proposed new junction where it has two lanes in each direction rather than three.	Kent Police, Shorne Parish Council	Swale Borough Council	0	14	East of the proposed M2/A2/A122 Lower Thames Crossing junction, the proposal for the A2 is to have four lanes in each direction, which amounts to a total of six lanes in each direction when the A2 parallel link roads are considered. This makes two lanes more in each direction than are currently provided for the combined A2/M2 traffic.	No
SOU52	Suggestions that more lanes are required on the A2 and M2 to support the expected volumes of traffic.	-	-	0	13	In addition, the proposed local link road south of the A2/M2 would also have one additional lane in each direction, which would provide	No

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						<p>additional capacity for local journeys, some of which currently use the A2/M2.</p> <p>The number of lanes along the route and through each junction has been decided as part of the ongoing design development process, including the outputs of various phases of traffic modelling. The traffic modelling presented as part of the application for development consent forecasts that the crossing, the proposed M2/A2/A122 Lower Thames Crossing junction and the upgraded section of the A2/M2 would remain free-flowing for the foreseeable future.</p> <p>The westbound off-slip from the Project to the Gravesend East junction becomes three lanes for approximately 100m where it meets the roundabout. This is to reduce queueing at the roundabout and is in line with the traffic modelling forecasts.</p> <p>For more information about traffic modelling, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p>	
SOU53	<p>Comments expressing concern about the height of the roads and viaducts that would form the proposed M2/A2/A122 Lower Thames Crossing junction.</p> <p>Comments include those saying the revised design would make the junction higher, creating a greater</p>	Historic England	-	0	1	<p>Overall, 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.</p> <p>The maximum height above ground level of the M2/A2/A122 Lower Thames Crossing junction proposed at Statutory Consultation in October 2018 was 14m. Subsequent 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>visual impact than proposed at Statutory Consultation. Some consultees are specifically concerned about the potential impact of the junction, such as increased noise, on the Thong Conservation Area.</p>					<p>changes at this junction, including the inclusion of new links and revised horizontal and vertical geometry, meant the updated design presented at Supplementary Consultation in January 2020 increased the overall height of this junction by 2m.</p> <p>The proposed junction balances the use of viaducts and embankments. The proposed height of these is determined by various engineering factors, including the gradients of link roads and the required height clearance for roads passing underneath.</p> <p>The Applicant has carried out an Environmental Impact Assessment (EIA) to understand the visual impacts of the Project, and this is documented in Environmental Statement (ES) Chapter 7: Landscape and Visual (Application Documents 6.1). This sets out the mitigation proposed to reduce the impacts of the junction on the landscape, including tree-planting. ES Chapter 7 explains the assessment of the Project on the surrounding landscape, which includes consideration of the height of the junction.</p> <p>When the Project is operational, 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,</p>	

Code	Summary of issue(s) raised	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 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 ES also includes information about the assessment of noise and vibration, and the proposed mitigation, in ES Chapter 12: Noise and Vibration (Application Document 6.1). Thong was included in the noise assessment area. Mitigation measures would include earthworks alongside sections of the proposed M2/A2/A122 Lower Thames Crossing junction, and low-noise surfacing, which was consulted on during the Local Refinement Consultation in May 2022.</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).</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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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>	
SOU54	Comments about the use of smart motorway technology, saying they are potentially dangerous. This includes consultees who say that the absence of a hard shoulder on link roads increases the risk of collisions with a stationary vehicle in a live lane or delays to traffic caused by a vehicle blocking a lane.	Shorne Parish Council	-	7	59	<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 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, junctions and associated link roads would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design.</p>	No
SOU55	Requests for the Applicant to either prepare or provide more information on topics relating to the southern junction, including requests for detail on the emergency diversions that would be used to enable vehicles to leave the Project in the event of an incident, and clarification over whether the maintenance roads would be	-	Tonbridge & Malling Borough Council	1	6	<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 route, junctions and associated link roads 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
	used for general traffic in these circumstances.					<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> <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>	

Code	Summary of issue(s) raised	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 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 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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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>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 an incident.</p> <p>In the event of a major incident where one carriageway becomes completely blocked, emergency vehicles 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. There are no</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						plans to use maintenance roads for general traffic in the event of an incident. 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.	
SOU56	Comments expressing concern about the safety of the proposed M2/A2/A122 Lower Thames Crossing junction, the link road to the tunnel, and the associated link roads. Concerns include those saying the design would not be suitable for the expected traffic volumes. Consultees are also concerned about the speed at which traffic would travel through the junction, as well as sharp turns on local roads such as Henhurst Road, Sole Street and Thong Lane, which they say would be a risk for larger vehicles. Some consultees are concerned about localised weather conditions within the area of the cutting,	Kent Police, Shorne Parish Council	Gravesham Borough Council, Kent County Council, Swale Borough Council	7	41	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, junctions and associated link roads would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design. The route, including the proposed M2/A2/A122 Lower Thames Crossing junction, would operate with a variable mandatory speed limit, with the default limit being the national speed limit for an all-purpose trunk road (e.g. 70mph). Speed limits would be adjusted depending on the conditions at the time. Where appropriate, such as links at some junctions, advisory	No

Code	Summary of issue(s) 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 can sometimes experience fog and snow.					<p>speed limit signs would be installed to encourage responsible driver behaviour.</p> <p>Local roads, such as Sole Street and Thong Lane, are managed by the local highway authority. Once the Project is operational, traffic impacts on the affected road network would be monitored, including on local roads. More information on the traffic impacts on local roads is available in the Transport Assessment (Application Document 7.9).</p> <p>The road would be designed and managed to function safely with all potential weather conditions, including snow and fog. The Applicant has worked with the Met Office to understand the above-average incidence of fog near 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 and the use of technology to improve safety for road users, see the Design Principles (Application Document 7.5).</p>	
SOU57	Comments expressing concern about how the A2 would cope with additional traffic generated by the Project, including traffic	Shorne Parish Council	Dover District Council	4	48	Traffic modelling submitted as part of the application for development consent forecasts that, compared with the situation without the Project, the overall level of traffic using the Dartford Crossing is forecast to fall by 19% 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
	travelling towards Dover and the Channel ports. Comments include those from consultees who say the A2 is already heavily congested and that the Project should not connect to it. Consultees also say that other developments in the area, combined with traffic using the Project, would overload some junctions.					2030, the Project's forecast year of opening. With the Project in place, the level of traffic using Dartford Crossing is forecast to remain below its current levels for the foreseeable future (with the exception of the morning peak). Average speeds on that part of the network would rise and journey times would become more reliable, reducing congestion at the Dartford Crossing in line with the Scheme Objectives agreed with the Department for Transport.	
SOU58	Comments expressing concern about the potential for traffic to build up and cause congestion on the A2 and M2 east of the Project. Consultees say the increase in traffic on these roads would also put pressure on nearby junctions, including the Whitfield Roundabout and Duke of York roundabout.	-	Dover District Council, Medway Council	1	39	The A2/M2 would be upgraded to accommodate additional traffic on the eastern approach to the Project, and this section of the road is forecast to remain free-flowing for the foreseeable future. The section of the A2 between the M25 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.	No
SOU59	Suggestions that the M2 should be improved to help it support both existing traffic flows and any increase in traffic following implementation of the Project. Consultees say that,	-	Canterbury City Council, Dover District Council, Folkestone	0	12	Similarly, this section of the A2 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.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	although some roads have been identified by the Applicant for future improvement, these schemes should be completed before the Project to prevent future traffic issues.		and Hythe District Council, Swale Borough Council			The M2 to the east of junction 1 is forecast to experience an increase in traffic. 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).	
SOU60	Suggestions that one or more of the existing roads that link the A2/M2 to the M20 should be upgraded as part of the Project proposals. Many consultees suggest that the A229, and particularly its junction with the M2, should be upgraded, while others mention the A227, A228 and A249. Some consultees suggest the Project route should be continued to connect directly with the M20.	-	Ashford Borough Council, Dover District Council, Folkestone and Hythe District Council, Kent County Council, Medway Council	0	37	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
SOU61	Suggestions for road improvements that could be made to non-motorway routes south of the crossing to accommodate anticipated traffic flows. Consultees suggest improvements to various roads, including on the A2 towards Dover.	-	Ashford Borough Council, Canterbury City Council, Folkestone and Hythe District	1	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
			Council, Kent County Council, Tonbridge & Malling Borough Council			<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>More information on the forecast impacts is available in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p>	
SOU62	Suggestions about facilities that should be included as	-	-	0	5	If the Project is granted development consent, the Applicant would work with roadside	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	part of the proposed M2/A2/A122 Lower Thames Crossing junction to support the Project. These include additional lorry parking facilities and improved access for emergency services.					<p>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>The Applicant has engaged closely with the emergency services in developing plans for the Project and would continue to do so. After considering feedback received during the Statutory and Supplementary Consultations, additional emergency accesses have been added at various locations along the route, particularly near the proposed A13/A1089/A122 Lower Thames Crossing junction, to maintain emergency response times. For more information about these proposed emergency accesses, see the Project Design Report (Application Document 7.4).</p>	
SOU63	Suggestions that long-distance traffic should be dissuaded from using local roads through the	Shorne Parish Council	-	0	3	The Project would connect directly to key points on the strategic road network (A2/M2 A13/A1089 and M25) and selected local connections, such as the Gravesend East 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
	introduction of traffic-calming measures, for example the use of weight limits on certain roads such as Henhurst Road, Sole Street, and through Cobham to prevent Heavy Goods Vehicles (HGVs) from using these routes.					Orsett Cock junctions. This would reduce the likelihood of motorists using local roads to access the new crossing. Responsibility for the design of local roads, including traffic-calming measures, would remain with the relevant local highway authority. More information on the predicted impacts of traffic on local roads is available in the Transport Assessment (Application Document 7.9).	
SOU64	Suggestions that the South Portal to the tunnel should be moved further south, closer to the proposed M2/A2/A122 Lower Thames Crossing junction and away from Chalk, Riverview Park and Shorne. Some consultees suggest this would allow for Chalk Park to be made bigger with greater long-term benefits for local people.	Shorne Parish Council	Kent County Council	3	24	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. Chalk Park would be an informal public space created around the South Portal, using 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. Following feedback received from the landowners and during the Community Impacts Consultation in July	No

Code	Summary of issue(s) 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, the Applicant proposes to permanently acquire the remaining 8ha of the Southern Valley Golf Club which had previously been identified for temporary possession during construction. This 8ha would form part of the wider open space provision south of the river. For more information about the proposals for Chalk Park, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5).	

Issues raised in response to open Question 1d

- 12.4.15 Table 12.7 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q1d in the consultation response form, which was as follows:
- 12.4.16 *Q1d: Please let us know the reasons for your response to Q1c and any other comments you have on the removal of a dedicated rest and service area and maintenance depot for the Lower Thames Crossing, the junction at Tilbury and the changes that result from this.*
- 12.4.17 For reference, the closed Question 1c referred to in Q1d above was as follows:
- 12.4.18 *Q1c. Do you support or oppose the removal of a dedicated rest and service area and maintenance depot for the Lower Thames Crossing, the junction at Tilbury and changes that result from this? Please refer to chapter 3 of the guide.*
- 12.4.19 For more information about Q1c and how consultees responded to it and the other closed questions in the consultation response form, see Section 12.3 of this report.
- 12.4.20 The issues raised that relate to Tilbury are summarised in Table 12.7 below. Where issues were raised in response to Q1d that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 12.4.21 The Applicant has fully considered all of the responses received, Table 12.7 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.
- 12.4.22 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 12.7

- 12.4.23 The information presented in Table 12.7 is the following:
- i. 'Code' is a unique code assigned to each issue for reference purposes.
 - j. 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q1d or to another question in the response form but covering similar topics.
 - k. '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.
 - l. '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.
 - m. 's42(1)(d)' states how many respondents with a land interest raised that issue.
 - n. 's47 & s48' states how many members of the public raised that issue.

- o. '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).
- p. '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 the Supplementary 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 Tilbury and the Applicant's responses

12.4.24 Table 12.7 below summarises the issues raised relating to Tilbury and the Applicant's responses to those issues raised.

Table 12.7 Summary of issues raised relating to Tilbury 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
TIL1	General comments supporting the decision to remove the junction and facilities previously proposed near Tilbury, on the basis that these consultees feel the facilities are not needed.	-	-	1	49	These comments have been noted.	No
TIL2	General comments supporting the changes since Statutory Consultation, with consultees saying the inclusion of Tilbury junction in the previous proposals was unnecessary.	-	-	0	5		No
TIL3	General comments supporting the changes since Statutory Consultation, with consultees saying the inclusion of a roadside service facility at Tilbury in the previous proposals was unnecessary.	East Kent Hospitals NHS Trust	-	1	88		No
TIL4	General comments supporting the changes made at Tilbury since Statutory Consultation, including removal of the junction, the roadside	Anglian Water Services Ltd, Historic England	Thurrock Council	3	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
	service facility and maintenance depot.						
TIL5	Comments supporting the removal of Tilbury junction from the proposals presented at Statutory Consultation, saying this has improved the Project.	-	-	0	7		No
TIL6	Comments supporting the removal of the maintenance depot from the proposals presented at Statutory Consultation.	-	-	0	5		No
TIL7	Comments supporting the removal of the roadside service facility from the Project. Consultees say this would reduce the impact on communities and the environment. Others say this would reduce the potential for criminal activity and support local business.	-	Southend-on-Sea City Council, Thurrock Council	12	61		No
TIL8	A comment supporting the updated proposals, saying they reduce the potential for anti-social behaviour.	-	-	1	0		No
TIL9	Comments supporting the revised proposals around Tilbury, saying they would	-	-	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
	reduce disruption to local communities.						
TIL10	Comments supporting the changes to the height and length of the Tilbury Viaduct, saying the revised proposals would reduce the visual impact on the area, or that the updated design would cost less.	-	-	0	4		No
TIL11	General comments supporting the revised proposals around Tilbury as sensible and well thought-out.	-	-	9	213		No
TIL12	Comments supporting the revised proposals because less land would be needed around Tilbury. This includes consultees who say that less Green Belt would be affected.	-	-	1	18		No
TIL13	Comments supporting the removal of the roadside service facility near Tilbury because they say it would have brought too many Heavy Goods Vehicles (HGVs) to the area, causing additional congestion and pollution.	-	-	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
TIL14	General comments supporting the removal of the junction because consultees say it will prevent additional traffic on local roads.	-	-	2	23		No
TIL15	General comments supporting the revised proposals, saying there would be less congestion in the area as a result of the changes.	-	-	3	57		No
TIL16	Comments from consultees stated that they do not have an opinion on the proposals at Tilbury.	-	-	4	183		No
TIL17	Comments expressing concern that the removal of the junction at Tilbury would make travel between Essex, Thurrock and Kent more difficult for local traffic and would limit access to local towns and villages. Consultees also express concern that this would affect emergency services and their ability to respond adequately to local communities.	RWE Generation UK plc	Kent County Council	3	16	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. If the Project is granted development consent, the Applicant would continue to work with roadside service facility operators,	No

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TIL18	Comments expressing concern about the lack of a Tilbury link road in the updated proposals. Consultees feel that this would mean that Thurrock residents would not benefit from the Project and there would be a lack of connectivity without one. They say the lack of a link road could cause more congestion, longer journey times and more pollution in the local area. Consultees also say that a link road is needed to support economic growth in the area, with some consultees specifically concerned about the impact on the Port of Tilbury.	RWE Generation UK plc	Gravesham Borough Council, Thurrock Council	5	34	<p>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 removal of the junction at Tilbury would not affect local access or journeys between Kent and Thurrock or Essex because no local access from this junction was</p>	No
TIL19	Comments expressing concern about the inclusion of a Tilbury link road, at this stage or in future proposals.	-	-	0	2	<p>proposed at Statutory Consultation in October 2018. 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 consents.</p>	No
TIL20	General comments expressing concern about the revised proposals at Tilbury, opposing the removal of the junction and roadside service facility.	Natural England	Tonbridge & Malling Borough Council	1	15	<p>With regards to economic benefits to the area, the Project aligns with the South East</p>	No

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TIL21	Comments expressing concern that the removal of the junction at Tilbury in the current plan is temporary, and that the junction would be reinstated at a future date. This includes consultees who say that the separate construction of a Tilbury link road would lead to the construction of a Tilbury junction in the future.	-	-	3	11	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 would 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 within the EAP provides a summary of the Project's cost and benefits, and the Economic Appraisal Report provides more detail on the appraisal methods and results. The EAP shows the benefits for SELEP local authorities north and south of the river.	No
TIL22	General comments expressing concern over the removal of the junction.	Port of London Authority, RWE Generation UK plc	Kent County Council, Tonbridge & Malling Borough Council, Thurrock Council	9	29	The Applicant has worked closely with emergency services in developing the proposals. In response to comments received from emergency services during Statutory Consultation in October 2018, new emergency access points have been provided at Brentwood Road, linking to the Project route, and at Heath Road, linking to	No
TIL23	Comments expressing concern about the removal of the junction at Tilbury because consultees say this would reduce the economic benefits to the local area, including businesses. This includes consultees who say the area would attract investment if it were connected to the Project.	-	Kent County Council, Southend-on-Sea City Council, Thurrock Council	3	5		No

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TIL24	Comments expressing concern about the removal of the junction at Tilbury on the basis that a junction would be needed in the future. They say increased traffic flows would become a problem if the junction is not constructed as part of the Project.	RWE Generation UK plc	Thurrock Council	3	4	the A1089. Following further design development, the Applicant also added an additional emergency access from the Project route to Brentwood Road and consulted on this proposal during the Design Refinement Consultation in July 2020, as described in Chapter 7 of this report. The Applicant would continue to engage with emergency services during the development of the Project.	No
TIL25	Comments expressing concern that the junction has only been removed from the plans to reduce the cost of the Project. Consultees say that this undermines the original case for the Project and that costs would be incurred if the junction is built later.	-	-	1	8		No
TIL26	Suggestions from consultees who think that there should be a junction at Tilbury to facilitate a link road to provide access to Port of Tilbury.	RWE Generation UK plc	Kent County Council, Thurrock Council	3	11		No
TIL27	Comments expressing concern about access and connectivity in the area around Tilbury. This includes concern over	Anglian Water Services Ltd	-	3	6		To reduce the footprint and height of the proposed A13/A1089/A122 Lower Thames Crossing junction, not all direct links between the A13/A1089 and the Project are provided. The inclusion of additional direct

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	<p>general access issues in Tilbury as well as how vehicles joining the A13 eastwards from the M25 would need to travel further along the A13 and loop back to join the Project. Another concern includes how access to private land would be maintained once the Project is built, including access to Tilbury Water Recycling Centre.</p>					<p>links from the A13 eastbound to the Project would require a third level to the junction, significantly increasing its visual impact and cost, and these are not justified because traffic modelling shows that usage would be low. This is because most traffic would access the Project from the proposed A122 Lower Thames Crossing/M25 and M2/A2/A122 Lower Thames Crossing junctions. The links that have been provided at the proposed A13/A1089/A122 Lower Thames Crossing junction are those that align best with the Scheme Objectives, based on consideration of the modelling, feedback from stakeholders and costs.</p> <p>Motorists would be unlikely to use the Manorway junction to access the Project because those motorists would be more likely to use the Dartford Crossing, which would be more attractive due to reduced congestion once the Project is operational.</p> <p>It is anticipated that motorists wishing to cross the River Thames from the A13 west of the junction of the A122 Lower Thames Crossing would route their journeys via the Dartford Crossing as this would provide shorter journey times following the relief provided by the Project. Therefore, although there is the possibility of joining on to the A122 Lower Thames Crossing via Manorway, this is unlikely.</p> <p>The Applicant is in discussions with Anglian Water, including in relation to access to assets that affect its operations, such as Tilbury Water Recycling Centre. Information</p>	

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						<p>about issues under discussion with Anglian Water will be recorded in the Statement of Common Ground, which is under discussion.</p> <p>The Applicant would aim to maintain access to Tilbury Water Recycling Centre, residential properties, and other businesses and amenities throughout construction and operation of the Project and would engage with affected parties if any existing access routes were affected.</p>	
TIL28	Comments expressing concern that the removal of the roadside service facility means fewer jobs would be created for local people as a result of the Project.	-	-	3	23	<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
TIL29	Comments expressing concern that the removal of the roadside service facility at Tilbury from the proposals is temporary and that it would be reinstated at a future date. This includes consultees who say the consultation document suggests that work to identify the best site for services is ongoing and that this leaves open the possibility that the Tilbury roadside service facility	-	-	10	49	<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>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</p>	No

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	would be reinstated in the future.					service facilities and, if a need is identified, the most appropriate location on the SRN.	
TIL30	Comments expressing concern that the removal of the roadside service facility would lead to vehicles, particularly Heavy Goods Vehicles (HGVs), using lay-bys and other inappropriate locations for rest stops. Areas that consultees say could be affected include Tilbury, South Ockendon, Orsett, Dartford, and the A2.	Cobham Parish Council, Kent Downs AONB Unit	Dartford Borough Council, Gravesham Borough Council, Medway Council, Thurrock Council	8	47	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. More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).	No
TIL31	Comments expressing concern about the removal of the roadside service facility from the proposals. Consultees say it would be necessary for motorists to be able to make rest stops and for Heavy Goods Vehicles (HGVs) to park safely.	Essex Police	Dover District Council, Gravesham Borough Council, Kent County Council, Thurrock Council	6	171	The Project has been designed with high-quality, largely free-flowing links to key points on the SRN, 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. As such, it is not expected that the Project would increase the incidence of HGVs parking on local roads.	No
TIL32	Comments expressing concern about the removal of the roadside service facility from the proposals, with consultees saying it would be needed in the future. They say it should be	-	-	0	18	The route of the Project would connect to the existing SRN, 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	No

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	included now to avoid future disruption.					forecasts that these connections would help attract traffic away from the Dartford Crossing.	
TIL33	Comments expressing concern about the removal of the roadside service facility from the proposals, with consultees saying it would increase pressure on existing roadside service facilities in other locations. Consultees say that this could have a particular impact on Thurrock services, as well as other roadside service facilities on the M25.	-	-	1	9	For more information about these predicted changes to traffic, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8). A further explanation of the decision to proceed without planned provision for a rest and service area at Tilbury is provided in the Project Design Report (Application Document 7.4). 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.	No
TIL34	Comments expressing concern about the lack of a roadside service facility along the Project, with some consultees explaining the benefits they would provide, such as Heavy Goods Vehicle (HGV) parking.	-	-	1	6	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.	No
TIL35	Comments expressing concern that the roadside service facility has been removed from the plans in order to reduce the cost of the Project. Some consultees say the cost of	-	-	14	43		No

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	the Project would only become clear once the roadside service facility is built at a later date.						
TIL36	Comments suggesting that motorists would continue to use the Dartford Crossing and the M25, rather than using the new crossing, because of the lack of a roadside service facility.	-	-	1	10		No
TIL37	Comments expressing concern about a lack of existing roadside service facilities for drivers, particularly on the M2 and M25. Consultees say existing services are too far away, in poor condition, or are not suitably located to benefit traffic using the Project.	-	Gravesham Borough Council, Medway Council, Tonbridge & Malling Borough Council	1	136		No
TIL38	Comments expressing concern about the potential safety implications of a lack of rest areas in the updated proposals.	-	Kent County Council	5	53		No
TIL39	A suggestion that the roadside service facility could be added at a later date if required.	-	-	0	1		No

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TIL40	General suggestions that roadside service facilities should be located in an alternative place.	-	Ashford Borough Council, Dartford Borough Council	0	39		No
TIL41	Suggestions that services should be placed in a specified alternative location, such as Clacket, South Mimms, Upminster or Kent.	-	-	0	18		No
TIL42	Suggestions that existing service areas should be upgraded, or that there should be better access to them. Consultees feel that Thurrock services in particular should be improved.	-	-	1	2		No
TIL43	A suggestion that roadside service facilities could help recover the cost of the Project.	-	-	0	1		No
TIL44	Comments expressing concern about the removal of the maintenance depot from the revised proposals.	-	-	0	2		In addition to removing the roadside service facility, the Applicant has concluded that a new dedicated maintenance depot is no longer required as part of the Project.
TIL45	Comments expressing concern about the removal	Essex Police	-	2	33	The maintenance depot previously proposed near East Tilbury would have	No

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	of the proposed maintenance depot at Tilbury on the basis that the existing maintenance depot may not be sufficient to support the anticipated requirements of the new road.					brought impacts on the environment and local communities and 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.	
TIL46	Comments expressing concern about the impact of the previously proposed maintenance depot and roadside service facility on children and schools.	-	-	0	2	For more information about the removal of the roadside service facility and the maintenance depot from the Project, including the rationale behind these decisions, see the Project Design Report (Application Document 7.4). For more information about the tunnel's design, refer to the Project Design Report and the Design Principles (Application Document 7.5).	No
TIL47	Comments expressing concern that facilities such as Linford Village Hall, as well as churches, pubs and cafés across Tilbury, would be negatively impacted by the construction and operation of the Project.	-	Thurrock Council	0	1	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 would be mitigated.	No
TIL48	General comments expressing concern about the impact of the route through Tilbury on local communities, including the	-	-	1	13	Following feedback received during Statutory Consultation in October 2018 and environmental considerations, the Applicant removed the roadside service facility and	No

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	suggestion that the route would not benefit the area.					the maintenance depot from the proposals. Their removal meant that the Tilbury junction was no longer required. These changes reduced the Project's impacts during construction and operation 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).	
TIL49	Comments expressing concern that the proposals would affect the health or wellbeing of residents in the Tilbury area.	-	Kent County Council	0	3	The Applicant has carried out an Environmental Impact Assessment (EIA), which includes an assessment of the impact of the Project on local communities and the health of local people. These assessments are documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). For more information see ES Chapter 13: Population and Human Health (Application Document 6.1), which assesses the impact of the Project on local people and community assets during the Project's construction and operation, setting out any proposed mitigation.	No
TIL50	Comments expressing concern that the route through Tilbury is too close to existing residential properties.	-	Thurrock Council	6	13	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.	No

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						<p>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 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</p>	

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						<p>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>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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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>As part of the Community Impacts Consultation undertaken in July 2021, the Applicant consulted on the predicted impacts of the Project's construction and operation on local people and residential properties. More information on that consultation, including descriptions of the materials in which these impacts were set out, is provided in Chapter 8 and are included in full in Appendix S of this report.</p> <p>ES Chapter 12: Noise and Vibration (Application Document 6.1) presents the assessment of the Project's noise impacts during construction and operation. The assessment predicts how traffic noise would affect nearby properties, with appropriate mitigation proposed to reduce the noise impacts. As a result of the assessments, noise barriers are proposed along the Tilbury Viaduct, reducing noise levels at West and East Tilbury. These were consulted on during the Design Refinement Consultation in July 2020. Low-noise road</p>	

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						<p>surfacing is also proposed to mitigate noise impacts. 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 altered 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 altered 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</p>	

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						<p>(Application Document 6.1) and ES Figure 12.6 (Application Document 6.2).</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 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.</p> <p>ES Chapter 5: Air Quality (Application Document 6.1) assesses the impact of the Project on air quality during construction and operation. 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 Code of</p>	

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						<p>Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2). 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 assessment in the ES 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's operation. 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 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>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>During the preparation of the EIA, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the</p>	

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						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 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 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.	
TIL51	Comments expressing concern about the proposed Tilbury Viaduct. Comments include concerns about whether there is now sufficient clearance over the railway's electrified lines and whether the design accounts for the possible inclusion of a Tilbury link road in future.	-	Thurrock Council	0	5	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. The proposed design also retains sufficient clearance over the railway's electrified lines.	No
TIL52	A suggestion that the height of the proposed Tilbury Viaduct should be lowered.	-	Thurrock Council	0	0	The design of the Project at this location would not preclude the construction of a junction at Tilbury, should that proposal be taken forward at a later time. If a Tilbury link	No

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						<p>road and junction were proposed in the future, they would require their own appropriate planning consents</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). For more information on how the Applicant has designed structures throughout the Project, see the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles as part of the Community Impacts Consultation undertaken in July 2021.</p>	
TIL53	A comment expressing concern that in the event of an emergency in the tunnel, if there is not a junction at Tilbury to enable vehicles to leave the area, traffic would accumulate and could create congestion on the wider network.	-	Thurrock Council	0	0	<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 an incident. If required, variable messaging signs and other traffic management could divert traffic on the Project and its approaches away from the affected area.</p> <p>In addition, an emergency link road on the A13 westbound Orsett was added to allow access with Orsett Fire Station.</p> <p>Following further engagement with emergency services, the Applicant has revised the locations of the rendezvous</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>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. More information about the Local Refinement Consultation can be found in Chapter 9 of this report.</p> <p>For more information about safety and the tunnel, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5).</p>	
TIL54	A general comment expressing concern about shortening of lanes, but without being specific.	-	-	0	1	<p>The Project would be designed in accordance with the latest highway standards, which means that all lanes and slip roads would comply with safety requirements. For more information about the design, see the Project Design Report (Application Document 7.4) and Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles as part of the Community Impacts Consultation undertaken in July 2021. More information about the Community Impacts Consultation can be found in Chapter 8 of this report.</p>	No
TIL55	Comments expressing concern about the use of smart motorway features for the new road, and their implications for road safety	-	-	0	3	<p>The Applicant has a corporate aim that no one should be harmed when travelling or working on the strategic road network 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
	near Tilbury. Specific concerns include the lack of hard shoulder on the viaduct and the safety of vehicles if they break down in live lanes.					part of its Home, Safe and Well programme (Highways England, 2019a). 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.	
TIL56	General comments expressing concern about the safety of the proposals in the area around Tilbury.	RWE Generation UK plc	Kent County Council, Thurrock Council	2	18	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
TIL57	Comments expressing concern about the safety of broken-down vehicles, with emergency areas, hard shoulders, and the removal of the roadside service facility from the proposals being cited as causes of increased risk to motorists.	Essex Police	Thurrock Council	4	21	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. 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	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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 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,</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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, emergency vehicles could access incidents via the opposite carriageway. If one tunnel is blocked, emergency services personnel could access incidents using the pedestrian cross-passages that connect the two tunnels at regular intervals. 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
						<p>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 as part of the Community Impacts Consultation undertaken in July 2021.</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 proposals for operational access arrangements can be found in the Project Design Report and in Appendix T of this report.</p>	
TIL58	Comments expressing concern about the proposed access road to the North Portal, with concern as to how secure it would be and suggestions that local roads are unsuitable for	Essex Police, Higham Parish Council, RWE Generation UK plc	-	0	4	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	No

Code	Summary of issue(s) 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 and operations vehicles.					<p>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.</p> <p>The Applicant consulted on revised proposals for the access road near the North Portal during the Design Refinement Consultation in July 2020. For more information about this consultation, see Chapter 7 of this report. Further consultation on the local impacts of constructing and operating the Project, including proposed mitigation, was carried out in July 2021 for the Community Impacts Consultation. See Chapter 8 of this report for more information about the Community Impacts Consultation.</p> <p>For more information about access roads, see the Project Design Report (Application Document 7.4).</p>	
TIL59	Comments expressing concern about the retention of operational facilities in the updated proposals. Some consultees oppose the proposal to remove the roadside service facility for motorists but retain facilities for the Applicant's maintenance teams.	-	-	1	1	<p>There would be a Tunnel Service Building located at both tunnel portals to accommodate essential operational equipment and control facilities. The buildings are located close to the portals because this is where the equipment and systems that feed into the tunnels would be housed.</p> <p>After further investigation and consideration of feedback at Statutory Consultation 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>October 2018, a dedicated maintenance depot is no longer proposed. Instead, resources would be provided from other local maintenance depots to serve the Project, either in their existing form or with expanded capacity.</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 General Arrangement Plans (Application Document 2.5).</p>	
TIL60	Comments expressing concern about a lack of charging points for electric vehicles. Consultees say that the removal of the rest and service area means that there would not be enough facilities for electric vehicles.	-	Essex County Council, Southend-on-Sea City Council	1	7	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 near East Tilbury as part of the application for development consent. This means there are no charging points for electric vehicles within the proposed design.	No
TIL61	Suggestions that facilities for electric car charging points should be included in the proposals to promote electric vehicle use.	-	Basildon Borough Council, Kent County Council	0	10	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 roadside service facility would need to secure appropriate planning consents before implementation, and there would be an opportunity for the public and	No
TIL62	Comments expressing concern about where vehicles, in particular Heavy Goods Vehicles (HGVs), would park if no roadside	-	Canterbury City Council, Kent County Council	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
	service facility is being provided.					stakeholders to comment on what provision the facility should provide.	
TIL63	Comments expressing concern that an increase in Heavy Goods Vehicle (HGV) traffic would have negative impacts, particularly on local roads. Consultees feel that the introduction of the Project and the expansion of Tilbury Docks would lead to an increase in HGV traffic, with concerns that this would result in local roads being used for HGV parking.	-	-	0	6	The Project has been designed with high-quality, largely 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. As such, it is not expected that the Project would increase the incidence of HGVs parking on local roads.	No
TIL64	Suggestions that there should be more parking for Heavy Goods Vehicle (HGV) and that these be free of charge to help ensure HGVs do not park on local roads.	-	Ashford Borough Council, Kent County Council	0	4	For more information about the decision to remove the roadside service facility, see the Project Design Report (Application Document 7.4).	No
TIL65	Comments expressing concern about the traffic impact of the Project around Tilbury, which consultees say would have negative impacts on traffic flows.	Port of London Authority, RWE Generation UK plc	-	3	40	Traffic in Tilbury is forecast to see both increases and decreases, particularly in the evening peak as a result of the Project becoming operational. In general, these changes relate to traffic re-routing as a result of the improved connectivity that the Project would bring to Thurrock.	No
TIL66	Comments expressing concern that there will be an increase in traffic on local roads in the Tilbury area	RWE Generation UK plc	-	3	16	Traffic in East Tilbury is forecast to be largely unaffected by the Project, with flows	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	from traffic trying to access the Project.					forecast to remain unchanged or reduced in some locations. Once the Project is operational, traffic impacts on the affected road network would be monitored, including on local roads. More information on the traffic impacts on local roads is available in the Transport Assessment (Application Document 7.9). More information about the traffic forecasts can be found in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).	
TIL67	Suggestions that the North Portal should be moved to the north side of Muckingford Road, given that the roadside service facility has been removed from the proposals.	-	-	2	3	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 cost of the Project. 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 on the design of the Project, see the Project Design Report (Application Document 7.4), and the Design Principles (Application Document 7.5).	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
TIL68	A suggestion that instead of building a temporary bridge over the Tilbury Loop railway line during the construction phase, the Project should build a permanent structure to provide a legacy benefit for the area.	-	Thurrock Council	0	0	The Applicant is not proposing a permanent bridge for local traffic over the Tilbury Loop railway line. This would present significant engineering challenges and costs, and it is not necessary to meet the Scheme Objectives. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1). For more information on how the Applicant has designed structures throughout the Project, 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 as part of the Community Impacts Consultation undertaken in July 2021. The Structures Plans show 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.	No
TIL69	Suggestions that proposals should support the regeneration or redevelopment of the area around Tilbury.	RWE Generation UK plc	-	1	1	The design of the Project seeks to maximise national and local benefits while providing value for money for taxpayers. Across the region, the improved connectivity provided by the Project 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
						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 would 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, which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7).	
TIL70	A suggestion that the lack of a roadside service facility could be mitigated by better communicating the availability of other facilities to road users.	-	-	0	1	Signage within the proposals submitted for development consent are those that have the greatest visual impact. Signage providing information about the availability of roadside service facilities would have a low visual impact and would be determined at the detailed design stage. 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 as part of the Community Impacts Consultation undertaken in July 2021. More 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
						about the Community Impacts Consultation can be found in Chapter 8 of this report.	
TIL71	Requests for information from the Applicant about the Project's proposals around Tilbury. These include requests for more information about the design of the Tilbury Viaduct and emergency planning for tunnel evacuation.	Essex Police	Thurrock Council	1	1	<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. The proposed design also retains sufficient clearance over the railway's electrified lines.</p> <p>Additional information on the proposals in the Tilbury area were presented in the Community Impacts Consultation undertaken in July 2021. 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>In the event of a major incident where one carriageway became completely blocked, emergency vehicles could access incidents via the opposite carriageway. If one tunnel is blocked, emergency services personnel could access incidents using the pedestrian cross-passages that connect the two tunnels at regular intervals. The Applicant has worked closely with emergency services in designing the route. In response to feedback received during Statutory Consultation in October 2018, additional</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>direct access points have been provided so that emergency vehicles could access the Project more quickly from the local road network. 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.</p> <p>For more information about how the route is designed, see the Project Design Report (Application Document 7.4), the Design Principles (Application Document 7.5) and the General Arrangement Plans (Application Document 2.5).</p> <p>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. More information about the Local Refinement Consultation can be found in Chapter 9 of this report.</p>	

Issues raised in response to open Question 1f

- 12.4.25 Table 12.8 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q1f in the consultation response form, which was as follows:
- 12.4.26 *Q1f: Please let us know the reasons for your response to Q1e and any other comments you have on the proposed changes in the area around the A13/A1089 junction.*
- 12.4.27 For reference, the closed Question 1e referred to in Q1f above was as follows:
- 12.4.28 *Q1e. Do you support or oppose the proposed changes in the area around the A13/A1089 junction? Please refer to chapter 3 of the guide.*
- 12.4.29 For more information about Q1e and how consultees responded to it and the other closed questions in the consultation response form, see Section 12.3 of this report.
- 12.4.30 The issues raised that relate to the A13/A1089/A122 Lower Thames Crossing junction are summarised in Table 12.8 below. Where issues were raised in response to Q1f that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 12.4.31 The Applicant has fully considered all of the responses received, Table 12.8 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.
- 12.4.32 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 12.8

- 12.4.33 The information presented in Table 12.8 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 Q1f 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 the Supplementary 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 A13/A1089/A122 Lower Thames Crossing junction and the Applicant's responses

- 12.4.34 Table 12.8 below summarises the issues raised relating to the A13/A1089/A122 Lower Thames Crossing junction and the Applicant's responses to those issues raised.

Table 12.8 Summary of issues raised relating to the A13/A1089/A122 Lower Thames Crossing junction 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
A13-1	General comments supporting the revised proposals for the A13/A1089/A122 Lower Thames Crossing junction, saying they are an improvement on those presented at Statutory Consultation.	Anglian Water Services Ltd, Historic England	Southend-on-Sea City Council	0	67	These comments have been noted.	No
A13-2	Comments supporting the revised proposals for the A13/A1089/A122 Lower Thames Crossing junction, saying they reduce the impacts on the local community.	-	-	0	3		No
A13-3	Comments supporting the revised proposals for the A13/A1089/A122 Lower Thames Crossing junction, saying they would reduce the impacts on local residents, with some consultees mentioning Orsett village.	-	-	1	35		No
A13-4	Comments supporting one or more of the two proposed locations for the traveller	-	-	3	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
	site near the proposed A13/A1089/A122 Lower Thames Crossing junction. Some consultees express support for the proposal to keep the site to the east, while others say they support both locations.						
A13-5	Comments supporting the free-flowing design of the proposed A13/A1089/A122 Lower Thames Crossing junction. Consultees say that the use of slip roads rather than roundabouts would help to maintain traffic flow. This includes comments supporting improvements to the design that reduce potentially risky lane-changing by road users.	-	-	0	6		No
A13-6	General comments supporting the revised proposals for the A13/A1089/A122 Lower Thames Crossing junction. Some consultees say the plans are logical and practical, with others saying they would have less	East Kent Hospitals NHS Trust	-	1	300		No

Code	Summary of issue(s) 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 local community.						
A13-7	Comments supporting the revised proposals for the A13/A1089/A122 Lower Thames Crossing junction, with consultees saying the junction is well designed and safer than previously. Comments include those saying the junction layout would improve emergency service access and response times.	-	-	0	15		No
A13-8	Comments supporting the revised proposals for the A13/A1089/A122 Lower Thames Crossing junction, saying they would reduce local traffic and congestion. Some consultees say the proposals would improve journey times across the River Thames or between particular locations such as South Ockendon and Grays.	-	-	1	67		No
A13-9	Comments supporting the revised proposals for the A13/A1089/A122 Lower Thames Crossing junction on the grounds that they	-	-	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
	would have a positive impact on the traffic around the Lakeside Shopping Centre, providing easier access for staff and visitors.						
A13-10	Comments from consultees that do not express a position on the revised proposals for the A13/A1089/A122 Lower Thames Crossing junction. These comments sometimes provide information, while in other cases consultees say they do not live in the area or would not be directly affected.	Shorne Parish Council, Cobham Parish Council	Dartford Borough Council, Medway Council	7	238		No
A13-11	Comments expressing concern about the lack of connections between the Project's southbound route and the A1089, as well as from the Project towards the A13 westbound. Others are concerned about the loss of the existing Orsett Cock to A1089 connection, which they use to access local amenities.	-	Kent County Council, Southend-on-Sea City Council, Thurrock Council	15	50	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 of traffic across the local and major routes, not all direct links between the three highways are provided. The links, including local connections, that have been provided at the A13/A1089/A122 Lower Thames Crossing junction are those that provide the greatest benefits, based 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
A13-12	Comments expressing concern about the lack of direct connectivity from the Project to the A13 westbound. Some consultees put forward suggestions for potential connections, including reinstating the Tilbury link road and providing connections with the A13 in both directions.	-	Essex County Council, Gravesham Borough Council, Kent County Council, Thurrock Council, Tonbridge & Malling Borough Council	11	86	consideration of the traffic modelling and feedback from stakeholders. 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.	No
A13-13	Comments expressing concern about the connectivity of the proposed A13/A1089/A122 Lower Thames Crossing junction and the local area. This includes concerns about the inability to access the junction from the Orsett Cock roundabout, or between the junction and Chadwell St Mary and other local roads.	-	Essex County Council, Thurrock Council	2	11	It is anticipated that motorists wishing to cross the River Thames from the A13 west of the junction of the A122 Lower Thames Crossing would route their journeys via the Dartford Crossing as this will provide shorter journey times following the relief provided by the Project. Therefore although there is the possibility of joining onto the A122 Lower Thames Crossing via Manorway, this is unlikely.	No
A13-14	Comments expressing concern that there is no direct connection from the Project to Tilbury, in particular via a southbound	-	Essex County Council	0	11	During the Community Impacts Consultation in July 2021, the Applicant presented a	No

Code	Summary of issue(s) 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 with the A1089. Consultees express concern that this lack of direct connectivity would result in confusion, congestion and longer journey times. Some consultees say that the Tilbury junction or the Tilbury link road would have addressed this issue and that these should be included in the Project.					change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction, adding an extra lane to the link road connecting the A122 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 A122 and accounts for the latest predicted traffic flows. The introduction of the Project would generally bring a reduction in traffic on local roads and on the A13 to the west of Orsett.	
A13-15	Suggestions that the proposed A13/A1089/A122 Lower Thames Crossing junction should be redesigned to better meet local traffic needs. Suggestions include those saying the junction should include additional connections, that it should be a roundabout, or that it should allow for future connections with South Ockendon and East Tilbury.	-	Thurrock Council	2	2	Providing a link from the Orsett Cock junction to the A122 would draw more traffic to the Orsett Cock junction and surrounding local roads, with the potential to cause congestion on these roads. For more information about why the junction was designed in this way, 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 as part of the Community Impacts Consultation undertaken in July 2021. 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).	No

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						<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. 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 feedback received during Statutory Consultation in October 2018 and environmental considerations, the Applicant also removed the roadside service facility and the maintenance depot from the proposals, meaning a junction at Tilbury was no longer required. The design of the Project at this</p>	

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						location would not preclude the construction of a junction at Tilbury should this option be pursued at a later time.	
A13-16	General comments expressing concern about the proposals for the A13/A1089/A122 Lower Thames Crossing junction, including comments saying that the revised designs have not improved the Project or that the junction proposals are unnecessary.	-	Tonbridge & Malling Borough Council	5	25	<p>The proposed A13/A1089/A122 Lower Thames Crossing junction is necessary because of the economic benefits it would bring to the region and the local area, helping the route to provide the best balance between the various Scheme Objectives, which are set out in Section 3.8 of the Need for the Project (Application Document 7.1).</p> <p>Following feedback received during Statutory Consultation in October 2018 and further design investigations, the Applicant made changes to the layout of the proposed A13/A1089/A122 Lower Thames Crossing junction. The changes included moving roads away from properties and from the area to the south-west of the junction. The changes also reduced the impact of construction and the junction's visual impact.</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 A122 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 A122 and accounts for the latest predicted traffic flows.</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 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 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>In line with feedback received from some consultees, the changes also helped accommodate new routes for walkers, cyclists and horse riders and improved connectivity for emergency vehicles. For more information about the proposals presented at Supplementary Consultation in January 2020, see Chapter 6 of this report.</p> <p>Having considered responses to Supplementary Consultation and carried out further investigations, the Applicant made a number of updates to the proposals affecting the A13/A1089/A122 Lower Thames Crossing junction, though the general arrangement of the junction and its</p>	

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						connections remained the same. Updated proposals were included in the Design Refinement Consultation in July 2020 described in Chapter 7 of this report, with the issues raised in response to that consultation summarised in Chapter 13. In July 2021, the Applicant carried out a Community Impacts Consultation on construction and operational impacts of the Project, changes to the Project since the Design Refinement Consultation, and how responses received at earlier consultations had informed the development of the Project. This included specific details on the proposals for the A13/A1089/A122 Lower Thames Crossing junction. See Chapter 8 of this report for more information about the Community Impacts Consultation in July 2021.	
A13-17	Comments expressing concern that local schools, care homes, hospitals, and sport and recreation facilities in this area would be impacted by increased local traffic flows as a result of the Project. Some consultees raise particular concern about the potential impact on Orsett Golf Club, as well as other sporting	-	-	2	10	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, including how impacts on roads, schools, businesses, Public Rights of Way and community assets may be mitigated. 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,	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
	and recreation facilities in Thurrock.					<p>6.2 and 6.3). ES Chapter 5: Air Quality and ES Chapter 13: Population and Human Health (Application Document 6.1) include assessments of how communities close to the proposed A13/A1089/A122 Lower Thames Crossing junction would be affected, including the impacts on public amenities and air quality. The ES includes assessments of the Project's impacts during construction and operation, as well as information about any mitigation deemed appropriate for each area. As well as the assessments documented in ES Chapters 5 and 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. During the Design Refinement Consultation in July 2020, the Applicant provided information about how the Project would impact a number of recreational sites and proposals as to how to mitigate the impacts in each case. Where practicable, impacts on public amenities have been avoided, but this has not always been possible. Where impacts are unavoidable, the Applicant has sought to minimise these.</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. 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>Part of Orsett Golf Club would be required during the Project's construction phase for the diversion of a gas pipeline. However, the club would be able to remain open and it is anticipated that the impacts would be low. Permanent rights would be required over a limited corridor of land within this site for future operation and maintenance of the pipeline.</p> <p>In some circumstances, the Applicant would replace land required permanently by the Project, such as at the Ron Evans Memorial Field where a replacement area adjacent to the site would be acquired. For information about the proposals for replacement land at the Ron Evans Memorial Field, see the</p>	

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						<p>Special Category Land Plans (Application Document 2.4).</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>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 proposed 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</p>	

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						<p>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). The Applicant has now agreed with the owner of the Orsett Showground site that an area of compensatory land is not required. The Order Limits have also been reduced in this area.</p> <p>The Statement of Reasons (Application Document 4.1) explains why the Applicant needs each parcel of land.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on the predicted impacts on local people, including schools, hospitals, care homes and sport and recreation facilities, during the construction and operation of the Project. The materials in which these impacts were set out, including a suite of Ward Impact Summaries, are described in Chapter 8 and included in full in Appendix S of this report.</p> <p>Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate</p>	

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						<p>those impacts can be found in the Community Impact Report provided as part of the Applicant's application for development consent (Application Document 7.16).</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 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</p>	

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						networks. It also assesses the predicted impacts on the road and public transport networks during the Project's construction.	
A13-18	Comments expressing concern about the proposals on the grounds that they affect local bus routes and lack provision for public transport. Some consultees raise concern about local bus route 100 and whether it would still provide a service at Heath Road.	-	-	0	3	To consider the impacts of construction and operation of the Project on the environment, including on local people and communities, 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 are presented in ES Chapter 13: Population and Human Health (Application Document 6.1), including the impact on local roads during construction. ES Chapter 13 also sets out any proposed mitigation measures.	No
A13-19	A comment suggesting that the plans should include more consideration for integrating public transport connections.	-	Thurrock Council	0	0	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. Local people and communities have been considered throughout the design and development of the Project and consulted at appropriate stages of development. Information about how they have been	No

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						<p>considered during the design development process can be found in the Project Design Report (Application Document 7.4).</p> <p>To manage traffic during the construction phase, 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 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 on the operational impacts of the Project on the local road network and on public transport, see the</p>	

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						<p>Transport Assessment (Application Document 7.9).</p> <p>During construction, there would be some impacts on bus routes. Any changes or diversions to services would need to be agreed between the appointed Contractor, the relevant local authorities and bus operators. The appointed Contractor would carry out a communications and engagement campaign to keep local people informed of changes to routes or services. This activity is set out in the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2).</p> <p>The CoCP has been produced as part of the EIA process and it sets out general and topic-specific principles and requirements for the control, mitigation and monitoring of potential construction impacts. The CoCP was included by the Applicant in the material provided for 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.</p> <p>Once operational, 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 Crossing as well as local bus routes affected by the current performance of the Dartford Crossing.</p>	

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						<p>Bus route 100 would continue to operate along Heath Road once the Project has been implemented. However, some bus stops used by the 100 would need to be moved to different locations on the A1013 Stanford Road. The new locations of the bus stops would be determined during the detailed design phase of the Project after engagement with the relevant local authority.</p> <p>The predicted impacts on public transport during construction and operation of the Project were consulted on during the Community Impacts Consultation in July 2021, with information on specific impacts provided in the Ward Impact Summaries.</p>	
A13-20	Comments expressing concern about the proximity of the Project route and the proposed A13/A1089/A122 Lower Thames Crossing junction to the Whitecroft Care Home. Consultees express concern that there would be an adverse impact on residents at the home, during construction and operation of the Project.	-	Thurrock Council	6	21	<p>The Whitecroft Care Home is Grade II listed. Impacts of the Project on listed buildings are assessed in Environmental Statement (ES) Chapter 6: Cultural Heritage (Application Document 6.1). The care home is located south-east of the proposed A13/A1089/A122 Lower Thames Crossing junction. The Applicant has sought to address concerns raised by the owners of the care home, in particular concerns about noise and visual impacts, by moving the slip road further west, and increasing the amount of woodland planting between the home and the slip road. The Applicant has also included an earthwork bund to the west of the care home, which would be 9m above ground level. This would provide visual and noise screening once</p>	Yes

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						<p>constructed. The A1013 Stanford Road is being rerouted further away from the north of the care home, reducing impacts. In addition, the Stanford Road compound has been relocated further away from the care home to further reduce impacts. Discussions with the owner would continue in order to identify appropriate mitigation measures. Any impact on the business would be compensated in accordance with the Compensation Code.</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 impacts on local people and communities, both during construction and operation of the Project, are presented in ES Chapter 13: Population and Human Health (Application Document 6.1), which also sets out any proposed mitigation measures. ES Chapter 12: Noise and Vibration assesses the noise and vibration impacts of the Project. As part of the Community Impacts Consultation in July 2021, the Applicant consulted on the predicted impacts on local</p>	

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						<p>people, including on residents of care homes, of the construction and operation of the Project. Information on that consultation and the materials in which these impacts were described are set out in Chapter 8 of this report and included in full in Appendix S of this report.</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>Noise mitigation has been considered during the design of the route, and the route would be 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.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use</p>	

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						<p>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</p>	

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						<p>noise mitigation measures such as earthworks.</p> <p>Overall, during construction 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>	

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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 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 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</p>	

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						<p>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 impacts of the Project on the local road network during construction and operation, including public transport, see the Transport Assessment (Application Document 7.9).</p>	
A13-21	<p>General comments expressing concern that the updated proposals would have a negative impact on communities in Thurrock and the local area, including in Stifford Clays and Orsett. Some consultees raise concerns that the closure of Hornsby Lane would increase the risk of fly tipping, and that the closure of Rectory Road would</p>	-	Thurrock Council	10	26	<p>Local people and communities have been considered throughout the design and development of the Project and consulted 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).</p> <p>To consider the impacts of construction and operation of the Project on the environment, including on local people and communities, an Environmental Impact Assessment (EIA)</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
	cause significant disruption for residents of Orsett.					has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3).	
A13-22	Comments expressing concern about the extension of the bridge over Rectory Road. Some consultees raise particular concern about the impacts on local areas as a result of road closures during construction.	-	-	0	3	<p>Impacts on local people and communities are presented in ES Chapter 13: Population and Human Health (Application Document 6.1), which also sets out any proposed mitigation measures.</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 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>	No

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						<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 26 residential properties and one commercial property north of the River Thames.</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</p>	

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						<p>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 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>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on the predicted impacts on local people of the construction and operation of the Project. Information on that consultation and the materials in which these impacts were described is set out in Chapter 8 and are included in full in Appendix S of this report.</p> <p>During the preparation of the EIA, 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</p>	

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						<p>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 in 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>During construction, it would be the responsibility of the appointed Contractor to ensure construction compounds and worksites are clean, tidy and free of litter in line with measures set out in the CoCP, including any construction areas around Hornsby Lane.</p> <p>Once the Project is operational, maintenance and cleaning on local roads (including Hornsby Lane) and some major roads would be the responsibility of the local authority. The Applicant is responsible for keeping all-purpose trunk roads free of litter, in line with its Litter Strategy (Highways England, 2020c). During construction, the appointed Contractor would manage communications and engagement activity in line with the approach set out in the CoCP to ensure any issues raised by local people – for example, about</p>	

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						<p>the cleanliness of compounds – could be quickly identified and resolved.</p> <p>As set out in the Supplementary Consultation materials, Rectory Road would need a long-term closure to replace the bridge carrying the road over the A13. Additional information was provided during the Community Impacts Consultation in July 2021. Rectory Road would be closed for approximately two weeks for utility works and then a further seven months for construction of the new bridge. Details of the proposed diversion route were included in the Ward Impact Summaries published during the Community Impacts Consultation, which can be found in Appendix S 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>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</p>	

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						<p>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>	

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						<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 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 impacts of the Project on the local road network during construction and operation, including on public transport, are presented in the Transport Assessment (Application Document 7.9).</p>	
A13-23	Comments expressing concern about the potential impact of the updated	-	Thurrock Council	11	25	The health of local people and communities, including with regards to air quality, noise, and light pollution, has been considered	No

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	proposals on the health and wellbeing of residents in the area, including children who attend local schools. Consultees raise concern about the risk of increased light, noise and air pollution during both the construction and operation of the Project. Some consultees raise particular concern about the potential impact on the mental health and quality of life of affected communities, citing places such as Orsett.					throughout the design and development of the Project. This includes the impact on schools and residential areas near the Project. Environmental Statement (ES) Chapter 5: Air Quality (Application Document 6.1) includes a detailed assessment of the predicted changes to air quality as a result of new traffic patterns as a result of the Project. ES Chapter 7: Landscape and Visual (Application Document 6.1) includes an assessment of the impact of light pollution, including on local amenity, and information about the proposed mitigation measures. ES Chapter 12: Noise and Vibration (Application Document 6.1) includes an assessment of the impact of noise and information about the proposed mitigation.	
A13-24	Comments expressing concern about the proximity of the Project to residential properties, particularly in Linford, Chadwell St Mary and Orsett. Some consultees express concern that the proposed movement of the route closer to Linford to avoid overhead pylons is driven by a desire to save money rather than concern for local people's health and wellbeing.	Essex Police	-	32	79	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 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.	No

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						<p>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>With regard to construction noise, 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>ES Chapter 13: Population and Human Health (Application Document 6.1) has assessed how the Project would affect local people and communities, including schools near the Project. The ES assesses impacts during construction and operation and sets out the proposed mitigation in each area.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out</p>	

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						<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 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. 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</p>	

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						<p>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>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>	

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						<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>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on the predicted impacts on local people of the construction and operation of the Project. Information on that consultation and the materials in which these impacts were described is set out in Chapter 8 and are included in full in 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 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>	

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						<p>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 impacts of the Project on populations such as Chadwell St Mary, Linford and Orsett have been assessed and reduced where practicable. For example, assessments show that during construction and operation the Project's impacts on air quality (in relation to human health) and noise pollution on these population centres would not be significant. Despite the use of tree-planting and earthworks where appropriate, it is not possible to fully mitigate the visual impacts of the Project at these locations due to its scale, and structures would be visible from these populated areas once the Project is operational. The impact of lighting on nearby populations during construction and operation would be reduced as much as possible while still maintaining the safety of construction workers and road users.</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 length of the proposed changes</p>	

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						<p>to the nearby overhead power line networks. This means power lines would not have needed to be relocated south towards Chadwell St Mary between Horford Road and Hornsby Lane, closer to those properties. Moving these power lines would also have increased costs and construction complexity. 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>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</p>	

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						<p>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 there are 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>	
A13-25	<p>Comments expressing concern about the Project potentially severing communities in Thurrock, with consultees saying residents would become cut off from local amenities and from each other. Some consultees say communities such as Orsett East, Tilbury and Ockendon already experience severance and this would be worse as a result of the Project. Others express concern that severance would increase</p>	-	Thurrock Council	0	3	<p>The Applicant has engaged extensively with stakeholders and carried out assessments and surveys to develop the understanding of the local environment and communities at appropriate phases of development. 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 junctions, has been designed to minimise its height and footprint, while still providing the necessary connectivity, capacity and safety for road users.</p> <p>The impacts of the route during construction and operation on the environment has been</p>	No

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	social isolation, especially for more vulnerable residents, as well as negatively affecting Public Rights of Way.					<p>assessed through an Environmental Impact Assessment (EIA), which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3) and includes details of any mitigation deemed appropriate in each area. ES Chapter 13: Population and Human Health (Application Document 6.1), assesses impacts on communities, including access and severance, Public Rights of Way (PRoWs) and local amenities.</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>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on the predicted impacts on local people of the construction and operation of the Project. Information on that consultation</p>	

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						<p>and the materials in which these impacts were described are set out in Chapter 8 and included in full in Appendix S of this report.</p> <p>The Applicant has sought to reduce severance of roads and PRowS once the Project is operational. All roads crossing the Project's main carriageway 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.</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</p>	

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						<p>use local roads, such as Brentwood Road and the A1013 Stanford Road.</p> <p>For information regarding other permanent stoppings-up of roads and PRoWs that do not cross the route, see Schedule 4 of the draft Development Consent Order (Application Document 3.1) 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 near the Project would be maintained, either following their existing route or being diverted to maintain the quality of the route.</p> <p>The Applicant is proposing to maintain, upgrade and improve the existing network of PRoWs near the Project. Diversions for some walking, cycling and horse riding routes might be necessary, but new connections for the area would be provided. This would help ensure severance as a result of the Project is significantly reduced. Overall, connectivity would be improved as new and improved PRoWs near Ockendon, Orsett and Tilbury are included in the proposals. The removal of the roadside service facility and maintenance depot from the Project, along with the Tilbury junction, has reduced the impact of the Project on the area around Tilbury.</p> <p>The Applicant consulted on additional information about the construction impacts on walking, cycling and horse riding routes</p>	

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						<p>during the Community Impacts Consultation in July 2021. This included setting out the length of time that routes near the Project would be likely to close and what alternative routes would be available during construction or once the Project is complete.</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 Bowater Batteries 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 PRoWs and permissive path links to the heritage sites of Coalhouse Fort and Bowater Batteries, 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 in May 2022, following feedback from the London Borough of Havering and local cycling groups, the Applicant proposed two new bridges 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</p>	

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						<p>between the north and south footways and cycleways alongside the A127, to both east and west sides of the 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 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 construction, there would be temporary impacts on roads and PRoWs, but these would be minimised wherever practicable. The Applicant's appointed</p>	

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						<p>Contractor would carry out a communications programme to ensure planned disruptions are publicised at the appropriate time. The Applicant consulted on the proposed road and PRow closures and diversion routes 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.</p> <p>During the preparation of the EIA, 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</p>	

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						<p>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</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 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>For more information about the PRowS, 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. See also the Project Design Report (Application Document 7.4).</p>	
A13-26	Comments expressing concern that the design of the proposed A13/A1089/A122 Lower Thames Crossing junction is complicated or confusing, which could lead to collisions as motorists change lanes. Some consultees say the design would also increase the likelihood of navigation errors, with the result that drivers travel further along	-	Kent County Council, Thurrock Council	19	77	<p>Minimising impacts on health, safety and the environment are some of the Scheme Objectives agreed with the Department for Transport. See the Need for the Project (Application Document 7.1). 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 proposals submitted for the application for development consent have been designed in accordance with the Design</p>	No

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	the route before being able to change direction. Others express concern that tight bends in the junction design would be dangerous.					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.	
A13-27	Comments expressing concern about the design of the slip roads on the proposed A13/A1089/A122 Lower Thames Crossing junction. Consultees say that the design involves too many slip roads and that they are too confusing or poorly designed, with tight bends that would cause congestion and accidents.	-	-	4	13	The detailed design for all the Project's junctions, including the A13/A1089/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. 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 for the Project are rigorously audited for safety and any departure from these standards must be fully justified before approval by the Applicant's safety team.	No
A13-28	Comments expressing concern about the safety of the proposed A13/A1089/A122 Lower Thames Crossing junction and roads in the surrounding area. Consultees say that the complexity of the junction, including numerous tightly curved slip roads, could cause collisions or incidents. Some consultees express concern about the short distance for changing lanes	Essex Police	Thurrock Council	6	48	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 A122 northbound and southbound to the A13 eastbound. The extra lane on the link road east of Baker Street would provide additional capacity for traffic	No

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	on the approach to the Orsett Cock roundabout.					<p>leaving the A122 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>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</p>	

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						<p>technology interventions for a dual carriageway A-road.</p> <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>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<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 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 A13/A1089/A122 Lower Thames Crossing junction links, the Applicant would install advisory speed limit signs to encourage responsible driver behaviour. In line with the</p>	

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						<p>standards for an all-purpose trunk road, there would be a restriction on Heavy Goods Vehicles (HGVs) using lane three, similar to a motorway. There would be no other restrictions on HGVs, other than oversized HGVs.</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.</p> <p>The proposed tunnels would be significantly larger than the existing tunnels at the Dartford Crossing, with three full-width lane widths 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>For more information about 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. Information about the comments received and how the Applicant had regard to</p>	

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						those comments can be found in Section 14.4 of this report.	
A13-29	Comments opposing the proposed location of the A13/A1089/A122 Lower Thames Crossing junction. Consultees say that the route is too close to populated areas such as East Tilbury or that it should be moved further east towards Stanford-le-Hope.	-	-	1	9	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). As part of the 2016 Non-Statutory Consultation the Applicant consulted on alternative alignments for the Project, intersecting with the A13 at different locations. Route 3, the proposed alignment, was more popular at consultation and provided the best transport outcomes, including providing free-flowing north-south capacity, as well as high economic benefits.	No
A13-30	Comments expressing concern about the inclusion of junctions along the Project's route, with consultees saying there should be a direct route from the A2/M2 to the M25 in the north.	-	-	2	11	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.	No
A13-31	Suggestions for an alternative location for the proposed A13/A1089/A122 Lower Thames Crossing junction. This includes the suggestion that the Project could link to the Orsett Cock roundabout or to a different location in Tilbury with access to A13 via the A1089.	-	-	8	13	During the development of the Project to date, the options and designs that have been selected have been rigorously tested against the Scheme Objectives and, at the appropriate stages, have been presented at	No

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						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. For more information about the options process, see the Planning Statement (Application Document 7.2), while ES Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1) provides an explanation of the options considered by the Applicant with reference to environmental impacts.	
A13-32	A comment expressing concern about the future management of roads within the Order Limits. This consultee asks whether the Applicant or the local authority would be responsible for the maintenance of roads affected by the updated proposals, including the A13, A1013 and the Orsett Cock junction	-	Thurrock Council	0	0	All roads currently maintained by Thurrock Council that would be affected by the Project, including the A1013, would remain their responsibility. With regards to the A13, the Applicant currently maintains the A13 from its junction with the A1089 to its junction with the A1036 at Wennington, and the remainder is maintained by Thurrock Council. In the Road Investment Strategy 2, the Department for Transport (2020a) has set out its programme of investment for the period 2020 to 2025. This includes plans to make changes to the strategic road network (SRN), with a view to the Applicant taking responsibility for the section of the A13 that Thurrock Council currently maintains, as well as the A1014 (Manorway). It has not yet been agreed whether the Orsett Cock junction would be included within this	No

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						proposal. These changes are currently being discussed with all relevant highway authorities including Thurrock Council. Should the A13 and A1014 become classified as trunk roads, the Applicant would assume management and maintenance responsibilities. The case for bringing the A13 and A1014 into the SRN is not related to the construction or operation of the Project.	
A13-33	Comments expressing concern about the reduction in the number of lanes on the A13 from three to two, which consultees say would negatively impact traffic flow.	-	Thurrock Council	4	8	Throughout the Project's design and development 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 satisfying the Scheme Objectives, including the need to provide relief at the Dartford Crossing.	No
A13-34	Comments expressing concern about how the updated proposals would impact the widening of the A13 being carried out currently. Consultees raise concern that the proposal to reduce the A13 to two lanes would undermine the objective to increase the capacity of the A13, creating a bottleneck and increasing pressure on local roads.	-	Thurrock Council	7	46	At Supplementary Consultation in January 2020, the design of the proposed A13/A1089/A122 Lower Thames Crossing junction was revised to reduce the likelihood of motorists coming into conflict while merging and diverging on the A13 eastbound. This would mean traffic leaving the A13 at the Orsett Cock junction would diverge before any new traffic from the Project joins the A13. This would result in a short section on the A13, between the Project and the Orsett Cock junction, which would reduce from three lanes to two lanes through the junction. This meets design standards and provides	No

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						<p>adequate capacity in line with traffic forecasts.</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 A122 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 A122 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. For more information about the road's design, see the</p>	

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						<p>Project Design Report (Application Document 7.4). 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> <p>The Project proposals do not impact Thurrock Council's A13 widening works, which are now complete, and the design has been developed to tie into them.</p>	
A13-35	<p>Comments expressing concern that the revised proposals for the Project between the M25 and A13 provide only two southbound lanes. Consultees say this would be insufficient to support future traffic volumes and could result in a need to build a third lane later. Some consultees say having only two lanes would lead to bottlenecks, particularly if an incident causes the Dartford Crossing to temporarily close and traffic to divert to the Project.</p>	-	Thurrock Council	17	72	<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 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 conclude that the number of lanes on the southbound section of the route between the A122 Lower Thames Crossing/M25 junction and the A13/A1089/A122 Lower Thames Crossing junction could be reduced from three lanes to two while still maintaining free-flowing traffic.</p> <p>The modelling presented as part of the application for development consent confirms</p>	No

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						that two southbound lanes would be sufficient. 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).	
A13-36	Comments expressing concern about the proposed height of the Project, especially the proposed A13/A1089/A122 Lower Thames Crossing junction, with some consultees saying information provided about this matter is inadequate or unclear. Some consultees say additional tunnelling, such as using cut and cover techniques, should be used near Orsett Heath and Chadwell St Mary.	-	-	0	6	<p>During Supplementary Consultation in January 2020, the Applicant provided detailed drawings of the route, including the proposed A13/A1089/A122 Lower Thames Crossing junction. These drawings included information about the alignment and elevation of the route, as well as the proposed earthworks. These drawings were in Map Book 1: General Arrangements, and Map Book 3: Engineering Plans, which were available on the consultation website and at deposit locations. More information about the Supplementary Consultation materials can be found in Chapter 6 and are included in full in Appendix Q of this report.</p> <p>The Applicant has designed the route north of the River Thames to reduce the impact on the landscape, wherever practicable. An Environmental impact Assessment (EIA) has been carried out on the Project and this is documented in Environmental Statement (ES) Chapter 7: Landscape and Visual (Application Document 6.1). The ES sets out the proposed mitigation for each area.</p> <p>It would not be possible to fully mitigate the impacts of the northern route on the</p>	No

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						<p>landscape due to the scale of the Project, so the landscape mitigation focuses on creating an appropriate setting for each part of the route.</p> <p>The Applicant investigated extending the tunnel northwards to pass under the Tilbury Loop railway line and Station Road, but this would result in the North Portal being relocated 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, the rest of the route passes through significant 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 A13/A1089/A122 Lower Thames Crossing junction, helping to reduce the height of the</p>	

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						<p>proposed junction, before the route became elevated on embankments and viaducts across the Mardyke Valley.</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 appropriate to the location, which would help reduce the visual impact on local communities.</p> <p>Information about planting can be found in ES Figure 2.4: Environmental Masterplan (Application Document 6.2). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (Application Document 3.1).</p> <p>During operation, there would be permanent landscape effects from the Project, including from the A13/A1089/A122 Lower Thames Crossing. Across the Project, these landscape impacts would gradually reduce as planting mitigation establishes and matures over the 15 years after opening year.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the</p>	

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						<p>Project and therefore no further mitigation is proposed.</p> <p>For more information about 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. 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>	
A13-37	<p>Comments expressing concern that roads using smart motorway features are not safe. Some consultees ask how emergency services would access collisions or incidents, while others say there are not enough emergency areas in the proposals.</p>	-	-	2	11	<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 National Highways' Design Manual for Roads and Bridges (DMRB) GD 300 Revision 2 'Requirements for new and upgraded all-purpose trunk roads (expressways)', which introduces best-in-class design and technology interventions for a dual carriageway A-road.</p> <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</p>	No

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						<p>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 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</p>	

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						<p>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. The Applicant has worked closely with emergency services in designing the route. Following Supplementary Consultation in January 2020, emergency access was provided from the Project's main carriageway to Brentwood Road, as proposed in the Design Refinement Consultation in July 2020.</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>	
A13-38	<p>Comments supporting the updated proposals, but with a particular concern or qualification attached, in most cases saying that traffic congestion in the area would not be improved. Some consultees say certain design principles</p>	-	-	0	8	<p>Traffic modelling 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, reducing journeys times at the Dartford Crossing in line with the</p>	No

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	should be adhered to, or that roundabouts should not be included in the route.					Scheme Objectives agreed with the Department for Transport (DfT).	
A13-39	Suggestions that improvements should be made to the A13 as part of the Project to increase the capacity of this road and support local development. Consultees suggest widening the A13, replacing the A13 Lodge Avenue flyover, or providing mitigation to improve the performance of the A13/A1014 Manorway junction.	-	Thurrock Council	0	3	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).	No
A13-40	Comments expressing concern that the updated proposals would result in increased traffic congestion and collisions on connecting routes including the A13 and A130. Some consultees express concern that these roads and the Stanford-le-Hope roundabout are already too busy and would not be able to cope with the additional traffic.	Transport for London	Basildon Borough Council, Southend-on-Sea City Council, Thurrock Council	19	109	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	No

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A13-41	Comments expressing concern about existing levels of traffic and congestion on the A13 and other roads in the area, including the A1089 and Brentwood Road. Some consultees say the A13 is often heavily congested and note that traffic volumes are predicted to rise.	-	-	2	17	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 approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.	No
A13-42	Comments expressing concern about the impact that the Project and its construction would have on local roads. Consultees raise particular concern about a number of areas that could be negatively impacted, including Linford, Thurrock, Orsett, Chadwell St Mary and South Ockendon, as well as roads such as the A128, A13, Long Lane, Brentwood Road, Heath Road and Baker Street. Others raise concern about the impact of local road closures, including the permanent closure of Hornsby Lane, on	-	Essex County Council, Southend-on-Sea City Council, Thurrock Council	19	73	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. During the Community Impacts Consultation in July 2021, the Applicant presented a	No

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	local access and journey times.						
A13-43	General comments opposing the updated proposals on the grounds that they would add more traffic to already congested routes, and that the design of the junction would mean that traffic would not flow smoothly.	-	-	7	51	change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction, adding an extra lane to the link road connecting the A122 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 A122 and accounts for the latest predicted traffic flows. 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.	No
A13-44	A suggestion that the Applicant should look at ways to prevent traffic from using local roads unnecessarily, for example preventing vehicles using the Project to get to Tilbury Docks via the A1013 and routes through Chadwell St Mary. There was also a suggestion that improvements should be made to local roads, including traffic monitoring and an upgrade of the Orsett Cock junction.	-	Thurrock Council	0	0	Once the Project is operational, traffic impacts on the affected road network would be monitored, including on local roads. More information on the traffic impacts on local	No
A13-45	Comments expressing concern about the impact of the proposals on current high levels of traffic in	-	Thurrock Council	20	89		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>Thurrock and the local area. Consultees say the Project would not resolve existing congestion and could increase traffic levels. Some consultees say local roads in Thurrock are likely to become rat runs for Heavy Goods Vehicles (HGVs) and other vehicles, especially when either crossing is affected by an incident.</p>					<p>roads is available in the Transport Assessment (Application Document 7.9). The Project would provide free-flowing direct connections with the M25 and A2/M2, with some free-flowing connections with the 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. 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. Traffic modelling forecasts that the upgraded junction 29 would operate within its designed capacity for the foreseeable future.</p> <p>Traffic modelling shows that the A13 west of the Project would experience a decrease in traffic levels once the new crossing opens. However, the traffic modelling also forecasts increases in traffic on roads near the new route, including the A1089 northbound and some roads to the east of the crossing, such as the A13 eastbound, Brentwood Road (southbound) and A130 southbound.</p> <p>More information on the forecast impacts on the local road network is available 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). 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> <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's main carriageway 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.</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 Development Consent Order (Application Document 3.1) 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 near the Project would be maintained, either following their existing route or being diverted to maintain the quality of the route.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
A13-46	General comments opposed to the proposed sites for the relocation of the Gammonfields Way travellers' site. This includes comments opposing the relocation of the site, as well as consultees who say that neither option for the relocation is acceptable.	Essex Police	Thurrock Council	5	14	Following further design work and feedback from the Supplementary Consultation in January 2020, the Applicant proposed a new site for the Gammonfields Way travellers' site, adjacent to its current location, with access off Gammonfields Way. The relocated travellers' site would remain approximately 1.5 hectares in area (the same as at present), with an additional 1.5 hectares set aside for appropriate access and landscaping. Noise mitigation and visual screening would be put in place. This was presented in the Design Refinement Consultation in July 2020, as described in Chapter 7 of this report.	Yes
A13-47	Comments expressing concern about the option for the relocation of the Gammonfields Way travellers' site to the proposed site on Long Lane. Some consultees raise concern about the potential for increased traffic on local roads, anti-social behaviour, and the potential impact on property prices in the area around Kerry Road.	-	-	4	9	During Supplementary Consultation in January 2020, representatives from the Applicant's Project Team engaged closely with residents of the travellers' site to highlight and explain the proposals to them. Residents were able to ask questions and were encouraged to respond to the consultation.	Yes
A13-48	Comments opposing the relocation of the Gammonfields Way travellers' site to an area near Kerry Road on the grounds that this site is too close to other residents. Some consultees express concern about tensions	-	-	17	25	Local people and communities have been considered throughout the design and development of the Project. During each phase of consultation, the Applicant has publicised the consultation and explained the impacts on residential areas near the Project. This activity included delivering leaflets promoting the Supplementary Consultation in January 2020 to all properties near the proposed travellers' site. More information	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
	between communities, as well as potential increases in anti-social behaviour, fly tipping and an impact on property prices. Some consultees express concern about the amount of land to be acquired, which they say amounts to a significant enlargement of the site.					about how the Supplementary Consultation was publicised can be found in Chapter 6 of this report. An Environmental Impact Assessment (EIA) has been carried out and 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) considers impacts on local communities, including access and local roads.	
A13-49	Comments expressing concern about the proximity of the proposed locations of the travellers' site to residential areas. Consultees raise concerns about the potential impact on property values, and potential increases in crime and anti-social behaviour, predicting conflict between communities. Some consultees say this proposal has not been adequately explained to residents.	-	-	36	28	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. 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).	Yes
A13-50	Comments expressing concern as to whether the residents of the Gammonfields Way travellers' site have been consulted about the relocation of their site. Some	-	-	1	11	As part of the Community Impacts Consultation in July 2021, the Applicant consulted on the predicted impacts on local people of the construction and operation of the Project. Information on that consultation	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 neither residents nor travellers would want the site to be located at the proposed locations.					and the materials in which these impacts were described are set out in Chapter 8 and are included in full in Appendix S of this report.	
A13-51	Suggestions for the relocation of the Gammonfields Way travellers' site. Consultees suggest that a site near the current location would be preferable or that the site should be located further to the east.	-	Thurrock Council	2	1		Yes
A13-52	Comments requesting information from the Applicant about the proposed changes in the area around the proposed A13/A1089/A122 Lower Thames Crossing junction. One consultee requests assurance that the travellers' site would not increase in size, as well as clarity on whether the Rectory Road bridge would limit the use of land for proposed developments, and detail on the use of the maintenance access road by emergency vehicles.	Essex Police	-	1	1	Following further design work and feedback from Supplementary Consultation in January 2020, the Applicant proposed a new site for the Gammonfields Way travellers' site, adjacent to its current location, with access off Gammonfields Way. The relocated travellers' site would remain approximately 1.5 hectares in area (the same as at present), with an additional 1.5 hectares set aside for appropriate access and landscaping. Noise mitigation and visual screening would be put in place. This was presented in the Design Refinement Consultation in July 2020, as described in Chapter 7 of this report. In response to comments received during Statutory Consultation in October 2018, new emergency access points were provided 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
						<p>Brentwood Road, linking to the Project, and at Heath Road, linking to the A1089.</p> <p>In addition, and as was set out in the Design Refinement Consultation proposals, the Applicant proposed another emergency access from the Project on to Brentwood Road. Furthermore, emergency access via North Road and the Orsett Cock link were proposed as part of the Communities Impact Consultation in July 2021. Emergency access roads would be secured with an access control system. More information about emergency access provision on the Project is provided in the Project Design Report (Application Document 7.4).</p> <p>As set out in the Supplementary Consultation materials, and further described in the Community Impacts Consultation in July 2021, Rectory Road would be subject to a long-term temporary closure so that the bridge carrying the road over the A13 could be safely replaced. For more information about the size of the Rectory Road bridge or any other structures, see the Structures Plans (Application Document 2.13). The Structures Plans show 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.</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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						each plot is required in the Statement of Reasons (Application Document 4.1), which lists land use against each plot.	
A13-53	Suggestions in relation to signage on and around the proposed A13/A1089/A122 Lower Thames Crossing junction. Some consultees suggest a clear, strategic approach to signage is needed to reduce incidences of navigational errors before the crossing.	-	-	0	5	<p>The Applicant would install sufficient 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.</p> <p>Signage would provide real-time journey information on the approaches to the Project, including details of 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 new crossing. All signage would conform to the required design standards.</p> <p>For more information about signage across the Project and the design of the junctions, see the Project Design Report (Application Document 7.4).</p>	No
A13-54	Suggestions that the proposed A13/A1089/A122 Lower Thames Crossing junction should be designed so as to allow a free flow of traffic. Some consultees suggest removing	-	-	0	4	The Project would provide free-flowing direct connections with the M25 and the A2/M2, with some free-flowing connections with the A13 and the A1089. Traffic lights or roundabouts would be necessary at some other junctions, particularly where the Project meets local roads, such as at the Orsett Cock	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	roundabouts and using slip lanes for traffic joining the A13.					<p>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. Traffic modelling forecasts that the route would be free-flowing for the foreseeable future, from the point at which the Project is operational.</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 strategic road network 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, as well as increased environmental effects associated with building larger and higher junctions capable of accommodating multiple traffic movements.</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 A122 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)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>leaving the A122 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 about the design of the route can be found in 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>	
A13-55	Suggestions that the proposed A13/A1089/A122 Lower Thames Crossing junction should be designed to handle future traffic	-	-	0	4	The proposed A13/A1089/A122 Lower Thames Crossing junction connects two major highways to the Project, which is why a major junction is required. The links that have been provided at the junction are those that align	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>levels. Suggestions include providing west-facing slip roads at the junction and widening the route to four lanes. There was also a suggestion to enhance the Medebridge Road junction with the A13 because it would be used by construction vehicles building the Project.</p>					<p>best with the Scheme Objectives, based on consideration of the traffic modelling, feedback from stakeholders and costs.</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 A122 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 A122 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. More information about 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 can be found in Chapter 9 of this report.</p> <p>Traffic modelling was used to determine the optimum number of lanes along the route, which has three lanes in each direction throughout, except for the southbound section between the proposed A122 Lower Thames Crossing/M25 junction and the proposed A13/A1089/A122 Lower Thames Crossing junction, where modelling forecasts that two lanes would be enough to accommodate predicted traffic flows. The modelling forecasts that the new crossing would remain free-flowing for the foreseeable future from the point at which the Project is operational. 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>Medebridge Road and the High Road/A13 have been included in the construction proposals and the assessment concluded the route would be suitable for use as it is, so there are no plans to upgrade it.</p> <p>The Applicant has assessed the 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.</p>	

Code	Summary of issue(s) raised	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 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 on the operational impacts of the Project on the local road network and on public transport, see the Transport Assessment (Application Document 7.9), which also includes information about construction traffic impacts.</p>	

Issues raised in response to open Question 1h

- 12.4.35 Table 12.9 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q1h in the consultation response form, which was as follows:
- 12.4.36 *Q1h: Please let us know the reasons for your response to Q1g and any other comments on the proposed changes in the area around the Lower Thames Crossing and its junction with the M25.*
- 12.4.37 For reference, the closed Question 1g referred to in Q1h above was as follows:
- 12.4.38 *Q1g: Do you support or oppose the proposed changes in the area around the Lower Thames Crossing and its junction with the M25? Please refer to chapter 3 of the guide.*
- 12.4.39 For more information about Q1g and how consultees responded to it and the other closed questions in the consultation response form, see Section 12.3 of this report.
- 12.4.40 The issues raised that relate to the proposed A122 Lower Thames Crossing/M25 junction are summarised in Table 12.9 below. Where issues were raised in response to Q1h that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 12.4.41 The Applicant has fully considered all of the responses received, Table 12.9 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.
- 12.4.42 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 12.9

- 12.4.43 The information presented in Table 12.9 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 Q1h 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 the Supplementary 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 proposed A122 Lower Thames Crossing/M25 junction and the Applicant's responses

12.4.44 Table 12.9 below summarises the issues raised relating to the proposed A122 Lower Thames Crossing/M25 junction and the Applicant's responses to those issues raised.

Table 12.9 Summary of issues raised relating to the proposed A122 Lower Thames Crossing/M25 junction 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
M25-1	Comments supporting the proposed A122 Lower Thames Crossing/M25 junction, saying it is an improvement on the previous design. Some consultees say the updated proposals have addressed objections that they had before. Others say the revised junction would reduce the visual impact and construction works or improve access to the M25.	-	Southend-on-Sea City Council	0	67	These comments have been noted.	No
M25-2	Comments supporting the elements of the proposed A122 Lower Thames Crossing/M25 junction that provide for the needs of walkers, cyclists and horse riders as well as motorists.	Historic England	Thurrock Council	0	3		No
M25-3	Comments supporting the proposed A122 Lower Thames Crossing/M25 junction, saying it would reduce disruption to communities. Some consultees say the updated proposals reduce the	-	-	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
	amount of land required and would reduce the construction phase and the impacts on the area.						
M25-4	Comments supporting the proposed A122 Lower Thames Crossing/M25 junction, saying it would have a reduced impact on residential properties and other buildings, as well as local roads and farmland.	-	-	0	7		No
M25-5	Comments supporting the proposed A122 Lower Thames Crossing/M25 junction on the basis that it would not require demolition of the Ockendon Road bridge. Some consultees say this would reduce the cost of the Project and its environmental impact.	-	-	0	11		No
M25-6	Comments supporting the proposed A122 Lower Thames Crossing/M25 junction, saying it would not require realignment of electrical cables or disruption of gas mains.	-	-	1	3		No
M25-7	Comments supporting the number of southbound lanes	-	-	2	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
	between the proposed A122 Lower Thames Crossing/M25 and the A13/A1089/A122 Lower Thames Crossing junctions in the revised proposals.						
M25-8	General comments supporting the proposed A122 Lower Thames Crossing/M25 junction.	-	Southend-on-Sea City Council	1	299		No
M25-9	General comments supporting the proposed A122 Lower Thames Crossing/M25 junction on the grounds that it would improve safety.	Anglian Water Services Ltd, East Kent Hospitals NHS Trust	-	0	6		No
M25-10	General comments supporting the proposed A122 Lower Thames Crossing/M25 junction on the grounds that it would have a positive impact on traffic flow.	-	-	0	117		No
M25-11	Comments from consultees who do not offer any opinion on the proposals for the junction with the M25.	-	Kent County Council, Medway Council	11	103		No
M25-12	Comments expressing concern that the proposed A122 Lower Thames	-	-	0	6	The Project's traffic modelling forecasts that providing the three proposed movements for motorists at the M25 junction (A122 to M25	No

Code	Summary of issue(s) 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 would not allow northbound traffic on the Project to join the M25 southbound, or northbound M25 traffic to join the Project southbound, without turning around at junction 29 of the M25. Consultees say the existing routes that are available to make these movements are longer than they would be if the proposed A122 Lower Thames Crossing/M25 junction did provide these connections, and that these existing routes are already congested and frequently affected by incidents.					northbound, including direct access to junction 29, and M25 southbound either towards junction 28 or on to the A122) would allow the surrounding road network to function satisfactorily, including providing relief at the Dartford Crossing and its approaches. Providing other movements would have significant environmental impacts and would increase costs, which would not be justified by the benefits provided. Signage on the approaches to the proposed A122 Lower Thames Crossing/M25 junction would ensure motorists are aware of route options and could navigate the layout safely. All junctions, including slip roads, would be designed to the latest highway standards and to reduce potentially dangerous lane-changing manoeuvres. 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 draft Design Principles during the Community Impacts Consultation in July 2021.	
M25-13	Suggestions that the proposed A122 Lower Thames Crossing/M25 junction should be designed with anticipated future traffic volumes and growth in mind.					The traffic modelling submitted as part of the application for development consent forecast the Project to be free-flowing for the foreseeable future. Alternative routes, including the A13 between the Project and the M25, are also forecast to have less traffic once the Project is operational.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						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).	
M25-14	Comments opposing the revisions since Statutory Consultation, saying these are not an improvement.	-	-	1	14	<p>After Statutory Consultation in October 2018, the Applicant refined the proposals for the Project, revising elements such as the route design, junctions and alignment, Public Rights of Way, the tunnel portals, landscaping and utility works. All the changes were made after further investigations, stakeholder engagement and consideration of the issues raised at Statutory Consultation October 2018.</p> <p>After Supplementary Consultation in January 2020, the Applicant further revised the designs, and consulted on these changes during the Design Refinement Consultation in July 2020. The Applicant consulted on further changes to the Project design during the Community Impacts Consultation in July 2021. More information about the Community Impacts Consultation can be found in Chapter 8 of this report.</p> <p>In each case, the updated proposals for the Project better met the Scheme Objectives, as agreed with the Department for Transport and set out in the Need for the Project (Application Document 7.1). More information about the design of the route can be found in the Project Design Report (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
						Document 7.4) and the Design Principles (Application Document 7.5). For more information about the Design Refinement Consultation, see Chapter 7 of this report.	
M25-15	Comments expressing concern about the potential impact of the proposed A122 Lower Thames Crossing/M25 junction on community amenities, including Stubbers Adventure Centre near Upminster.	-	-	1	0	<p>The Applicant has carried out an Environmental Impact Assessment (EIA), which includes an assessment of the impact of the Project during construction and operation on local amenities within the Order Limits and nearby, including community assets, businesses and recreational areas. These assessments are 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), includes an assessment of the impacts on local amenities during construction and operation, as well as any mitigation measures deemed 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>Additional information about how the Project is expected to impact local communities 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>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 the predicted impacts of the construction and operation of the Project on local people, including community amenities. Information on that consultation and the materials in which these impacts were described are set out in Chapter 8 and Appendix S of this report.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an 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</p>	

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						<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.</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 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>	

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						<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 (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 explanation of how the Applicant has had regard to them.</p> <p>Stubbers Adventure Centre is approximately 800m away from the main works, and there are not expected to be significant noise impacts as a result of the main construction works. Utility diversions and the relocation of farm irrigation infrastructure would be required closer to Stubbers Adventure</p>	

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						<p>Centre, but these works would be relatively short in duration.</p> <p>In terms of traffic movements, construction traffic would need to use local roads to set up compounds and carry out enabling works, such as building haul roads. Once complete, the main works site in this area would be accessed directly from the M25 via a temporary slip road installed specifically for construction traffic. The proposed haul routes were included in the material provided for 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.</p> <p>There are two bridges in the Ockendon Road area: an existing bridge over the M25 and a proposed new overbridge over the Project's proposed northbound slip road connecting to the M25.</p> <p>Following feedback from the Statutory Consultation in October 2018, the Applicant is not proposing a new bridge over the M25 but rather has redesigned the southbound link from the M25 to the Project to avoid the demolition and reconstruction of the existing Ockendon Road bridge over the M25, which would now be underpinned and modified. This has reduced the construction impacts on the areas around the junctions. To allow for a new overbridge (over the Project's northbound slip road) to be built, a section of</p>	

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						<p>Ockendon Road extending between the Upminster to Grays railway line and the M25 would need to be closed to safely manage the interface between construction works and the public (for earthworks as well as new overbridge construction).</p> <p>The Applicant is proposing to extend the closure to the east side of the M25 so that construction traffic could use the existing bridge that carries Ockendon Road over the M25 during the period of works to construct the new bridge. The purpose of this proposal would be to reduce the need for construction traffic to use the public road network during the period of closure. A diversion via Dennis Road and other local roads would be in place throughout the period of disruption, with this being presented during the Community Impacts Consultation in July 2021.</p> <p>The Applicant's proposals would require the closure of Ockendon Road bridge for an estimated 19 months during the construction phase. However, the Applicant would, if practicable, seek to reduce the length of this closure. The final agreed length of the closure would be set out in the Traffic Management Plan for Construction (TMP) in accordance with Requirement 10 of the draft Development Consent Order (Application Document 3.1). The TMP would need to be approved by the Secretary of State, following consultation with the bodies identified in the</p>	

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						<p>outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14), prior to the commencement of the relevant stage of the authorised development.</p> <p>More information on road closures and diversions, including at Ockendon Road, was provided in the draft oTMPfC which was 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.</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>	
M25-16	General comments expressing concern about the disruption to	-	Thurrock Council	4	31	Local people and communities have been considered throughout the design and development of the Project and consulted	No

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	communities as a result of the A122 Lower Thames Crossing/M25 junction. Some consultees express concern about the potential impact on residents of Ockendon.					with at appropriate stages of development. The Applicant would continue to consider local people during construction and operation of the A122 Lower Thames Crossing/M25 junction. An Environmental Impact Assessment (EIA) has been carried out and 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) looks at the impact of construction and operation of the route on local people and sets out the proposed mitigation.	
M25-17	Comments expressing concern that the proposed route would be too close to housing in areas such as Ockendon. Some consultees express concern about the proximity to care homes and schools. Others say that construction work near North Road would be disruptive for nearby residents.	-	-	6	11	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. 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	No

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						<p>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, 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 26 residential properties and one commercial property north of the River Thames.</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 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</p>	

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						<p>Community Impact Report (Application Document 7.16).</p> <p>The ES includes assessment of the Project's impacts on different aspects of the environment, including ES Chapter 5: Air Quality; ES Chapter 12: Noise and Vibration; and ES Chapter 7: Landscape and Visual, which includes an assessment of light pollution. Each chapter includes information about how adverse impacts in each area would be mitigated.</p> <p>During the preparation of the EIA, 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>	

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						<p>The Applicant has limited the height of the junction and its impact on the surrounding landscape by designing the A122 northbound under the M25, while the slip roads off the A122 would screen noise from the M25 and would be specified with low-noise surfacing material.</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>In relation to the construction of the Project, 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>	

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						<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>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 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,</p>	

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						<p>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>With regards to North Road, a new bridge is proposed over the Project. This would largely be built while North Road remains open, with traffic management in place. Specific works requiring a closure of North Road would take place on weekends, with advance notification provided to local people. Following the construction of the new bridge over the Project, traffic would be diverted on to the new road. Additionally, construction of the Project underneath the bridge would be carried out and would involve excavation works and road construction. The impacts on Ockendon are set out in the ES, including in Chapters 5, 7, 12 and 13 (Application Document 6.1). For the Community Impacts Consultation in July 2021, the latest environmental impacts and proposed mitigation measures for Ockendon were summarised in Chapter 20 of the Ward Impact Summaries. Information on that consultation and the materials in which these impacts were described is set out in Chapter 8 and Appendix S of this report.</p>	

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M25-18	Comments expressing concern that the proposed A122 Lower Thames Crossing/M25 junction would have an impact on the health of local communities.	-	-	0	3	<p>The health of local people and communities has been considered throughout the design and development of the Project.</p> <p>An Environmental Impact Assessment (EIA) has been carried out and 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) includes a detailed assessment of the predicted changes to air quality as a result of new traffic patterns caused by the Project.</p> <p>ES Chapter 13: Population and Human Health (Application Document 6.1) has assessed how the Project would affect local people and communities. The ES assesses impacts during construction and operation and sets out appropriate mitigation to be put in place in each area where this is deemed 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>Additional information about how the Project is expected to impact local communities and</p>	No

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						<p>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 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 Code of Construction Practice (CoCP). With these mitigation measures in place, the air quality impacts of the Project in relation to human health during construction are not expected to be significant. The Applicant consulted on the draft CoCP during the Community Impacts Consultation in July 2021. An updated CoCP is included as part of the application for development consent (Application Document 6.3, ES Appendix 2.2).</p> <p>During the preparation of the EIA, 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</p>	

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						<p>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 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.</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 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</p>	

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						<p>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 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 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</p>	

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						standards (Highways England, 2019b). Given there are 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.	
M25-19	Comments expressing concern that the proposed A122 Lower Thames Crossing/M25 junction would be too complex. Consultees say the design involves too many lanes and slip roads, making the junction difficult to navigate and unsafe.	-	-	7	15	The Project would be designed in accordance with the standards set out in the Design Manual for Roads and Bridges, including the lanes and slip roads. 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
M25-20	A suggestion that clear signage should be used in the area of the proposed w Lower Thames Crossing to help motorists identify the lane they need, improving safety. It is also suggested that signage should include markings on the road encouraging drivers to make lane changes at the appropriate time, and that destinations should be clearly marked.	-	-	1	0	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 road would include design features to encourage safe lane changes and provide adequate capacity for predicted traffic levels. Signage would be installed to ensure 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 details of any incidents and journey	No

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						<p>times for the Dartford Crossing and the Project, so motorists could make informed decisions about their route.</p> <p>For more information on the road's design, including safety features such as signage, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5), including information about the proposed A122 Lower Thames Crossing/M25 junction.</p>	
M25-21	<p>Comments expressing concern about the proximity of the proposed A122 Lower Thames Crossing/M25 junction to M25 junction 29. Consultees say the junctions are too close together and this could cause confusion and collisions. Some consultees say it is not clear from the consultation materials how these junctions would work together and that they should have been presented in the materials as a single large junction.</p>	-	-	4	9	<p>The Project's proposed A122 Lower Thames Crossing/M25 junction is required to maintain traffic flows and integrate traffic from the Project safely on to and off the M25, while maintaining traffic flow and safety at the existing junction 29. Implementing a single, combined junction would require a junction working on additional levels, which would add significantly to costs and would cause more disruption during construction, without providing sufficient additional benefits.</p> <p>The distance between the proposed A122 Lower Thames Crossing/M25 junction and M25 junction 29 complies with the necessary safety standards. The Applicant would use the latest signage and designs to ensure motorists understood their route and were encouraged to make safe lane manoeuvres.</p> <p>A significant safety feature of the design proposed at Statutory Consultation in October 2018 is the relocation of the proposed junction 29 northbound off-slip to a</p>	No

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						<p>new location south of the proposed A122 Lower Thames Crossing/M25 junction. Moving this off-slip prevents traffic from the M25 and the Project attempting to merge or diverge in an unsafe way.</p> <p>For more information on the road's design, including safety features such as signage, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5).</p>	
M25-22	<p>Comments expressing concern about the proposed A122 Lower Thames Crossing/M25 junction, including comments from consultees saying the Project should not connect to the M25.</p> <p>Other consultees say that adding traffic to the M25 would increase congestion.</p>	-	-	1	7	<p>The Applicant carried out thorough investigations into different junction locations and route alignments and found the current version of the Project design to be the one that best satisfies the Scheme Objectives.</p> <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 strategic road network: two options south of the River Thames and three to the north.</p>	No
M25-23	<p>Suggestions to move the proposed A122 Lower Thames Crossing/M25 junction further north. Some consultees say the proposed location is too close to the Dartford Crossing or that the junction should be positioned further north to reduce traffic in Thurrock. Consultees</p>	-	-	2	18	<p>One of these options involved linking the Project directly to the A127 east of junction 29 on the M25. Another involved connecting to the M25 via an upgraded A13 connecting at junction 30.</p> <p>In 2017, having carefully considered the recommendations made by the Applicant based on feedback received during consultation, and having carried out further investigations into the impacts of the</p>	No

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	suggest a connection at junction 28 of the M25 or a connection with the M11.					connection options, the Secretary of State announced the preferred route, which has a proposed junction with the A13/A1089/A122 Lower Thames Crossing and connects to the M25 between junctions 29 and 30 as proposed. In advance of Statutory Consultation in October 2018, the Applicant carried out further assessments of the preferred route and continued to develop the proposals.	
M25-24	Suggestions to move the proposed A122 Lower Thames Crossing/M25 junction further south to reduce disruption and to minimise pollution in Ockendon and Thurrock. Consultees say the proposed location reduces the benefit of an additional crossing. Some of these consultees suggest a connection at junction 29 or junction 30 of the M25.	-	-	2	5	The options for linking to the M25 and alternative locations for a proposed junction with the A13 were appraised in terms of technical viability and performance against the Scheme Objectives, which include improving the resilience of the River Thames crossings.	No
M25-25	Suggestions that the Project should connect directly with other roads, such as the A127 or the A130. Consultees also suggest connections with the A13 and the M11.	-	-	0	7	During Statutory Consultation in October 2018, 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. Appendix M of this report provides more information and links to those documents.	No
M25-26	Suggestions that the proposed A122 Lower Thames Crossing/M25 junction should be combined with junction 29 of the M25. Consultees say this would result in improved traffic flow	-	-	0	4	The options appraisal process is described in the Need for the Project (Application Document 7.1). Furthermore, the Applicant has modelled this section of the route and it is forecast to remain free-flowing for the foreseeable future. For more information about the traffic	No

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	and lead to better connections with the A127.					modelling, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7).	
M25-27	Comments expressing concern about the proposed number of southbound lanes between the A122 Lower Thames Crossing/M25 and A13/A1089/A122 Lower Thames Crossing junctions. Consultees say that the volume of traffic joining at the A122 Lower Thames Crossing/M25 junction and then merging into two lanes would cause congestion, particularly in the event of an incident at the Dartford Crossing. Consultees say southbound traffic would include many lorries and that an extra lane would help provide more capacity for future increases in traffic while also enhancing the resilience of the road network.	-	Essex County Council, Southend-on-Sea City Council, Thurrock Council	19	200	<p>The Project would be designed in accordance with the standards in the Design Manual for Roads and Bridges, including the slip roads. The road would include design features to encourage safe lane changes and provide adequate capacity for predicted traffic levels.</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 number of lanes along the Project's route has been adjusted as part of the ongoing design development process. Updated traffic modelling led to the conclusion that the number of lanes on the A122 southbound between the proposed A122 Lower Thames Crossing/M25 and the A13/A1089/A122 Lower Thames Crossing junctions could be reduced from three to two</p>	No
M25-28	Comments expressing concern about the design of the slip roads at the junction with the M25, particularly	-	-	4	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
	the safety of the shortened slip roads, which consultees say is unsafe. Some consultees also say the design involves too many slip roads.					while still managing forecast traffic demand. This reduces the footprint, impacts and costs of the route along this section. The Project is forecast to remain free-flowing for the foreseeable future. This version of the route was presented at Supplementary Consultation in January 2020.	
M25-29	General comments expressing concern about the safety of the proposed A122 Lower Thames Crossing/M25 junction. Consultees say the junction would create a pinch-point and therefore increase the risk of collisions. Some consultees express concern about the proposed reduction in lanes, which they say would encourage unsafe driving.	-	-	3	8	Furthermore, the Project would provide additional resilience for river crossings east of Greater London. With both the Dartford Crossing and the Project operational, there would be an alternative if one were disrupted, although this would likely be accompanied by short-term congestion. 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. Information about the comments received and how the Applicant had regard to those comments can be found in Section 14.4 of this report.	No
M25-30	Comments expressing concern that the design of the proposed A122 Lower Thames Crossing/M25 junction would increase the risk of collisions. Consultees express concern that the junction is too complicated, and that this would cause drivers to make unsafe manoeuvres.	-	-	2	10	For more about traffic modelling, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).	No

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M25-31	Comments expressing concern about the safety of the proposed A122 Lower Thames Crossing/M25 junction with regards to the number of southbound lanes on the Project. Consultees say that traffic converging into two lanes would increase the risk of collisions.	-	-	0	5		No
M25-32	Comments expressing concern about the impact that a reduced number of lanes on the Project between the proposed A122 Lower Thames Crossing/M25 and A13/A1089/A122 Lower Thames Crossing junctions would have on traffic flow at the A122 Lower Thames Crossing/M25 junction.	-	-	1	7		No
M25-33	Comments expressing concern about the impact that the closure of the M25 or the Dartford Crossing would have on the proposed A122 Lower Thames Crossing/M25 junction. Consultees say the reduction in the number of	-	-	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
	southbound lanes proposed would restrict capacity.						
M25-34	Suggestions that more lanes should be added to the Project between its proposed junctions with the M25 and the A13/A1089. Consultees say this would help to reduce congestion and provide capacity for future traffic levels.	-	-	2	8		No
M25-35	Suggestions as to how the slip roads for entering and exiting the proposed A122 Lower Thames Crossing/M25 junction should be designed, with suggestions as to how these could allow for smoother traffic flow.	-	-	3	6		No
M25-36	Suggestions for measures to improve the safety of the proposed A122 Lower Thames Crossing/M25 junction. These include a suggestion for a 30mph speed limit on North Road on the approach to the proposed bridge over the Project.	-	-	1	2		No

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						<p>DMRB standards published at the time of detailed design. The road would include design features to encourage safe lane changes and provide adequate capacity for predicted traffic levels.</p> <p>Any changes to the speed limit on North Road would be a decision for the local highway authority that is responsible for that road. The North Road green bridge over the Project would be designed by the Applicant to DMRB standards, while the carriageway over the bridge and its alignment would meet local authority standards. The bridge would be designed and built to complement the local landscape features so that its visual impact is reduced.</p> <p>For more information on the road's design, including safety features, see 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>	
M25-37	Comments expressing concern about the raised sections and viaducts proposed as part of the Project. Some consultees express concern about the design quality of the Mardyke Viaduct and say that the viaduct	-	Thurrock Council	2	5	The Mardyke and Orsett Fen Viaducts would be designed to maintain environmental links across the landscape and maintain, as much as possible, the expansive views across the open, flat landscape. 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	No

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	would increase pollution and noise levels for nearby communities.					<p>the viaducts themselves. There would be no artificial lighting on this section of the route. The heights of the viaducts across the Mardyke Valley are determined by the 'flood design level' and the requirements for maintenance and farm vehicle access beneath them. The flood design level is the predicted level of 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>To minimise the impact on users of bridleway BR219, the Mardyke Viaduct would be designed with space underneath for the bridleway, including enough height for horse riders to use it in comfort.</p> <p>For more information about the design, including the embankments and viaducts, see the Project Design Report (Application Document 7.4).</p> <p>The environment has been considered throughout the Project's development. 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 assessment in ES Chapter 5: Air Quality and ES Chapter 12: Noise and Vibration (Application Document 6.1), with both including information on how adverse</p>	

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						<p>impacts in each area would be mitigated. Assessments predict that the Project's impacts on air quality in relation to human health during construction and operation would not be significant.</p> <p>At the Design Refinement Consultation in January 2020, two noise barriers, approximately 1m high and less than 1,500m long, were proposed along the Mardyke Viaduct to reduce road noise. 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. For more information about the proposed noise barriers, see ES Chapter 12 and ES Figure 2.4: Environmental Masterplan (Application Document 6.2).</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>	

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						<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>	
M25-38	Comments opposing the potential use of smart motorway technology, including concerns about the absence of hard shoulders. Consultees express concern about the safety of these roads with reference to other existing smart roads in operation and a recent Government	-	-	1	21	<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>	No

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	report about smart motorway safety.					<p>The Project is being designed to the requirements set out in National Highways' 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> <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>	
M25-39	A suggestion concerning the inclusion of emergency areas in the design of the Project to increase safety for motorists.	-	-	0	1		No

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						<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 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</p>	

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						<p>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 lane widths 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, emergency vehicles could access incidents via the opposite carriageway. 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>The emergency services were consulted in the design of the route, and in response to feedback received during Statutory Consultation in October 2018, additional direct access points would be provided so emergency vehicles could access the Project more quickly from the local road network. Furthermore, the Applicant added additional</p>	

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						<p>emergency access roads, both on the slip road from the Orsett Cock junction to the A13 and at North Road. The Applicant consulted on these as part of the Community Impacts Consultation in July 2021. More information about the Community Impacts Consultation can be found in Chapter 8 and Appendix S of this report.</p> <p>Close engagement with the police and other emergency services would ensure the roads are safe and equipped to deal with threats such as terrorism.</p> <p>The Applicant has considered safety at all stages of design, and it would be prioritised during construction and the route's maintenance. The Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) sets out the standards to which the appointed Contractor would have to adhere to maintain safety at all times.</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</p>	

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						<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 (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 explanation of how the Applicant has had regard to them.</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>	
M25-40	General comments opposing the proposals for	-	-	6	11	In choosing the location of the junctions and their design, the Applicant has sought to	No

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	the A122 Lower Thames Crossing/M25 junction, with some consultees saying this is unnecessary.					<p>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 has been the need to control costs and provide value for money.</p> <p>During the Project's design development phase, 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. As part of the Project's route alignment investigation phase, different options to connect to other parts of the strategic road network were considered. As well as the proposed A122 Lower Thames</p>	

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						<p>Crossing/M25 junction, these included connecting the route at either junction 29 and 30 of the M25 or creating a new junction to connect to the A127. These options were each inferior to the chosen option for the reasons set out in the Need for the Project (Application Document 7.1), which include higher costs, lower resilience, lower economic benefits, and increased impacts on the environment.</p> <p>For more information about the design of the junctions, see the Project Design Report (Application Document 7.4). For more information about the environmental assessments and mitigations, see the Environmental Statement (Application Documents 6.1, 6.2 and 6.3).</p>	
M25-41	Comments expressing concern about the impact of the A122 Lower Thames Crossing/M25 junction on Cranham Solar Farm, which is within the Order Limits.	-	-	4	7	<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>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 given in the Statement of Reasons (Application Document 4.1), which lists land use against each plot. The Cranham Solar Farm would need to be acquired to make way for construction of the Project and the Applicant is in discussions with the owner. Persons with an interest in land who would be affected by the land acquisition powers</p>	No

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						<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 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>	
M25-42	<p>Comments expressing concern about the safety of pedestrians in relation to the A122 Lower Thames Crossing/M25 junction. One consultee expresses particular concern about the safety of walking and cycling along the A127 with traffic from two new slip roads joining the road. Another consultee expresses concern about access to Stubbers Adventure Centre if the 370 bus along Ockendon Road is disrupted during construction, saying this would make it harder for customers and staff to access their business.</p>	-	-	0	2	<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. To maintain continuity for the footway along the A127, the Applicant is proposing a new dedicated pedestrian and cycle bridge to the east of junction 29, linking 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 junction 29 roundabout using new traffic signals, before crossing back south at the crossing to the north of Cranham. The Applicant consulted on this proposed bridge during the Design Refinement Consultation in July 2020.</p> <p>The Applicant consulted on additional information about the construction impacts</p>	Yes

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						<p>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 near 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 the proposed walking, cycling and horse riding routes is in the Project Design Report (Application Document 7.4).</p> <p>The Applicant is working with directly affected businesses to minimise the impact and to understand their access needs. During the construction phase, the appointed Contractor would work closely with local authorities and other stakeholders to minimise delays to existing road users and would implement a clear communications strategy to inform road users and businesses about where traffic management measures are needed. This would include engagement with Stubbers Adventure Centre regarding access to their business. The Applicant has carried out extensive engagement and consultation with people with land interests to ensure landowners and others are informed of the proposals and how they might affect their interests. See the Construction Code of Practice (Application Document 6.3, Environmental Statement Appendix 2.2) for</p>	

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						<p>information about the proposed communications and engagement activities.</p> <p>In terms of traffic movements, construction traffic would need to use local roads to set up compounds and carry out enabling works, such as building haul roads. Once complete, the main works site in this area would be accessed directly from the M25 via a temporary slip road installed specifically for construction traffic. The proposed delivery routes were included in the material provided for 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.</p> <p>There are two bridges in the Ockendon Road area under consideration by the Applicant – an existing bridge over the M25 and a proposed new overbridge over the Project's proposed northbound slip road connecting to the M25.</p> <p>Following feedback from the Statutory Consultation in October 2018, the Applicant is not proposing a new bridge over the M25 but rather has redesigned the southbound link from the M25 to the Project to avoid the demolition and reconstruction of the existing Ockendon Road bridge over the M25, which would now be underpinned and modified.</p> <p>This has reduced the construction impacts on the areas around the junctions. To allow for a new overbridge (over the Project's</p>	

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						<p>northbound slip road) to be built, a section of Ockendon Road extending between the Upminster to Grays railway line and the M25 would need to be closed to safely manage the interface between construction works and the public (for earthworks as well as new overbridge construction).</p> <p>The Applicant is proposing to extend the closure to the east side of the M25 so that construction traffic could use the existing bridge that carries Ockendon Road over the M25 during the period of works to construct the new bridge. The purpose of this proposal would be to reduce the need for construction traffic to use the public road network during the period of closure. A diversion via Dennis Road and other local roads would be in place throughout the period of disruption, with these being presented during the Community Impacts Consultation in July 2021.</p> <p>The Applicant's proposals would require the closure of Ockendon Road bridge for an estimated 19 months during the construction phase. However, the Applicant would, if practicable, seek to reduce the length of this closure. The final agreed length of the closure would be set out in the Traffic Management Plan for Construction (TMP) in accordance with Requirement 10 of the draft Development Consent Order (Application Document 3.1). The TMP would need to be approved by the Secretary of State, following</p>	

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						<p>consultation with the bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14), prior to the commencement of the relevant stage of the authorised development.</p> <p>More information on road closures and diversions, including at Ockendon Road, was provided in the draft outline Traffic Management Plan for Construction (oTMPfC) which was consulted on during the Community Impacts Consultation in July 2021.</p> <p>The final, agreed length of the closure would be set out in a Traffic Management Plan for Construction (TMP), in accordance with Requirement 10 of the draft Development Consent Order (Application Document 3.1). The TMP would need to be approved by the Secretary of State, following consultation with the bodies identified in the updated oTMPfC (Application Document 7.14), before the start of the relevant stage of the authorised development.</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 Compensation Code.</p>	

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						Further information about the compensation offered to those businesses 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).	
M25-43	Comments expressing concern that the proposed A122 Lower Thames Crossing/M25 junction would increase traffic on roads in the local area. Consultees also express concern that the construction of a bridge at North Road would result in congestion at South Ockendon.	-	-	2	9	As well as providing relief at Dartford, the Project, once operational, is forecast to result in a reduction in traffic in some sections of the strategic road network (SRN) and for some local roads, such as those near the Dartford Crossing, the A127, A128 and the B136 (North Road and South Road). Traffic modelling also predicts there would be a decrease in traffic on the M25 south of the Project as far as its junction with the M20. The approaches to Lakeside Shopping Centre would see a reduction in traffic, making the centre more accessible by car.	No
M25-44	Comments expressing concern about existing congestion on the M25, with consultees saying this road is unable to cope with current volumes of traffic. Some consultees express concern about congestion at particular sections of the M25 including junction 27	-	-	12	41	Across the affected area, traffic modelling predicts decreases in traffic on many roads, including the Dartford Crossing and its approaches, as well as increases in traffic on some roads. 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	No

Code	Summary of issue(s) 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 the Dartford Crossing approach.					<p>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</p>	
M25-45	Comments expressing concern that the proposed A122 Lower Thames Crossing/M25 junction would exacerbate existing congestion on the M25, creating a bottleneck in the area. Some consultees express concern about the impact on Lakeside Shopping Centre.	-	-	15	66		No
M25-46	Comments expressing concern about the impact of the proposed A122 Lower Thames Crossing/M25 junction on traffic in South Ockendon. Consultees say allowing more traffic to join the M25 would make traffic worse in the area, particularly in the event of an incident or closure.	-	-	3	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
						<p>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)). National Highways will continue to deliver against this obligation in its collaborative work with local authorities.</p> <p>Further information about the predicted changes in traffic as a result of the Project can be found in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>More information on the traffic impacts on local roads is available in the Transport Assessment (Application Document 7.9). The Project would provide additional capacity across the River Thames, providing relief at the Dartford Crossing, giving motorists 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>wider choice of routes, and providing greater resilience in the event of network incidents, particularly the closure of the Dartford Crossing.</p> <p>During construction, there would be some short-term disruption associated with diverting North Road on to the new bridge that carries North Road over the Project route and the associated utility works. In the Community Impacts Consultation in July 2021, the Applicant proposed a temporary crossing where North Road meets the Project. Responses to the consultation are set out in Section 14.4 of this report.</p>	
M25-47	Requests for more information about the Project in the area near the proposed A122 Lower Thames Crossing/M25 junction. This includes a comment asking for more information about why the Mardyke Viaduct design was changed.	Cobham Parish Council	Thurrock Council	0	1	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 and 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 once in operation. 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	No
M25-48	A suggestion for an alternative design for the Mardyke crossing, saying alternative design options should be considered to reduce the environmental impacts, including options	-	Thurrock Council	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
	for a tunnel along all or part of the route.					<p>been determined to minimise their impact on the environment while still accounting for engineering design factors, including gradients of link roads and the height clearance needed between roads that cross each other.</p> <p>The Mardyke and Orsett Fen Viaduct proposals are designed to maintain environmental links across the landscape and maintain, as much as possible, the expansive views across the open, flat landscape. 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 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>To minimise the impact on users of bridleway BR219, the Mardyke Viaduct would be designed with space underneath for the bridleway, including enough height for horse riders to use it in comfort.</p>	

Code	Summary of issue(s) raised	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's proposals have been assessed as the optimal response to the Scheme Objectives set while achieving value for money. Alternative options to extend the tunnel would present significant engineering challenges due to geology 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.</p> <p>For more information about the design, including the embankments and viaducts, see the Project Design Report (Application Document 7.4). For more information about the design of the route, see the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles as part of the Community Impacts Consultation undertaken in July 2021.</p>	

Issues raised in response to open Question 1j

- 12.4.45 Table 12.10 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q1j in the consultation response form, which was as follows:
- 12.4.46 *Q1j: Please let us know the reasons for your response to Q1i and any other comments on the proposed changes in the area around the M25 junction 29.*
- 12.4.47 For reference, the closed Question 1i referred to in Q1j above was as follows:
- 12.4.48 *Q1i. Do you support or oppose the proposed changes in the area around the M25 junction 29? Please refer to chapter 3 of the guide.*
- 12.4.49 For more information about Q1i and how consultees responded to it and the other closed questions in the consultation response form, see Section 12.3 of this report.
- 12.4.50 The issues raised that relate to proposals for junction 29 are summarised in Table 12.10 below. Where issues were raised in response to Q1j that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 12.4.51 The Applicant has fully considered all of the responses received, Table 12.10 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.
- 12.4.52 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 12.10

- 12.4.53 The information presented in Table 12.10 is the following:
- 12.4.54 'Code' is a unique code assigned to each issue for reference purposes.
- 12.4.55 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q1j or to another question in the response form but covering similar topics.
- 12.4.56 '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.
- 12.4.57 '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.
- 12.4.58 's42(1)(d)' states how many respondents with a land interest raised that issue.
- 12.4.59 's47 & s48' states how many members of the public raised that issue.
- 12.4.60 '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).
- 12.4.61 'Project change' states whether the issue(s) raised resulted in a change to the Project.

12.4.62 'Yes' indicates that changes to the Project proposals have been made since the Supplementary 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.

12.4.63 'No' indicates that the suggestions or requests did not result in a change to the Project proposals.

Summary of issues raised relating to the proposals for junction 29 and the Applicant's responses

12.4.64 Table 12.10 below summarises the issues raised relating to proposals for junction 29 and the Applicant's responses to those issues raised.

Table 12.10 Summary of issues raised relating to proposals for junction 29 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
J29-1	Comments supporting the proposals for junction 29 of the M25. Comments include those saying these are an improvement on those presented at Statutory Consultation, that they provide a better layout, that they would reduce the impact of the Project on the junction, and that they would reduce the Project's impact on the environment.	-	-	0	54	These comments have been noted.	No
J29-2	Comments supporting the revised proposals for junction 29 of the M25 introduced since Statutory Consultation. Consultees say these would reduce the impact of the Project and limit disruption to residents in areas such as Thurrock.	-	-	3	13		No
J29-3	Comments supporting the revised proposal for the dedicated slip road for traffic joining the A127 at junction 29 of the M25, including comments in favour of moving this lane closer to the roundabout. Consultees	-	-	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
	say the left-turn lanes at this roundabout would improve traffic flow or that moving the lane closer to the roundabout would reduce the land needed and the impact of the junction on the local area.						
J29-4	General comments supporting the revised proposals for the roundabout at junction 29 of the M25. This includes comments that the updated design is an improvement, and that it would help to reduce congestion.	-	-	0	8		No
J29-5	Comments supporting the revised proposals for junction 29 of the M25 because they no longer require changes to the existing Folkes Lane footbridge over the motorway.	-	-	0	2		No
J29-6	Comments supporting changes to the proposed height of the railway bridge over the M25 near junction 29.	-	-	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
J29-7	Comments supporting the proposed changes to the M25 slip roads at junction 29, including the reduction in the length of the slip roads, with consultees saying this would reduce the impact of the Project.	-	-	0	3		No
J29-8	General comments supporting the revised proposals for junction 29 of the M25.	East Kent Hospitals NHS Trust	-	1	273		No
J29-9	General comments supporting the revised proposals for junction 29 of the M25 on grounds that they would improve safety.	-	-	0	6		No
J29-10	Comments supporting the revised proposals for junction 29 of the M25 on the grounds that they would improve traffic flow and reduce the existing congestion.	-	-	0	101		No
J29-11	Comments from consultees who do not offer any opinion on the proposals in the area of junction 29. Some consultees say that they do not live in the area, are not directly affected or	-	Dartford Borough Council, Kent County Council,	11	103		No

Code	Summary of issue(s) 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 feel qualified to comment.		Medway Council				
J29-12	Comments expressing concern about access to the A127 from the M25 northbound. Consultees say that locating the northbound slip road from the M25 so far to the south is unnecessary and may cause confusion and increased journey times. Some consultees also express concern that this aspect of the design increases the size of the junction and the land required.	-	Essex County Council	4	16	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 the existing junction 29. 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 proposed A122 Lower Thames Crossing/M25 junction would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design to maintain safety and promote free-flowing traffic. Upgrades to the existing junction 29 would increase its capacity. These standards specify, for example, the optimum lengths and curves 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. All designs for the Project are rigorously audited for safety.	No
J29-13	A suggestion that the proposed A122 Lower Thames Crossing/M25 junction should be separated from junction 29, so they operate as two junctions, one for access to the Project and one for access to the A127.	-	-	0	1		No
J29-14	Comments expressing concern on the grounds that the proposals for junction 29 of the M25 are too complex.	-	-	4	21		No

Code	Summary of issue(s) 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 the junction would be unclear or confusing, particularly for drivers wanting to access the A127 roundabout via the northbound slip road from the M25, which would be a long way to the south.					The layout of the junctions would ensure the safe management of traffic, while also providing local access to the A127 to support economic growth and connectivity. The proposed M25 southbound slip road to the north of junction 29 has been shortened, which means it would no longer be necessary to make changes to the existing footbridge over the M25 near Folkes Lane.	
J29-15	Suggestions for how slip roads at junction 29 of the M25 could be improved. These suggestions include comments calling for dedicated slip roads from the M25 southbound to the A127, lengthening of the proposed M25 junction 29 slip roads, and for the existing northbound slip road to the A127 to be retained to help relieve congestion on the M25.	-	-	2	4	The Applicant has modelled the aforementioned junctions and they are forecast to remain within their designed capacity for the foreseeable future, from the point at which the new road is operational. 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 for two of the M25 slip roads. The Applicant would also provide additional traffic lights at the roundabout to help manage traffic flow.	No
J29-16	A suggestion that existing infrastructure at junction 29 should be retained where possible, as long as this does not compromise safety or congestion.	-	-	0	1	As part of the Project, northbound traffic on the M25 would access junction 29 using a new slip road south of the new junction of the Project with the M25. If the off-slip for junction 29 were left in its current location, with the two junctions designed separately, then traffic joining the M25 from the Project and traffic leaving the M25 to join junction 29 would come into conflict, increasing the possibility of congestion.	No
J29-17	Comments expressing concern about the shortening of the proposed	-	-	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
	southbound slip roads on the M25. Consultees say this would cause congestion on the M25 and reduce safety.					The amount of land required for junction 29 was reduced at Supplementary Consultation from what was proposed at Statutory Consultation in January 2020 by bringing the slip roads closer to the main carriageway.	
J29-18	Comments expressing concern about the safety of the proposals for junction 29 of the M25, including concerns about the proposals to shorten the southbound slip roads on the M25 and reduced road widths. Some consultees say there are already issues with traffic speeds and frequent collisions along this section of the M25.	-	-	4	14	<p>Signage would be installed to ensure the route performs safely and provides motorists with timely notifications of road layouts and destinations. Digital signage would be used, enabling the route to make use of variable speed limits to manage traffic flow and maintain safety. They would also provide real-time journey information on the approaches to the route, including details of any incidents and journey times for the Dartford Crossing and the Project, so motorists could make informed decisions about their route.</p> <p>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 as part of the Community Impacts Consultation undertaken in July 2021. 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 Applicant's traffic modelling forecasts that traffic on the M25 southbound to the A127 off-slip would be free-flowing 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
						<p>foreseeable future, once the Project is in operation, so dedicated slip roads would not be necessary or provide value for money. For more information about traffic forecasts, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7).</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 two new bridges 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 the 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</p>	

Code	Summary of issue(s) 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 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.	
J29-19	Comments expressing concern about the use of traffic lights at junctions, which consultees say would impede traffic flow, increasing congestion and journey times.	-	-	0	2	Replacing junction 29 entirely with a new free-flowing design would be prohibitively expensive and would have severe impacts on the M25 and A127 during construction. The additional traffic lights proposed at the junction 29 roundabout would be required to ensure the upgraded road layout functions satisfactorily. For more information about the Project's 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 as part of the Community Impacts Consultation undertaken in July 2021. Information about the comments received and how the Applicant had regard to those comments can be found in Section 14.4 of this report.	No
J29-20	Suggestions that no traffic lights should be included in the proposals for junction 29 of the M25, in order to improve traffic flow.	-	-	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
J29-21	A suggestion that a flyover linking the two junctions would be beneficial for traffic flow.	-	-	0	1	Adding height to the junction design, such as through the use of a flyover, would increase the negative visual impacts on the surrounding area, and would increase costs and potential disruption during construction, but without any significant benefits for traffic flow. For more information about the Project's 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 as part of the Community Impacts Consultation undertaken in July 2021.	No
J29-22	Comments expressing concern about the potential impact of the proposals for junction 29 of the M25 on local amenities. There was also a comment saying the Project should not impact efforts to find a site for a new Grays Athletic Stadium.	-	-	0	2	The Applicant has carried out an Environmental Impact Assessment (EIA), which 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 Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3).	No
J29-23	Comments expressing concern about the potential impact of the Project on the Thames Chase Forest Centre, which is a local amenity. Some consultees say that the forest was established to reduce the impacts of noise and air	Forestry England	-	5	16	The Applicant's decision to route the Project's northbound carriageway under the M25 has reduced the height of the junction and its impact on the surrounding landscape. Embankment slopes have been steepened to further reduce the footprint. At junction 29 of the M25, the Applicant kept the design as compact as possible while still providing 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
	pollution and the proposals would affect its ability to do so. Consultees also express concern about a loss of green space and the potential impact on biodiversity and paths within the forest.					necessary additional road capacity and avoiding ancient woodland where possible. During the Community Impacts Consultation in July 2021, the Applicant proposed to divert multi-utilities in the Thames Chase Forest Centre area. The Applicant is proposing to reduce construction traffic within the area by using a separate access for the main construction works, with the aim of reducing construction traffic impacts on the Thames Chase Forest Centre access road and car park. Construction traffic would access works via Ockendon Road and St Marys Lane, rather than Pike Lane.	
J29-24	Suggestions of measures to mitigate the impact of the proposals on the Thames Chase Forest Centre. This includes suggestions that replacement land should be provided, and that access to the area should be maintained, as well as its paths and Public Rights of Way.	Forestry England	-	0	0	For more information on the impacts on amenities during the Project's construction and operation, see ES Chapter 13: Population and Human Health (Application Document 6.1), which also includes information about any proposed mitigation. During the preparation of the EIA, 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	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>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.</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 during construction and operation of the Project to mitigate impacts identified in the ES.</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 its plans to mitigate this impact. The proposals include provision of replacement land 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. For information about replacement open space at Thames Chase Forest Centre and elsewhere on 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>see the Planning Statement (Application Document 7.2).</p> <p>Replacement land to the north and south of the Thames Chase Forest Centre would be landscaped to match the current area and would connect to existing paths. This change was proposed during the Design Refinement Consultation in July 2020. 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 to the approximately 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 in 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. The Applicant also proposes a new walking, cycling and horse riding bridge over the M25 to improve connectivity between 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>western and eastern sections of the 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 the 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</p>	

Code	Summary of issue(s) raised	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 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 is not aware of the Project impacting the search for land for a new athletic stadium in Grays. For more information about Public Rights of Way, including the proposed walking, cycling and horse riding bridge across the M25, see the Project Design Report (Application Document 7.4). For more about the Thames Chase Forest Centre land replacement, see the Special Category Land Plans (Application Document 2.4).</p>	
J29-25	General comments expressing concern about the impact that the proposals for junction 29 of the M25 would have on local communities.	-	-	1	8	To reduce the impacts on local people and communities, the Project has been routed away from population centres wherever possible. The Project, including the proposed upgrades to junction 29 of the M25, has been designed to be as low and compact in the landscape as possible, while still providing the necessary capacity and conforming to the safety standards.	No
J29-26	Comments expressing concern about the proximity of the junction 29 proposals to residential areas such as South Ockendon.	-	-	4	5	<p>After Statutory Consultation in October 2018, the Applicant was able to reduce the footprint of the proposals for the upgraded junction 29 by moving the slip roads closer to the main carriageways, reducing the overall impact.</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>Junction 29 of the M25 is approximately 5km away from South Ockendon so there would be no impacts on that location.</p> <p>To assess the environmental impacts of the construction and operation of the Project, including on local residents and communities, 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 impacts on local people and communities and any 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>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</p>	

Code	Summary of issue(s) raised	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 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>During the preparation of the EIA, 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</p>	

Code	Summary of issue(s) raised	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.</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 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 provided in 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>	
J29-27	Comments expressing concern about the impact that the proposals for junction 29 would have on the Brentwood Enterprise Park. Consultees express concern about the potential loss of access to the enterprise park and the economic impacts	-	Brentwood Borough Council	1	0	The Applicant has engaged with people with an interest in land within the Order Limits and previous versions of the Project's land use plans periodically and at public consultations. This included writing to them at each stage of the consultation process. This has included individual landowners as well as the owners of businesses.	No

Code	Summary of issue(s) 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 would have, as well as the potential impact on planned developments and loss of development value.					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.	
J29-28	Suggestions that the Applicant should work with relevant local authorities and affected landowners to ensure access to Brentwood Enterprise Park is maintained and that the Project complements local planning policy in relation to this site.	-	Brentwood Borough Council, Essex County Council	1	1	<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> <p>Where it is not feasible for businesses to continue operating during construction or after the Project is in place, then they would be eligible for appropriate compensation in line with the Compensation Code.</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>Some land would only be required 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</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>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 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</p>	

Code	Summary of issue(s) 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 Nationally Significant Infrastructure Projects and Major Development Schemes document (Application Document 7.17). 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.	
J29-29	General comments opposing the proposals for junction 29 of the M25.	-	-	2	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 proposed upgrades to junction 29 would be 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
						<p>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 diverges 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 helps to reduce the complexity, footprint and cost of the junctions.</p> <p>Due to the proximity of the two junctions, the Applicant has designed a slip road that would extend from the Project's proposed A122 Lower Thames Crossing/M25 junction all the way to junction 29, joined by M25 northbound 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.</p> <p>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 as part of the Community Impacts Consultation undertaken in July 2021.</p>	
J29-30	Comments expressing concern about the potential for increased traffic on the	-	Southend-on-Sea City Council	5	47	Traffic modelling forecasts that the A127 east of M25 junction 29, the A13 west of the Project, and the A128 north of the A13 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
	A127 as a result of the proposed A122 Lower Thames Crossing/M25 junction. Consultees say this road is already congested and that it would not be able to accommodate increased traffic flows.					see a decrease in traffic levels once the new crossing is operational. The A127 west of junction 29, the A128 south of the A13, and M25 junction 28 would see an increase in traffic. The M25 sees a decrease between junction 29 and junction 3. Forecasts show minimal change at the Fortune of War roundabout on the A127.	
J29-31	Suggestions that improvements to the A127 would be needed before the Project opens to ensure it could handle increased traffic. This includes comments suggesting widening and dedicated lanes, as well as improvements to the Fortune of War Roundabout on the A127.	-	-	1	10	The Project would provide three lanes in each direction, apart from the southbound section between the proposed A122 Lower Thames Crossing/M25 and the A13/A1089/A122 Lower Thames Crossing junctions, which would have two lanes. Traffic modelling predicts that the route would remain free-flowing for the foreseeable future, from the point at which the Project is operational. For more information about traffic modelling, including the forecast changes in traffic on major roads, specifically the change in flows with the Project, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8). 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
J29-32	Suggestions that improvements to the wider road network, including junction 28 of the M25, should be carried out before the Project opens.	-	-	1	2	Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with	No
J29-33	Suggestions for widening of lanes or an increase in the number of lanes on the Project and other major roads such as the M25,	-	-	2	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
	A127 and A128. This includes comments suggesting a dedicated lane on the M25 for traffic joining the Project.					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).	
J29-34	Comments expressing concern that junction 29 of the M25 is already heavily used by motorists and that the proposals would increase traffic further. Some consultees express concern that the reduction in the number of southbound lanes proposed between the M25 and A13 in the updated proposals could create congestion on the M25 southbound.	Transport for London	-	15	86	<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>Once the Project is operational, traffic impacts on the affected road network would be monitored, including local roads.</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)(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 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. 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.</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)). National Highways will continue to deliver against this obligation in its collaborative work with local authorities. Proposals to upgrade junction 28 of the M25 were granted</p>	

Code	Summary of issue(s) 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 consent in May 2022 and are due for completion in 2025, which means they will be in place before the Project is due to become operational.	
J29-35	Comments expressing concern about an increase in the volume of traffic on local roads around junction 29 of the M25. Some consultees express particular concern that roads such as Pike Lane and other local roads around Cranham could be affected by the junction 29 proposals.	-	-	3	17	<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>As well as providing relief at the Dartford crossing 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.</p> <p>The forecasts do not show an increase in traffic on Pike Lane. Other local roads in Cranham are forecast to see moderate variations in traffic as a result of the Project, with some seeing increases and others decreases. While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond 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>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>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<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)). National Highways will continue to deliver against this obligation in its collaborative work with local authorities.</p> <p>More information on the traffic impacts on local roads is available in the Transport Assessment (Application Document 7.9).</p>	
J29-36	<p>Comments requesting more information about the proposals for junction 29 of the M25, including whether the junction would be signalised. Some consultees request information about any road closures or diversions planned during construction, as well as how access to properties would be affected.</p>	-	-	3	4	<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 the existing junction 29.</p> <p>The M25 southbound slip road north of junction 29 has been shortened, which means the Applicant would no longer need to make changes to the bridge over the M25 near Folkes Lane. Improvements are proposed at junction 29, 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. More information about the junction can be found in the Design Principles (Application Document 7.5). The Applicant consulted on</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 draft Design Principles as part of the Community Impacts Consultation undertaken in July 2021. 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 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 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</p>	

Code	Summary of issue(s) raised	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. 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 construction traffic impacts, see the Transport Assessment (Application Document 7.9).</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 the 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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						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.	
J29-37	Suggestions that the Project should connect to the strategic road network further north. Comments include those saying the junction should be at junction 28 of the M25, or between junctions 27 and 28. Some consultees say the Project should connect with the A12 or M11.	-	Brentwood Borough Council	0	11	The Project includes junctions with the main links on the relevant section of the strategic road network and with key local roads. The primary links are with the A2/M2, A13/A1089 and M25. These connections ensure the Scheme Objective to relieve pressure at the Dartford Crossing is satisfied, as well as helping to support sustainable local development and regional economic growth.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
J29-38	Suggestions that the junction should be located further south, nearer the Dartford Crossing. One consultee says this is necessary to avoid any impact on the countryside of South Ockendon.	-	-	0	2	In determining the junction locations, the Applicant has considered traffic modelling forecasts, feedback from engagement and consultations, environmental and community impact assessments, and costs. In the period between 2009, when the Department for Transport (DfT) carried out studies into the possibility of a new river crossing, and the Preferred Route Announcement (PRA) in 2017, the Applicant and the DfT carried out an extensive options examination, looking at alternative crossing locations and, as presented during Non-Statutory Consultation in January 2016, alternative links to the strategic road network for the chosen crossing east of Gravesend and Tilbury. The options process and the Scheme Objectives are presented in the Planning Statement (Application Document 7.2). For more information about the 2016 Non-Statutory Consultation and the PRA, see Chapter 3 of this report.	No
J29-39	A suggestion that adequate signage and road markings should be included as part of the proposals for junction 29, improving safety by ensuring motorists know which lane they need to use to leave or join the route.	-	-	0	1	The Applicant would install sufficient traffic signage to ensure the route performs safely and gives motorists advance notification of road layout changes and destinations. Signage would include the latest technology, with variable speed limits to manage traffic flow, warn of incidents and lane closures. Signage would provide real-time journey information on the approaches to the Project, including information about current incidents	No

Code	Summary of issue(s) raised	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 information at key locations on the wider road network to allow motorists to compare journey times for the Dartford Crossing and the new crossing. All signage would conform to the required design standards.</p> <p>For more information about signage across the Project and the design of the junctions, see the Design Principles (Application Document 7.5), which includes information about the proposed A122 Lower Thames Crossing/M25 junction and junction 29. The Applicant consulted on the draft Design Principles as part of the Community Impacts Consultation undertaken in July 2021.</p>	

Issues raised in response to open Question 2b

- 12.4.65 Table 12.11 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q2b in the consultation response form, which was as follows:
- 12.4.66 *Q2b: Please let us know the reasons for your response to Q2a and any other comments you have on the proposed changes to land that would be required to build the Lower Thames Crossing. This includes feedback on the impact the project would have on any land that you own or have another legal interest in.*
- 12.4.67 For reference, the closed Question 2a referred to in Q2b above was as follows:
- 12.4.68 *Q2a: Do you support or oppose the changes to the proposed area of land that would be required to build the Lower Thames Crossing?*
- 12.4.69 For more information about Q2a and how consultees responded to it and the other closed questions in the consultation response form, see Section 12.3 of this report.
- 12.4.70 The issues raised that relate to land use are summarised in Table 12.11 below. Where issues were raised in response to Q2b that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 12.4.71 The Applicant has fully considered all of the responses received, Table 12.11 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.
- 12.4.72 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 12.11

- 12.4.73 The information presented in Table 12.11 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 Q2b 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 the Supplementary 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

12.4.74 Table 12.11 below summarises the issues raised relating to land use and the Applicant's responses to those issues raised.

Table 12.11 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
LND1	General comments supporting the changes made to the Order Limits or saying these have improved since Statutory Consultation.	-	-	0	34	These comments have been noted.	No
LND2	Comments supporting the proposed land use on the grounds that it minimises disruption to properties and the public. These consultees say feedback from previous consultations has been taken into consideration.	-	-	0	17		No
LND3	General comments supporting the Order Limits. This includes comments saying the proposals are necessary to build the Project and the land use is appropriate considering the scale of the Project.	East Kent Hospitals NHS Trust	Tonbridge & Malling Borough Council	1	302		No
LND4	Comments supporting the land use in the Order Limits proposals on the basis that the land use has been minimised or that changes since Statutory Consultation	Natural England	Kent County Council	5	39		No

Code	Summary of issue(s) 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 reduced the land use, particularly in relation to permanently acquired land.						
LND5	Comments from consultees who do not offer any opinion on the proposed Order Limits.	Essex Police, London Fire Service, Transport for London	Dartford Borough Council	3	143		No
LND6	Comments expressing concern that the construction or operation of the Project would cause disruption to local communities. This includes comments that mention the impact of congestion, noise, road closures or construction vehicles on local communities, services and amenities.	-	Kent County Council	17	76	<p>Local people and communities, including schools and children, have been considered throughout the design and development of the Project. The Applicant has consulted individuals and stakeholders at appropriate stages of the development and would continue to consider local people during construction.</p> <p>The Applicant has carried out an Environmental Impact Assessment (EIA), with impacts on local people and communities documented in Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1). This includes communities inside and close to the areas of land to be used by the Applicant during construction and operation of the Project.</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</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>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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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. 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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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>As part of the Community Impacts Consultation undertaken in July 2021, the Applicant consulted on the predicted impacts of the construction and operation of the Project on local people, including congestion, noise, and road closures. More information on that consultation and the materials in which those impacts were described are set out in Chapter 8 and are included in full in Appendix S of this report.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an 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</p>	

Code	Summary of issue(s) raised	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 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>Access to community facilities, such as leisure centres, would be maintained during construction, with mitigation measures relating to construction traffic management and community engagement, as set out 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 CoCP. The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1).</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 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>	

Code	Summary of issue(s) raised	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 design and development, the Applicant is proposing the additional 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>Local people and communities, including schools and children, have been considered throughout the design and development of the Project. The Applicant has consulted individuals and stakeholders at appropriate stages of the development and would continue to consider local people during construction.</p>	
LND7	General comments expressing concern about the revised Order Limits.	-	Essex County Council	9	22	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 Project.	Yes
LND8	Comments expressing concern that the scale of	Essex and Suffolk	Thurrock Council	19	112		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
	land use for the Project is too large. Some consultees express concern about the increased land use compared with previous proposals.	Water Limited, Shorne Parish Council, Natural England				<p>Between Statutory Consultation in October 2018 and Supplementary Consultation in January 2020, the overall Order Limits have increased. This was largely due to the additional land needed to divert utilities and for the further developed proposals for establishing natural habitat areas, including planting trees and vegetation. Not all land would be required permanently and temporary possession of land is sought where practicable.</p> <p>Following Supplementary Consultation in January 2020, the Applicant continued to work with stakeholders, including relevant utility companies, to refine the proposals and minimise the land required for works. The revised Order Limits (23km²) were consulted on during the Design Refinement Consultation in July 2020. As of the Community Impacts Consultation in July 2021, the Applicant has reduced the Order Limits by a further 3%, to 22km². This reduced the amount of land needed for the Project from what was proposed at both Supplementary Consultation (26km²) and the Design Refinement Consultation (23km²), while remaining above what was proposed at Statutory Consultation (21km²).</p> <p>The Applicant has set out the land needed for the Project in the Land Plans (Application Document 2.2) and explained</p>	

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						<p>the reason each plot is required 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.</p> <p>Each claim for compensation would be considered on its own merits, in line with the Code.</p> <p>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> <p>The Applicant'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>	
LND9	Comments expressing concern about how land use for the Project could affect development opportunities, through the acquisition, severance or devaluation of	RWE Generation UK plc	Dover District Council, Thurrock Council	11	15	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	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	land which could otherwise be used for house building or employment growth.					<p>those local plans that are relevant and that are sufficiently advanced.</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>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).</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), listing land use against each plot.</p>	
LND10	Comments expressing concern about specific areas of land that would be needed by the Project, in locations such as South Ockendon, Orsett, Thong	Natural England, Port of London Authority, RWE	Gravesham Borough Council, Kent County Council, Thurrock	30	79	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 it.	No

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	and Chalk. Some consultees say that land use in certain areas is unnecessary or would be disruptive to local businesses and residents. Others argue that the reasons behind the need for land acquisition, or the length of time that land would be needed, have not been fully explained.	Generation UK plc, Shorne Parish Council	Council, Tonbridge & Malling Borough Council			During each consultation, the Applicant has published information showing the proposed land use, and also notified each person who was identified as having land interests that may be affected by the Project, offering them the opportunity to respond to a consultation. The reasons why each area of land is needed is set out within the Statement of Reasons (Application Document 4.1). The Applicant has engaged with people with an interest in land within the Order Limits and previous versions of the Project's land use plans periodically and at public consultations. This included writing to them at each stage of the consultation process. This has included individual landowners as well as the owners of businesses.	
LND11	Comments requesting specific information and clarifications about the Order Limits from the Applicant. Some consultees say that more detail should be provided to those affected about why land is required and how long it would be needed, or more information about intended use of temporarily acquired land.	Mayor's Office for Policing and Crime, Port of London Authority	Brentwood Borough Council	16	15	The impacts of the Project on areas such as Chalk, Thong, Orsett and South Ockendon have been assessed and reduced where practicable. Once the Project is operational, tree planting and earthworks would reduce the Project's visual impacts. In Chalk, the Project would have low visual prominence as it is in a tunnel to the east of Chalk and in deep cutting around the South Portal. The Project would, however, be visible from parts of Thong, from where the proposed M2/A2/A122 Lower Thames Crossing	No

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						<p>junction would be visible. Due to the scale of the Project it will also be visible in parts of Tilbury including from the new road on the Tilbury Viaduct.</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 and property – have informed the Applicant's engagement with the relevant individuals and organisations.</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>	

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						Due to the scale of the Project, construction would take place over approximately six years. Not all temporary land would be needed for the duration of the construction phase. As the construction programme is progressed, the Applicant would continue to engage with people with an interest in land to inform them how and when temporarily acquired land would be required.	
LND12	Comments expressing concern about whether land temporarily acquired for the construction of the Project would be restored to its original use and quality after construction has finished. They include comments saying it would not always be possible to return land to its former use.	Forestry England, Port of London Authority	-	8	21	The Applicant would return any land not required permanently to its previous use as far as reasonably practicable. 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. These 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 found in the outline Landscape 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
						Ecology Management Plan (oLEMP) (Application Document 6.7), the Design Principles (Application Document 7.5) and Environmental Statement Figure 2.4: Environmental Masterplan (Application Document 6.2). The Environmental Masterplan is secured through Requirement 5 of the draft DCO (Application Document 3.1).	
LND13	Comments expressing concern that part of the land used for the Project would later be used for commercial development, the building of residential properties or the construction of new roads, resulting in a reduction of Green Belt and urbanisation of the local area.	-	-	4	62	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,	No

Code	Summary of issue(s) raised	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 explains the very special circumstances, is set out in the Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Table.</p> <p>Any other development in the area's Green Belt would have to satisfy the same stringent planning and policy conditions.</p> <p>At Statutory Consultation in October 2018, the Applicant said that any land that is not needed permanently would be returned to its previous use wherever possible, and this remains the intention. 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. The same conditions would apply to land designated by the Project as environmental mitigation as part of the application for development consent.</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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						guidance. For more information about local authority aspirations for future development in the area around the Project, refer to their local plans.	
LND14	A comment expressing concern that the Project does not adequately consider the National Planning Policy Framework. There were also concerns that the Project would not deliver against the Scheme Objectives relating to economic growth and sustainable local growth.	-	Thurrock Council	0	0	<p>The Applicant has assessed the Project to ensure it satisfies the necessary conditions of the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021). This assessment is presented 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, in line with the Project's Scheme Objectives. The majority of the Project's economic, social and environmental benefits would accrue from trips that begin and/or end in local authorities within the SELEP area, which includes Thurrock. SELEP local authorities are forecast to receive significant transport user benefits (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 within the EAP</p>	No

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						summarises the Project's cost and benefits. The Economic Appraisal Report provides more information on the appraisal results.	
LND15	Comments expressing concern about potential impacts on access to residential properties, land, businesses and amenities caused by the construction of the Project. This includes comments from consultees objecting to requests by the Applicant for permanent access to properties or for access to land to introduce new Public Rights of Way.	-	-	11	5	<p>The Applicant would expect to maintain access to retained residential properties, land and businesses 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 Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement Appendix 2.2) sets out the range of controls and mitigation measures that would be used to limit or avoid the impacts of construction traffic on the environment and local communities during construction, including maintaining access to retained residential properties. The CoCP includes information about the community engagement approach, how local residents would be informed of upcoming works, and information about maintaining or diverting rights of way where construction sites are planned. A draft of the CoCP was included by the Applicant in the material provided 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>the Community Impacts Consultation in 2021. Comments on that document provided in responses to the consultation are set out in Section 14.4 of this report.</p> <p>In some cases, permanent access to land would be needed for the construction and operation of the Project, including for improvements and diversions to Public Rights of Way. The Applicant has sought to minimise impacts of the Project, while still having enough land for its implementation. In all instances, the Applicant has engaged with affected landowners.</p> <p>The land required to maintain, upgrade or improve Public Rights of Way near the Project is set out in the Land Plans (Application Document 2.2). The Applicant has explained the reason each plot is required in the Statement of Reasons (Application Document 4.1), which lists land use against each plot.</p> <p>The Applicant would continue to communicate with affected land interests as the Project's design develops.</p>	
LND16	Comments expressing concern about compulsory acquisition of properties and land, including objections to the principle of compulsory acquisition and the impact on businesses and affected homeowners. Consultees	Forestry England, Mayor's Office for Policing and Crime, Shorne	Gravesham Borough Council, Kent County Council, Thurrock Council	40	66	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 new road. At Statutory Consultation in October 2018, the Applicant proposed the demolition of 27 properties, with 24 of these being residential properties and three	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	<p>are critical of the demolition of properties, particularly listed buildings, and challenge the need to use land that contains existing property.</p>	<p>Parish Council</p>				<p>commercial. Of these 27, two were Grade II listed buildings. The properties proposed to be demolished were near the proposed M2/A2/A122 Lower Thames Crossing and A122 Lower Thames Crossing/M25 junctions and the upgraded A13/A1089/A122 Lower Thames Crossing junction.</p> <p>After Statutory Consultation proposals for some parts of the Project were revised and these were presented during the Supplementary, Design Refinement, and Community Impacts Consultations launched in January 2020, July 2020 and July 2021 respectively. See Chapters 6, 7 and 8 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</p>	

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						<p>primarily due to adjustments to the design of the Project's route.</p> <p>Of the properties that would require demolition, four 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 are north of the river. As was the case at Statutory Consultation, the majority of properties proposed to be demolished are near the proposed M2/A2/A122 Lower Thames Crossing junction, A122 Lower Thames Crossing/M25 junction and the upgraded A13/A1089/A122 Lower Thames Crossing junction.</p> <p>An Environmental Impact Assessment (EIA) has been carried out to assess the impact of the Project on local communities, including the demolition of properties where this is required. This is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3), including in ES Chapter 6: Cultural Heritage and ES Chapter 13: Population and Human Health (Application Document 6.1). ES Chapter 13 list the properties subject to demolition to the south and north of the River Thames.</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</p>	

Code	Summary of issue(s) raised	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 the Community Impact Report (Application Document 7.16).</p> <p>As part of the Community Impacts Consultation undertaken in July 2021, the Applicant consulted on the predicted impacts of the construction and operation of the Project on local people, including businesses and homeowners. Information on that consultation and the documents in which those impacts were described are set out in Chapter 8 of this report.</p> <p>The land required for the Project is set out in the Land Plans (Application Document 2.2) and the reasons why each plot is required are explained in the Statement of Reasons (Application Document 4.1), which lists land use against each plot.</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>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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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 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>	
LND17	Comments expressing concern that the Order Limits do not include certain areas of residential properties, leaving them unable to claim compensation.	-	-	0	1	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. Extending the Order Limits beyond what would be necessary for the Project so as to enable more properties to be eligible for compulsory acquisition or other forms of compensation would be a misuse of the public funds set aside to pay such forms of compensation. The Applicant has received and acted upon a number of blight notices since the Preferred Route Announcement.	No
LND18	Suggestions regarding compensation including its timing and the amount of compensation to be paid to affected landowners and businesses. Some consultees suggest agreements should be	Mayor's Office for Policing and Crime	Kent County Council	7	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
	made to avoid compulsory acquisition of land and others ask that the Applicant consider compulsory acquisition of specific properties.					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), which lists land use against each plot.	
LND19	Comments expressing concern that the Order Limits are too close to residential properties, local amenities or land owned by consultees. This includes comments saying the revised Order Limits have a greater impact on residential properties than the boundary proposed at Statutory Consultation. Some consultees specifically mentioned locations including Linford, East Tilbury and Chalk.	RWE Generation UK plc	Thurrock Council	28	44	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. All property valuations for compensation are carried out in a fair manner using independent valuers and in line with Government guidance. Whenever land use plans have changed, the Applicant has communicated this periodically, and during consultations, to those affected and their feedback has been sought.	No
LND20	Comments expressing concern that the Applicant has made unreasonably low valuations of land that is subject to compulsory acquisition orders.	-	-	3	4	As well as notifying those directly affected by the Project, there was communication with those expected to be eligible to make 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 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
						<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, even when no land is taken.</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 with compensation payable, where appropriate, in line with the Compensation Code.</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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						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.	
LND21	Comments expressing concern that the construction and operation of the Project would create future liabilities for local authorities including loss of income and increased costs.	-	Thurrock Council	0	0	Construction impacts of the Project, along with any proposed mitigation, are assessed within the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). 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 mitigated. A draft ES was circulated for local authority review during the pre-application period. During the preparation of the EIA, 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	No

Code	Summary of issue(s) raised	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 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 (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</p>	

Code	Summary of issue(s) raised	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>See the REAC for commitments relating to noise and vibration, air quality, landscape and visual impacts, and for commitments relating to Public Rights of Way.</p> <p>Where appropriate, any operational effects, maintenance or liabilities would be dealt with by a separate agreement with the relevant local authority that sets out the agreed operating responsibilities.</p>	
LND22	Suggestions to reconsider the use of certain areas of land included in the Order Limits in order to preserve farmland or future development opportunities.	Mayor's Office for Policing and Crime	-	4	4	<p>At all times, the Applicant has sought to minimise the land impacted or required for the Project and, whenever the land use plans have changed, this has been communicated to those affected periodically during consultations, and their feedback sought.</p> <p>The Applicant has engaged with people with an interest in land within the Order Limits and previous versions of the Project's land use plans periodically and at public consultations. This included writing to them at each stage of the consultation process. This has included individual landowners as well as the owners of businesses.</p> <p>Each person with an interest in land listed in the Book of Reference (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
						<p>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>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 and property, have informed the Applicant's engagement with the relevant individuals and organisations.</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.</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 or permanently), changes to access routes, and disruption to drainage and water supplies.</p>	

Code	Summary of issue(s) raised	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 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.</p> <p>For more information about how the Applicant has assessed developments in the wider area, see ES 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). 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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						by the Applicant. There is a list of land interests in Appendix J of this report.	
LND23	Suggestions to expand the amount of land set aside for the Project to support its construction and maintenance or to allow it to be designed to handle potential future growth in traffic. Some consultees suggest allocating land for future additional lanes or emergency areas. Some consultees say their land should be included in the Order Limits.	-	-	1	5	The Applicant's traffic modelling forecasts that traffic using the Project would remain free-flowing for the foreseeable future. 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 crossing to the appropriate specification. 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
LND24	A suggestion to include a specified pipeline in the Order Limits.	Cadent	-	0	0	The Applicant has liaised with the relevant asset owner and agreed to include the pipeline within the Order Limits, which have been increased by 20m ² . This change was consulted on during the Design Refinement Consultation in July 2020. More information on that consultation is provided in Chapter 7 of this report, with a summary of the responses received provided in Chapter 13. 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	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
						Document 4.1), which lists land use against each plot. At the Community Impacts Consultation in July 2021, the proposed diversion of the pipeline had been realigned to the south following discussions with landowners and further design refinement by Cadent, allowing for a reduction of the Order Limits and minimising the impact at Orsett Showground.	
LND25	Suggestions that land use, especially permanently acquired land, should be minimised. Consultees say this either with regard to overall land use or in reference to a specific area, such as the village of Thong and homes around the A13/A1089. Consultees also suggest the Applicant and utility companies should work together to reduce the impact of works on utilities in locations including Orsett Showground and south of High Speed 1, and to make use of existing access rights where applicable.	Mayor's Office for Policing and Crime, Port of London Authority, RWE Generation UK plc	Kent County Council, Thurrock Council	6	34	At all phases of design development, the Applicant has sought to minimise the land impacted or required for the Project, which includes only seeking access rights where necessary, 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 overall Order Limits increased. In the main, this was due to the additional land needed to divert utilities, along with further developed proposals for establishing natural habitat areas, including planting trees and vegetation. Following Supplementary Consultation in January 2020, 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 ²) during Design Refinement Consultation in July 2020. This reduced 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>amount of land needed for the Project from what was proposed at Supplementary Consultation in January 2020 (26km²), while remaining above what was proposed at Statutory Consultation in October 2018 (21km²).</p> <p>For the Community Impacts Consultation in July 2021, the Applicant reduced the Order Limits to an area of 22km², which is 3% less than that consulted on during the Design Refinement Consultation in July 2020. 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 now include a higher proportion of land required temporarily, compared to previously. Not all land would be required permanently and temporary possession of land is sought where practicable.</p> <p>Following Statutory Consultation in October 2018, the Applicant engaged closely with utilities companies, including those identified as statutory undertakers, and prepared an updated and more detailed set of proposals for how the Project would affect and be integrated with existing utilities. This set of proposals was included in the Utilities Update, presented during the Supplementary Consultation in January 2020. A further update was</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>published as part of the Design Refinement Consultation in July 2020.</p> <p>The Applicant has been, and remains, in active discussion with utility companies and statutory undertakers whose assets and facilities may be affected by the construction or operation of the Project. The draft Development Consent Order (Application Document 3.1) contains a suite of measures to regulate the Project's impact on utilities, known as Protective Provisions. For more information, see the Consents and Agreements Position Statement (Application Document 3.3).</p> <p>For more information about utility works, including the proposed mitigation, see Environmental Statement Chapter 2: Project Description (Application Document 6.1). 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), which lists land use against each plot.</p>	
LND26	Suggestions to use brownfield sites as part of the Order Limits to reduce the use of Green Belt.	-	-	3	2	To reduce the impacts on local communities, the Project has been aligned away from population centres as much as possible. This means that the Project would have an impact on the surrounding countryside, including land designated as Green Belt. The National Policy Statement	No

Code	Summary of issue(s) raised	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 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>The Applicant has carried out an Environmental Impact Assessment, 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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						land designated as Green Belt, woodland and open space. For more details, see ES Chapter 7: Landscape and Visual, ES Chapter 8: Terrestrial Biodiversity and ES Chapter 13: Population and Human Health (Application Document 6.1).	
LND27	Specific suggestions about the Order Limits, including suggestions as to how the land should be used. Some consultees suggest that the Project should assist local authorities with regeneration or provide land for food production.	Forestry England	Gravesham Borough Council, Thurrock Council	0	3	<p>The design of the Project seeks to maximise national and local benefits while providing value for money for taxpayers. 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 than is needed to build, operate and maintain the Project and to reduce its impacts.</p> <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 and are recorded in the Need for the Project (Application Document 7.1). The Scheme Objectives include the need to alleviate congestion at the Dartford Crossing. Providing land for food production is not one of the Scheme Objectives and is outside the scope of the Project.</p> <p>The Project has been designed to generate local and regional economic benefits, in line with the Scheme Objectives. 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 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, in line with the Project's Scheme Objectives. The majority of the Project's economic, social and environmental benefits would accrue from trips that begin and end in local authorities within the SELEP area. SELEP local authorities are forecast to receive significant transport user benefits (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 within the EAP provides a summary of the Project's cost and benefits. The Economic Appraisal Report provides more information about the appraisal results. The EAP also shows the benefits for SELEP local authorities north and south of the river.	
LND28	Suggestions that the Applicant should fund legacy benefits for the local community to enhance the local environment or provide community infrastructure.	-	Kent County Council, Thurrock Council	0	4	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	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	Suggested legacy benefits include providing community green spaces, a speedway circuit in Thurrock, an enhanced lorry park in Kent, and training and employment opportunities.					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.	
LND29	Suggestions that land not needed permanently should be returned after construction or should be returned without suffering negative impacts as a result of the Project. Suggestions include those saying land currently intended for permanent acquisition could be returned if agreements were made for the ongoing management of the land. Some consultees say more information should be provided about restrictions that may be placed on land due to utilities.	-	Kent County Council	4	11	The Applicant would return any land not required permanently to its previous use as far as reasonably practicable. Where land is needed temporarily, condition surveys would be carried out before construction starts so that it could be restored to a similar standard once construction is complete. 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. The Applicant has set out the land needed for the Project in the Land Plans (Application Document 2.2). Under article 35 of the draft Development Consent Order (DCO) (Application Document 3.1), before giving up	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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. The draft DCO sets out the rights and restrictive covenant powers sought by the Applicant.</p> <p>The same conditions would apply to land designated by the Project as environmental mitigation as part of the DCO.</p> <p>In some cases, land intended for permanent acquisition could be returned to the original landowner, provided there is an agreed management plan. The Applicant is in discussions with some landowners so that they could manage land on its behalf once the Project is operational.</p> <p>The Statement of Reasons (Application Document 4.1) sets out why each plot of land is required for the Project; including restrictions that may be placed on land due to utilities. The Applicant continues to engage with the utility providers and affected landowners as the Project develops and would provide more information when it becomes available.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
LND30	Suggestions to consult with or consider affected landowners, local residents and local authorities in relation to the Order Limits.	Mayor's Office for Policing and Crime	Medway Council	1	10	<p>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 Supplementary Consultation, including information about where changes were made to the Project in response to feedback.</p> <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 public consultations, and their feedback sought.</p> <p>The Applicant has engaged with people with an interest in land within the Order Limits and previous versions of the Project's land use plans periodically and at public consultations. This included writing to them at each stage of the consultation process. This has included individual landowners as well as the owners of businesses.</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 and property, have informed 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's engagement with the relevant individuals and organisations.</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>	
LND31	A suggestion that the Project should adopt the National Infrastructure Commission's design principles in the design of the Project.	-	Thurrock Council	0	0	<p>The National Infrastructure Commission's design principles have informed the development of the Project's own design principles. Furthermore, the designs for the Project have been reviewed regularly by the Highways England Design Review Panel (HEDRP; National Highways was formerly known as Highways England). HEDRP is administered by the Commission for Architecture and the Built Environment</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>(CABE) and includes panellists from statutory stakeholders and transport and design interest groups.</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). The Design Principles includes information about the Project-wide design principles and area-specific ones.</p> <p>The Applicant shared a draft of the Design Principles with the appropriate local authorities during the pre-application period, giving them an opportunity to provide feedback.</p>	
LND32	Suggestions that documentation should be updated to provide more details about the land use for the Order Limits in specific areas. This includes suggestions regarding information that should be contained in the application for development consent.	Essex and Suffolk Water Limited, Port of London Authority	-	1	1	<p>The Applicant has set out the limits of the land to be used permanently or temporarily for the Project in the Land Plans (Application Document 2.2). This includes information about the land required for construction, operation and maintenance of the Project, including any associated utilities. The reasons each plot is required are explained in the Statement of Reasons (Application Document 4.1), which lists land use against each plot.</p> <p>The Book of Reference (Application Document 4.2) identifies parties who own or occupy land or have an interest in or right over the land affected by the Project. This includes those who may be entitled to</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>make a 'relevant claim' as defined in section 57 of the Planning Act 2008.</p> <p>The location of the Project in its wider context can be seen in the Location Plan (Application Document 2.1) and the General Arrangement Plans (Application Document 2.5). As the construction plans progress, the Applicant will engage further with affected parties to provide more information on the specific impacts on their land should development consent be granted.</p>	

Issues raised in response to open Question 3b

- 12.4.75 Table 12.12 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:
- 12.4.76 *Q3b: Please let us know the reasons for your response to Q3a and any other comments you have on our proposals for walkers, cyclists and horse riders.*
- 12.4.77 For reference, the closed Question 3a referred to in Q3b above was as follows:
- 12.4.78 *Q3a: Do you support or oppose our proposals for walkers, cyclists and horse riders?*
- 12.4.79 For more information about Q3a and how consultees responded to it and the other closed questions in the consultation response form, see Section 12.3 of this report.
- 12.4.80 The issues raised that relate to walking, cycling and horse riding are summarised in Table 12.12 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.
- 12.4.81 The Applicant has fully considered all of the responses received, Table 12.12 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.
- 12.4.82 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 12.12

- 12.4.83 The information presented in Table 12.12 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 Q3b 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 the Supplementary 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 proposals for walking, cycling and horse riding and the Applicant's responses

12.4.84 Table 12.12 below summarises the issues raised relating to proposals for walking, cycling and horse riding and the Applicant's responses to those issues raised.

Table 12.12 Summary of issues raised relating to proposals for 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
WCH1	General comments in support of the proposals for walking, cycling and horse riding, including the green bridges.	-	Kent County Council, Thurrock Council	2	53	These comments have been noted.	No
WCH2	General comments in support of the proposals for walking, cycling and horse riding, saying they are an improvement over what was presented at Statutory Consultation.	-	Basildon Borough Council, Kent County Council	2	48		No
WCH3	Comments in support of the impact of the proposed walking, cycling and horse riding facilities on people's health and wellbeing.	-	-	0	11		No
WCH4	Comments in support of the inclusion of more green bridges in the proposals. Consultees support the proposed widening of the Thong Lane green bridges. They also support the proposals for a new bridge at Thames Chase Forest Centre.	Natural England	Kent County Council, Tonbridge & Malling Borough Council	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
WCH5	Comments in support of the proposed bridleways and other facilities for equestrians.	-	-	1	4		No
WCH6	Comments in support of the proposed cycle paths and other facilities for cyclists.	Kent Downs AONB Unit	Kent County Council	1	4		No
WCH7	Comments in support of the proposed footpaths and other facilities for walking, including footpaths in the Thames Chase Forest Centre.	Forestry England, Kent Downs AONB Unit	-	2	20		No
WCH8	General comments in support of the proposed walking, cycling and horse riding facilities.	-	Kent County Council	0	4		No
WCH9	General comments in support of the proposals for walking, cycling and horse riding. Comments include those saying these proposals are an important part of the Project, those expressing support for sustainable transport, and those highlighting the importance of active travel for local residents.	Cobham Parish Council, East Kent Hospitals NHS Trust, Kent Downs AONB Unit, Transport for London	Dartford Borough Council, Kent County Council, Medway Council	10	434		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
WCH10	General comments in support of the safety of the proposed facilities for walking, cycling and horse riding. Consultees express support for the separation of these facilities from motor traffic.	-	Kent County Council	1	17		No
WCH11	Comments that noted the proposals for walking, cycling and horse riding but did not express an opinion on them.	-	-	9	180		No
WCH12	Consultees expressing concerns about existing walking, cycling or horse riding routes that may be severed by the Project or about proposed routes that they say would not provide adequate connectivity. Concerns included severance of the footways alongside the A127.	Kent Downs AONB Unit	Essex County Council, Thurrock Council	3	16	<p>The proposed provision for walking, cycling and horse riding has been informed by assessments of existing and predicted levels of demand near the Project. The Applicant also carried out a cross-boundary strategic review of existing walking, cycling and horse riding provision and potential need. This review has been shared with the relevant local authorities so they can use it to support local funding plans.</p> <p>The proposals have also been informed by careful consideration of the feedback received during consultations, as well as numerous site visits and meetings with stakeholders including landowners, local authorities and user groups. The Applicant has reviewed the sometimes-competing demands of users and landowners, and has</p>	Yes
WCH13	Comments expressing concern about specific proposed bridleways. The connections linking to the proposed equestrian bridge over the M25 were mentioned, as were the	-	Thurrock Council	2	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
	proposed green bridges and upgrades to FP135 and FP136.					<p>ensured the proposed facilities meet appropriate technical, economic, safety and need tests. The Project Design Report (Application Document 7.4) includes more information about this review process.</p> <p>If the Project is approved, 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. As such, there would be another opportunity to refine the proposals based on further consideration of any feedback received and in line with design standards. Any development of the plans would adhere to the requirements set out in the draft Development Consent Order (Application Document 3.1).</p> <p>The Project Design Report (Application Document 7.4) presents the proposed facilities for walking, cycling and horse riding. It describes the proposed facilities and provides an explanation of the main reasons why they have been chosen for the Project, including factors that may have prevented alternative options from being pursued. The document also summarises the engagement with stakeholders and user groups.</p>	
WCH14	Comments expressing concern about specific proposed cycle paths and routes. Those mentioned include the route between Valley Drive and Cyclopark, the green bridge on North Road, the shared path along the A1013, NCN 177 and NS195.	-	Thurrock Council, Tonbridge & Malling Borough Council	2	9		No
WCH15	Comments expressing concern about specific proposed footpaths, including their impact on land interests. Footpaths mentioned include those behind Claylane Wood, the green bridge on Muckingford Lane, FP200, BR219 to Green Lane, and the shared path along Dennis Road and Dennis Lane.	-	Thurrock Council	8	6		No
WCH16	Comments requesting specific information from the Applicant about the proposals for walkers, cyclists and horse riders.	Shorne Parish Council	Kent County Council, Thurrock Council	5	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
WCH17	Suggestions for alternative locations for specific proposed routes. These are often presented as a solution to a concern raised by a consultee.	-	Kent County Council	4	4	The most significant new proposal since Supplementary Consultation in January 2020 is a dedicated walking-cycling bridge to the east of junction 29 of the M25, linking the existing east–west paths that run alongside the A127 on both sides. This new bridge would allow those on the southern path to use the existing route through the north of junction 29, before crossing back to the south side at the crossing near Cranham. The Applicant also proposed improvements to two other paths at junction 29.	No
WCH18	Suggestions for additional improvements beyond the Order Limits and the immediate vicinity of the Project. Consultees suggest that the provisions should join with additional regional improvements including cycle lanes, improved pedestrian access, green corridors, and new Public Rights of Way.	Transport for London	Kent County Council	0	13	After Supplementary Consultation, changes to several other Public Rights of Way were proposed. South of the River Thames, the Applicant realigned two green bridges and their connecting paths. North of the river, the Applicant made changes to sections of FP61 and FP200 near Tilbury, removed a previously proposed footpath under the A13 between Stifford Clays Road and Long Lane, realigned FP136 and FP252 near Ockendon, and connected two existing paths where the M25 and the London, Tilbury and Southend railway line meet.	No
WCH19	Suggestions from consultees for specific new paths for walking, cycling and horse riding, in addition to those proposed, including paths that consultees say would connect existing or proposed routes.	Shorne Parish Council	Essex County Council, Kent County Council, Thurrock Council	3	21	These proposed changes were consulted on during the Design Refinement Consultation in July 2020. More information about the proposed new and upgraded routes was provided during the Community Impacts Consultation in July 2021. This	No
WCH20	Suggestions that specific existing and proposed paths should be upgraded to bridleway status, and that bridges should be built to a	-	Kent County Council	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
	suitable standard for equestrians, including the proposed bridge to the east of junction 29 of the M25.					<p>included setting out the length of time that routes near the Project would be likely to close and what alternative routes would be available during construction or once the Project is complete. The issues raised during that consultation and an explanation as to how the Applicant has had regard to them can be found in Section 14.4 of this report.</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>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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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 Bowater Batteries 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 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>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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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. More information about the Local Refinement Consultation in May 2022 can be found in Chapter 9 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 to proposals to lay an underground power cable along Roman Road, north of the A2. The change would avoid the need to close NCN 177 near Pepper Hill as proposed in the Community Impacts Consultation in July 2021. The changes would also reduce the need to clear existing vegetation as part of the works.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
WCH21	Suggestions to improve or protect the proposed facilities for walking, cycling and horse riding, including tree planting and cut-and-cover techniques that would reduce the impact of the Project on the facilities.	Shorne Parish Council	Essex County Council	3	4	<p>The Applicant has designed the Project to keep the height of the road as low as is practicable to reduce the impact on the surrounding area, including Public Rights of Way.</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 A2/M2. It would not be possible to extend the South Portal further south because a minimum safe distance between the South Portal and the proposed M2/A2/A122 Lower Thames Crossing junction must be maintained to allow for essential signage and safe lane changes.</p> <p>North of the river, the Project 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 Project would sit within a false cutting between 2m and 5m high, which would help it blend with the surrounding landscape.</p> <p>The Project 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 Project would pass under the M25, reducing the overall height of this junction, before joining the motorway south of junction 29. Where</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>appropriate, woodland planting and carefully designed earthworks would help make the Project 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 in this location. At key locations along the route, woodland planting would help screen the route and its junctions. Areas of significant planting include at the proposed M2/A2/A122 Lower Thames Crossing, A13/A1089/A122 Lower Thames Crossing and A122 Lower Thames Crossing/M25 junctions. In addition, some sections of the Project, such as near Thong and North Road, would also have tree-planting that would help screen the Project.</p> <p>For more information about how the Project is designed to sit within the surrounding landscape, see the Project Design 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 7.4) 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 impacts on the landscape and Public Rights of Way 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).	
WCH22	Comments expressing concern that the Project's construction would disrupt existing walking, cycling and horse riding routes. Some consultees say routes would be adversely impacted by noise and traffic during construction. Others ask for more information about diversions.	-	Gravesham Borough Council, Kent County Council, Thurrock Council	10	22	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	No
WCH23	Suggestions that existing Public Rights of Way should be maintained during the construction and operation of the Project, including specific paths such as the link between the two forts near Tilbury.	Shorne Parish Council, Transport for London	-	0	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
						<p>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>During construction, the Applicant would seek to minimise impacts on Public Rights of Way (PRoWs) as much as possible. The Applicant set out the proposals for walking, cycling and horse riding routes during both the construction and operational phases of the Project during the Community Impacts Consultation in July 2021. Responses to the issues raised during this consultation are presented in Section 14.4 of this report. Information about which PRoWs and roads would be affected during construction can also be found in the Streets Subject to Temporary Restrictions of Use Plans (Application Document 2.8) and Schedule 3 of the draft Development Consent Order (Application Document 3.1).</p> <p>During construction, good practice noise-reduction 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 receptors as possible. Appropriate noise and vibration limits 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>monitored and adjusted to ensure ongoing effectiveness.</p> <p>There is the potential for some significant noise and vibration impacts in some locations, including on 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 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. These noise mitigation measures would reduce the Project's noise impacts on users of Public Rights of Way.</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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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 on the potential effects of construction on users of PROWs, see the Transport Assessment (Application Document 7.9) and Environmental Statement (ES) Chapter 12: Noise and Vibration, Chapter 13: Population and Human Health (Application Document 6.1). The impacts of noise and vibration on walking, cycling and horse riding routes are assessed in ES Chapter 13.</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</p>	

Code	Summary of issue(s) raised	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 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 oTMPfC, the draft 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>During the Local Refinement Consultation in May 2022, the Applicant also proposed new routes to link the heritage assets of Coalhouse Fort and Bowater Batteries 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 PRoWs and permissive path links to the heritage sites of Coalhouse Fort and Bowater Batteries, 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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						Fort area. These new routes would be available once the Project is operational.	
WCH24	Comments expressing concern about a lack of provision for walkers, horse riders and cyclists to cross the river. Some consultees express disappointment that facilities to help cyclists cross the river, as there are at the Dartford Crossing, have not been replicated for the Project.	-	Essex County Council	2	19	The existing ferry across the River Thames between Gravesend and Tilbury, used by walkers 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. There is no existing provision for horse riders to cross at the Dartford Crossing except using specialist vehicles. This would be the case for the Project also. The Applicant has considered various options during the development of the Project to provide improved river crossings for walkers and cyclists. The options investigated included 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.	No
WCH25	Suggestions that there should be provision for walking, horse riding and cycling through the proposed tunnel, or that the Project should provide a cycling shuttle service similar to that at the Dartford Crossing.	Shorne Parish Council	Medway Council, Southend-on-Sea City Council	0	21	All of these options have been rejected for reasons including lack of technical feasibility, operational issues, lack of commercial viability, cost and poor safety. 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	No

Code	Summary of issue(s) 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 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).	
WCH26	Comments expressing concern about specific crossing provisions for walking, cycling and horse riding, including the use of underpasses and bridges, and the proposed permanent closure of Hornsby Lane where it meets the Project route. There were also concerns about continuity of the footways alongside the A127 at junction 29 of the M25.	Shorne Parish Council	Kent County Council, Thurrock Council	2	9	<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 route, 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, the PRoWs would be designed in accordance with the appropriate standards, such as making the area 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</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>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 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, 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 the M25.</p> <p>In addition, following consultation feedback from the British Horse Society and Essex County Council, and safety concerns about</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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. The Applicant also consulted on this proposed bridge during the Design Refinement Consultation in July 2020.</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 near the Project would be likely to close and what alternative routes would be available 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 or once the Project is complete.</p> <p>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 stoppings up of roads and PRowS that do not cross the Project, see Schedule 4 of the draft Development Consent Order (Application Document 3.1) and the Rights of Way and Access Plans (Application Document 2.7).</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>	
WCH27	Comments expressing concern that existing bridleways would be lost, severed, or negatively impacted as a result of the Project. Bridleways	Kent Downs AONB Unit	Thurrock Council	4	4	During the Community Impacts Consultation in July 2021, the Applicant presented proposals to maintain, upgrade and expand the network of footpaths, cycling and horse riding routes near the Project. This included setting out the length of time that 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
	mentioned include NS195, Bridleways 58, 63, 161, 206, 219 and 223.					<p>near the Project would be likely to close and what alternative routes would be available during construction or once the Project is complete. The proposals include over 60km 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>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>During the Local Refinement Consultation, the Applicant also proposed new routes to link the heritage assets of Coalhouse Fort and Bowater Batteries to East Tilbury.</p>	
WCH28	Comments expressing concern that existing cycle paths or routes would be lost, severed or negatively impacted by the Project. Those mentioned include the Mardyke Way, Fen Lane, Parkers Farm Road, Hornsby Lane and National Cycle Routes 13, 137 and 177.	Shorne Parish Council	Thurrock Council	6	19		No
WCH29	Comments expressing concern that existing footpaths would be lost, severed, or negatively impacted by the Project. Footpaths mentioned include FP79, 97, 136, 146, 169, 200, 231, 251, NG7, N08 and NS167.	-	Kent County Council, Thurrock Council	5	19		No
WCH30	Comments expressing concern that walking, cycling or horse riding routes would be lost, severed, or negatively impacted by the Project.	Cobham Parish Council	Gravesham Borough Council, Thurrock Council	3	26		No
WCH31	General comments expressing concern about	Kent Downs AONB Unit	Kent County Council,	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
	the impact of the Project on facilities for walking, cycling and horse riding.		Thurrock Council			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 (PRoWs) and permissive path links to the heritage sites of Coalhouse Fort and Bowater Batteries, 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. Wherever practicable, the proposals maintain existing 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 keep 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. Decisions about the provisions for walking, cycling and horse riding have been made through consideration of design standards and best practice, consultation responses	
WCH32	General comments expressing concern about the proposed facilities for walking, cycling and horse riding. Comments include those saying the proposals are inadequate and do not provide enough benefits.	Essex Police	Thurrock Council	9	45		Yes
WCH33	Comments expressing concern that existing facilities for walking, cycling and horse riding are inadequate. Consultees say this could be exacerbated by the Project.	-	-	0	6		No
WCH34	General comments saying greater consideration should be given to walking, cycling and horse riding. Consultees say these modes of transport are often overlooked or not given sufficient priority.	-	Thurrock Council	6	12		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 ongoing engagement with local authorities and user groups.</p> <p>Schedules 3 and 4 of the draft DCO (Application Document 3.1) list which PRoWs would need to be provided with an alternative diversion route prior to the closure for construction purposes. In other cases, the DCO contains a provision, Article 12, that requires the Applicant to provide reasonable access for pedestrians going to or from premises abutting a street or private means of access affected by the temporary closure, alteration, diversion or restriction of a street or private means of access under this article if there would otherwise be no such access. Temporary diversion routes, where required, would be subject to engagement with the relevant highway authority</p> <p>The Applicant consulted on updates to some of the proposals during the Design Refinement Consultation in July 2020. More information about the proposed new and upgraded routes was provided during the Community Impacts Consultation in July 2021. The issues raised during that consultation and an explanation as to how the Applicant had regard for those can be found in Section 14.4 of this report.</p>	
WCH35	Comments expressing concern that the Project would have a detrimental	Shorne Parish Council	Gravesham Borough Council,	13	41	Some of the proposed walking, cycling and horse riding routes are 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
	<p>impact on the setting of facilities for walking, cycling and horse riding. Consultees raise concerns about whether facilities would be attractive to users if noise levels, air quality and the landscape were negatively affected by their proximity to the Project.</p>		<p>Kent County Council, Thurrock Council</p>			<p>strategic road network such as the A2 and M25. Other proposed routes are near the local road network.</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 Public Rights of Way (PRoWs) where it is most suitable, such as for commuter cycling routes. For leisure routes, the Applicant has sometimes routed PRoWs away from major roads where that appears to provide a better experience for users.</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 near the Project would be likely to close and what alternative routes would be available during construction or once the Project is complete.</p> <p>If the Project is approved, 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. As such, there 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>another opportunity to refine the proposals based on further consideration of any environmental impacts and in line with design standards, and in accordance with the draft Development Consent Order (DCO) (Application Document 3.1).</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>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 information about the walking, cycling and horse riding proposals, 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
						<p>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 (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Requirement 5 of the draft DCO (Application Document 3.1).</p>	
WCH36	Comments expressing concern about the maintenance of routes for walking, cycling and horse	Essex Police	-	2	9	Responsibility for the maintenance of walking, cycling and horse riding facilities, including litter removal, would belong with the host local authority once 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
	riding. Consultees say these routes are often in need of repair and suffer issues such as littering and poor drainage.					<p>was 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 has not been determined. The type of surface and widths would be specified during the detailed design phase 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 would be decided by the appointed Contractor within the parameters of the assessment.</p>	
WCH37	Comments expressing doubt that the proposals for walking, cycling and horse riding would be implemented. Comments include those saying the proposals are a means of gaining support for the Project but might not be carried out.	-	Thurrock Council	4	25	The National Policy Statement for National Networks (Department for Transport, 2014) sets out, at paragraph 3.17, the Government's expectation that applicants will use reasonable endeavours to address the needs of cyclists and walkers in the design of new road schemes. The Applicant has carefully considered the needs of walkers, cyclists and horse riders during the pre-application process and the Applicant has refined its proposals over time 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
						<p>response to feedback from stakeholders and the latest assessment and design work. The Development Consent Order application includes a number of commitments to maintain, upgrade and improve the existing network for walking, cycling and horse riding. These proposals are, as noted, the product of an extensive programme of engagement with stakeholders prior to submission of the DCO application.</p> <p>A Register of Environmental Actions and Commitments (REAC) has been prepared as part of the ES and identifies all good practice and essential mitigation that would be carried out during construction and operation of the Project, including works to Public Rights of Way.</p> <p>If consent is given for the Project to be built, then implementing the walking, cycling and horse riding proposals that are set out in the draft Development Consent Order (DCO) application which would be a legally binding requirement of that consent. 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). The Applicant consulted on a draft version of the Design Principles as part of the Community Impacts 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
						undertaken in July 2021. The documents presented at the Community Impacts Consultation are included in Appendix S of this report.	
WCH38	Comments expressing concern about the safety of the proposed facilities for walking, cycling and horse riding. Consultees say encouraging these modes of transport near Heavy Goods Vehicles (HGVs) or fast-moving traffic is dangerous.	Essex Police	Kent County Council, Thurrock Council	14	54	The Applicant's proposals for Public Rights of Way near the Project would increase safety for walkers, cyclists and horse riders. This would be achieved by implementing new routes, filling in some missing connections in the existing network and by upgrading existing facilities at key locations. 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.	No
WCH39	Comments expressing concern that horse riders have not been given sufficient consideration in the proposals. Consultees are concerned that shared paths would be more suitable for walking and cycling than horse riding.	Shorne Parish Council	Thurrock Council	3	2		No
WCH40	Suggestions for design features that would support wider use of the proposed facilities for horse riding.	Essex Police	Thurrock Council	0	3	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	No
WCH41	Consultees expressing concern that having walkers, cyclists and horse riders on the same shared paths would cause safety issues.	Natural England	-	5	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
WCH42	Suggestions that routes for walking, cycling and horse riding should be segregated so that different types of users do not interact in an unsafe way.	Shorne Parish Council	-	0	4	screening of the proposed M2/A2/A122 Lower Thames Crossing junction. 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
WCH43	Suggestions from consultees regarding the surfaces of proposed routes. Consultees stress the importance of ensuring appropriate surfaces for all types of users. For example, they say that hard surfaces may be necessary for cycling but inappropriate for horse riding.	-	Kent County Council, Thurrock Council	0	13	All new routes would be designed to the appropriate 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 ensure they are able to do so safely by providing appropriate width and segregation where possible. The proposals were formulated after engagement with stakeholder groups including local authorities, Sustrans, Cycling UK, The Ramblers Association and the British Horse Society.	No

Code	Summary of issue(s) raised	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) includes indicative information about surfacing for new and upgraded routes, although the final details of these would be decided by the appointed Contractor, following the appropriate 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 Structures Plans (Application Document 2.13). The Structures Plans show 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.</p>	
WCH44	A comment saying cycling has been given too high a priority in the proposals.	-	-	0	1	<p>The Government's National Policy Statement for National Networks (Department for Transport, 2014) requires applicants to use reasonable endeavours to address the needs of cyclists and walkers in the design of new road schemes. The Applicant acknowledges the Government's ambition to make the strategic road network and the area around it more accessible, connected and integrated for sustainable modes of transport, hence its proposals to maintain, upgrade and improve the existing network for walking, cycling and horse riding.</p> <p>The Applicant's Cycling Strategy (Highways England, 2016d) highlights the benefits of</p>	No
WCH45	Comments from consultees who say horse riders have been given too high a priority in the proposals.	-	-	2	0		No
WCH46	Comments about the priority that has been given to walkers, cyclists and horse riders in the proposals for the Project. Consultees say these users should not be prioritised when planning and building a new road.	-	-	8	77		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>encouraging cycling, and these benefits apply 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 providing increased capacity at the Dartford Crossing and a new free-flowing crossing over the River Thames.</p>	
WCH47	Comments expressing concern about the classification of the Project, saying that if it is a motorway, then this would prevent walkers, cyclists and horse riders from accessing the road.	-	-	1	2	<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. It will operate with a default national speed limit (70mph for cars) and variable speed limits (VMSL). Slower moving traffic such as pedestrians, low-powered motorcycles, 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</p>	No
WCH48	Suggestions that motorcyclists should be able to use the Project.	-	-	1	5		No
WCH49	Suggestions that cycling should not be allowed on the Project.	-	-	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
						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 6 of the draft DCO. Reference points are shown on the plans, which are referenced in the schedules. For existing roads within the Order Limits, the classification remains the same. For proposed roads, the classification follows Department for Transport guidance.	
WCH50	Suggestions relating to signage that should be used on routes for walkers, cyclists and horse riders.	Kent Downs AONB Unit	-	0	3	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, which would account for local signage standards, as well as national standards.	No
WCH51	Suggestions that use of Public Rights of Way should be monitored so as to gather data to influence the design of provisions for walkers, cyclists and horse riders.	-	Kent County Council	0	3	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 near the Project. For more information about these counts, see the Transport Assessment (Application Document 7.9).	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
WCH52	Suggestions that provisions for walking, cycling and horse riding should be accessible for all groups, including children and disabled people.	Natural England, Transport for London	Thurrock Council	0	2	<p>If the Project is approved, then the walking, cycling and horse riding routes would be reviewed during the detailed design phase, to consider them against feedback received during consultation and ongoing engagement with stakeholders. Where practicable, they would adhere to the appropriate disability standards, as defined in the Design Manual for Roads and Bridges (DMRB). The surfacing materials used would be determined according to the environment 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 types of cycles described in DMRB CD 195 (Highways England, 2021b), 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

Issues raised in response to open Question 4b

- 12.4.85 Table 12.13 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:
- 12.4.86 *Q4b. Please let us know the reasons for your response to Q4a and any other comments you have on the environmental impacts of the changes to the Lower Thames Crossing.*
- 12.4.87 For reference, the closed Q4a referred to in Q4b above was as follows:
- 12.4.88 *Q4a. Do you support or oppose the change to the environmental impacts of the Lower Thames Crossing?*
- 12.4.89 For more information about Q4a and how consultees responded to it and the other closed questions in the consultation response form, see Section 12.3 of this report.
- 12.4.90 The issues raised that relate to the environment are summarised in Table 12.13 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.
- 12.4.91 The Applicant has fully considered all of the responses received, Table 12.13 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.
- 12.4.92 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 12.13

- 12.4.93 The information presented in Table 12.13 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 the Supplementary 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

12.4.94 Table 12.13 below summarises the issues raised relating to the environment and the Applicant's responses to those issues raised.

Table 12.13 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
ENV1	Comments supporting the proposals, saying they would improve air quality due to there being less traffic congestion. Some consultees say this could have health benefits, particularly for those with asthma or other respiratory conditions.	-	-	6	46	These comments have been noted.	No
ENV2	Comments supporting the removal of the roadside service facility and maintenance depot from the proposals, with consultees saying they would have caused increases in air, noise and light pollution.	-	-	10	22		No
ENV3	Comments supporting the proposals, saying they would improve air quality in specific locations, including the area around the Dartford Crossing, Long Lane, South Ockendon, Chalk and Riverview Park.	-	-	2	27		No
ENV4	Comments supporting the proposals, saying they would reduce carbon	-	-	0	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
	emissions from vehicles by allowing smoother traffic flow, leading to reduced congestion and decreased journey times and distances.						
ENV5	Comments supporting the proposals, or certain aspects of them, saying they have been designed to minimise impacts on the countryside and Green Belt.	Environment Agency	-	0	10		No
ENV6	Comments supporting the removal of the roadside service facility and maintenance depot from the proposals, saying these would have affected the countryside and Green Belt.	-	-	1	5		No
ENV7	Comments supporting the revised proposals for the A2/M2 carriageway upgrade, saying making the road narrower than was proposed at Statutory Consultation would reduce the Project's impacts on Shorne Woods Country Park.	-	Kent County Council	0	3		No
ENV8	A comment supporting the proposal to reduce the amount of land affected by the Project within the	-	-	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
	Thames Chase Forest Centre.						
ENV9	Comments supporting the updated proposals with regards to their reduced environmental impacts.	East Kent Hospitals NHS Trust	Medway Council	2	268		No
ENV10	A comment saying future development of less-polluting vehicles would ensure the Project does not have a negative impact on the environment.	-	-	0	1		No
ENV11	Comments supporting the relocation of the South Portal, saying it would reduce the impact on environmentally sensitive sites, as well as noise and pollution impacts on Riverview Park.	-	Tonbridge & Malling Borough Council	1	8		No
ENV12	Comments supporting the Project, saying it would lead to reduced congestion and environmental benefits.	-	-	1	34		No
ENV13	Comments supporting the updated proposals, with consultees saying it would have a reduced impact on the Kent Downs Area of Outstanding Natural Beauty,	-	-	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
	particularly since the proposed A2/M2 is narrower than the previous proposal.						
ENV14	Comments supporting the proposals, or elements of them, saying they would have less of a visual impact on the landscape than the previous proposals.	-	Thurrock Council	0	12		No
ENV15	Comments supporting the measures to reduce the visual impacts of the route. Consultees say the proposals provide a good compromise between design, route selection and cost, and additional space for trees and wildlife is welcome.	-	-	0	26		No
ENV16	Comments supporting lower heights of roads, including plans not to raise existing bridges. Consultees say this would reduce the visual impact of the proposals.	-	-	1	4		No
ENV17	Comments supporting the removal of the previously proposed roadside service facility and maintenance depot, with consultees saying it would have caused	-	-	6	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
	light pollution and increased litter in the area, as well as being visually unappealing.						
ENV18	Comments supporting the proposals for environmental mitigation measures, or elements of them, from consultees who say proposals for these have improved since Statutory Consultation.	-	Kent County Council	0	59		No
ENV19	Comments supporting the principle of environmental mitigation.	-	Dartford Borough Council, Kent County Council	5	188		No
ENV20	Comments supporting the inclusion and widening of the green bridges at Thong Lane, which consultees say would allow the diversion of Public Rights of Way without the need for additional infrastructure.	Shorne Parish Council	-	1	5		No
ENV21	Comments supporting proposals to reduce noise impacts. Some consultees said this would reduce noise impacts in North Ockendon and St Mary Magdalene Conservation Areas.	Transport for London	Thurrock Council	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
ENV22	Comments supporting the removal of the previously planned roadside service facility and maintenance depot, with consultees saying it would have caused noise pollution in the area.	-	-	6	9		No
ENV23	Comments supporting the relocation of the South Portal, and the lowering of the height of the road in the area around the portal, because consultees say it will reduce noise pollution in locations including Chalk and Riverview Park.	-	-	1	5		No
ENV24	Comments supporting the Project from consultees who say the wider benefits outweigh the environmental impacts. Consultees say there would be some adverse effects, but these are necessary or unavoidable.	-	-	0	41		No
ENV25	Comments supporting the proposals, or elements of them, from consultees who say they would benefit local communities. Some consultees comment on	-	London Borough of Havering, Kent County Council,	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
	anticipated improvements to Public Rights of Way and local leisure facilities, including the proposed creation of Chalk Park.		Thurrock Council				
ENV26	Comments supporting the proposals, or elements of them, from consultees who support reduced impacts on the historic environment and heritage assets, including Coalhouse Fort, St Mary's Church and the Orsett cropmarks.	Historic England	Essex County Council, Kent County Council, Thurrock Council	0	2		No
ENV27	Comments supporting the reduction in the volume of flood compensation land required for the Project.	-	-	0	2		No
ENV28	Comments supporting the proposals from consultees who say the proposals minimise impacts on groundwater flows and the water table.	-	Tonbridge & Malling Borough Council	0	1		No
ENV29	Comments supporting the proposals or elements of them, with consultees saying they would lead to low or zero pollution or contamination of water, with the removal of the roadside	Environment Agency	-	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
	service facility from the Project seen as having a beneficial impact.						
ENV30	A comment supporting plans to improve drainage in the Mardyke Valley.	-	-	0	1		No
ENV31	Comments supporting the updated proposals in relation to wildlife and ecology. Consultees say the removal of features such as the rest and service area from the design reduces the impact of the Project on areas that are high value for nature conservation and biodiversity.	Natural England	-	1	3		No
ENV32	A comment supporting the plan to use material from tunnel boring to create new grassland habitats.	-	-	0	1		No
ENV33	Comments supporting the inclusion of green bridges, including the widening of the proposed Thong Lane green bridges, with consultees saying this would have a positive impact on wildlife.	Essex Police, Kent Downs AONB Unit, Natural England Shorne, Parish Council	Gravesham Borough Council, Kent County Council, Thurrock Council	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
ENV34	Comments supporting proposals to create a wetland habitat near the Mardyke Viaduct.	Environment Agency	-	0	1		No
ENV35	Comments supporting the mitigation proposals for wildlife and biodiversity, with consultees saying these have improved from previous proposals.	-	-	0	12		No
ENV36	Comments supporting the relocation of the South Portal, with consultees saying the updated proposals would have a reduced impact on the Thames Estuary and Marshes Special Protection Area and Ramsar site.	-	Kent County Council	1	11		No
ENV37	Comments supporting plans to plant trees, including woodland planting in Shorne. Consultees also support the linking up of existing areas of woodland, including Brewers Wood with Great Crabbles Wood, and Claylane Woods with Jeskyns Community Woodland.	Forestry Commission	Thurrock Council	1	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
ENV38	Comments supporting the revised plans, with consultees saying these proposals have reduced the impact on woodland, including ancient woodland. Locations mentioned include Shorne Woods Country Park, Codham Hall Woods, Hobbs Hole and Ashenbank Woods.	Forestry Commission	-	0	5		No
ENV39	Other comments, including those that do not express an opinion on the environmental proposals.	Essex Police	-	0	52		No
ENV40	Suggestions relating to environmental assessments, including how they should be carried out and how the findings should be shared with relevant organisations.	Transport for London	Essex County Council, Kent County Council, Thurrock Council	1	5	The Applicant's Environmental Impact Assessment (EIA) has been carried out according to the standards set out in the Design Manual for Roads and Bridges (DMRB) Where appropriate, feedback from key stakeholders, any relevant advice notes and industry best practice have been accounted for. Baseline data has been determined by following DMRB standards and, where appropriate, after engaging with key stakeholders. The Applicant's EIA is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). Each of the topic chapters includes information about baseline data, the methodology followed and	No
ENV41	Comments expressing concern about the scope, quality and availability of the Applicant's Environmental Impact Assessment. Some consultees say there is not enough baseline data, or that more sensitive receptors should be added	Historic England, Natural England, RWE Generation UK plc, Shorne	Gravesham Borough Council, Kent County Council, Thurrock Council, Tonbridge & Malling	7	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
	to the assessment due to design changes.	Parish Council	Borough Council			<p>any relevant guidance and legislation. The baseline data has been gathered and assessed in line with relevant legislation and guidance and is sufficient to inform the EIA. Sections of the draft ES were shared with key stakeholders in mid-2020, during the pre-application period. Some parts of the Preliminary Environmental Information Report, such as the noise assessments, were shared with key stakeholders in 2018 prior to publication for Statutory Consultation in October 2018.</p> <p>The Community Impacts Consultation in July 2021 included further information on the environmental impact of the Project during its construction and operational phases, including in the Construction Update, Operations Update and the Ward Impact Summaries. More information about the Community Impacts Consultation can be found in Chapter 8 of this report.</p>	
ENV42	Suggestions that ongoing monitoring and evaluation of environmental impacts should be undertaken. Some consultees suggest that land for mitigation should be protected from future development.	Shorne Parish Council	-	1	7	<p>During the construction phase of the Project, the Applicant's appointed Contractor would carry out monitoring to ensure that air quality near the Project stayed within agreed limits compared with baseline levels assessed before construction started.</p> <p>The Applicant has conducted baseline assessments of flood defences, and the appointed Contractor would carry out monitoring to ensure vibrations from construction would not impact flood</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>defences. More information is included in Environmental Statement (ES) Appendix 14.6: Flood Risk Assessment (Application Document 6.3).</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 (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</p>	

Code	Summary of issue(s) raised	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 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)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & S48	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 CoCP includes information about environmental management, restrictions on construction noise during normal working hours (07:00 to 19:00 weekdays; 07:00 to 16:00 Saturday), and the siting of noise-generating activities.</p> <p>The Applicant would monitor areas of planting and other environmental mitigation for five years after completion of the Project to ensure these areas were being properly managed by the Contractor or agents. This obligation is secured by the landscaping scheme that must be submitted to and approved by the Secretary of State under Requirement 5 of the draft DCO.</p> <p>All land designated for environmental mitigation would be permanently acquired or temporarily possessed with permanent rights. This would ensure it would fulfil its purpose permanently, as stipulated in the DCO. Any change to that designated land use 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
						have to gain the appropriate planning consents.	
ENV43	General comments expressing concern about a negative impact on the environment.	Kent Downs AONB Unit, Natural England, Shorne Parish Council	Gravesham Borough Council, Kent County Council, Swale Borough Council, Thurrock Council	52	474	Minimising adverse impacts on the environment is one of the Scheme Objectives agreed between the Applicant and the Department for Transport, with the Project being developed accordingly. The Project's proposals have 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, including the need to reduce congestion at the Dartford Crossing, and complying with the relevant legislation. The Scheme Objectives are set out in the Need for the Project (Application Document 7.1). The Project has also been developed to minimise the amount of land needed for its construction and operation while still fulfilling the Scheme Objectives, thereby avoiding unnecessary impacts on buildings, environmentally sensitive areas and farmland. The roads and junctions that constitute the Project would have the minimum height and footprint possible, while still providing the necessary capacity, safety and connectivity that road users require. As part of the Community Impacts Consultation in July 2021, the Applicant provided updated information on the air quality impacts of the construction and	No
ENV44	General suggestions that environmental impacts should be mitigated or minimised.	Essex Police, Natural England	Kent County Council, Thurrock Council	5	23		No
ENV45	General comments expressing concern that there is too much emphasis on the environment and that mitigation measures are unnecessary, from consultees who say the environmental costs are acceptable because the Project is more important.	-	-	0	30		No
ENV46	Comments expressing concern about the decision-making process with regard to the environment. Consultees feel that not	-	Gravesham Borough Council	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
	enough emphasis has been put on the environment, or that options with less of an environmental impact have not been given sufficient consideration in the consultation process.					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.	
ENV47	General suggestions that the environmental impacts of the Project should be minimised as far as possible.	-	Swale Borough Council	4	38	<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>	No

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						<p>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 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 Environmental</p>	

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						<p>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>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).</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),</p>	

Code	Summary of issue(s) raised	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 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</p>	

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						<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 Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	
ENV48	Suggestions about the consideration of planning and legislative requirements, including elements relating to the consideration of Areas of Outstanding Natural Beauty (AONB).	Kent Downs AONB Unit, Shorne Parish Council	-	0	0	<p>Each chapter of the Environmental Statement (ES) (Application Document 6.1) includes a section that explains the planning and legislative frameworks that are relevant to that particular discipline. For example, ES Chapter 7: Landscape and Visual (Application Document 6.1) includes a reference to the Kent Downs AONB Unit's (2021) Management Plan, which the Applicant took into consideration when assessing the Project's impact on that 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</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 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), 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 DCO (Application Document 3.1).</p> <p>The Applicant's Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Tables, also summarises the relevant legislation and policy.</p>	
ENV49	Comments expressing concern about air quality assessments that have been conducted. These include general comments that there is a lack of information provided, as well as comments that are detailed and technical in nature.	-	Gravesham Borough Council, Thurrock Council	3	5	At Statutory Consultation in October 2018, Chapter 6: Air Quality, of the Preliminary Environmental Information Report (PEIR) presented an interim assessment of the air quality impacts of the Project. For Supplementary Consultation in January 2020, the Applicant provided an Environmental Impact Update (EIU), which included an assessment of the changes to	No

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						<p>the environmental impacts as a result of the revisions to the proposals. The PEIR and the EIU provided information so consultees could take an informed view of the Project's impacts and respond to the respective consultations.</p> <p>For more information about the materials presented at Statutory Consultation in October 2018 and Supplementary Consultation in January 2020, see Chapters 4 and 6 and Appendices M and Q of this report.</p> <p>Further information about the impact of the Project on air quality during the Project's construction and operation were published in the Ward Impact Summaries and the Operations Update that formed part of the Community Impacts Consultation in July 2021. For more information about this consultation, see Chapter 8 of this report.</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</p>	

Code	Summary of issue(s) raised	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) and includes the assessment methodology, which 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 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, no mitigation for air quality human health effects is required.</p>	
ENV50	A suggestion that further air quality assessments should be undertaken and made available to interested organisations. Suggestions that the air quality assessment should consider changes in PM _{2.5} and PM ₁₀ and show the implications for air quality on the Orsett Cock junction if Rectory Road is closed during construction.	-	Thurrock Council	0	0	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	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & S48	The Applicant's response	Project change
ENV51	Comments expressing concern about the impact of poor air quality on the health of residents living close to the proposed Project route.	Transport for London	Thurrock Council	70	228	<p>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>An example of this is that the design of the Project includes measures 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>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>	No
ENV52	General comments expressing concern about air quality, either with reference to the whole Project route or without naming a specific location.	Cobham Parish Council, Shorne Parish Council, Transport for London	Dover District Council, Essex County Council, Kent County Council, Medway Council, Southend-on-Sea City Council, Thurrock Council	129	501		No
ENV53	Comments expressing concern about the air quality in locations south of the Thames, such as Gravesend, Chalk, Shorne, Thong and Riverview Park. Some consultees oppose the removal of vegetation on the A2 reservation, arguing that it offsets the effects of vehicle emissions.	Shorne Parish Council	Kent County Council, Swale Borough Council	7	41		No

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ENV54	Comments expressing concern about the air quality around the Tilbury area, in locations such as Linford, Grays, Chadwell St Mary and East Tilbury.	-	Thurrock Council	11	35	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
ENV55	Comments expressing concern about the air quality in locations around the proposed A13/A1089/A122 Lower Thames Crossing junction, such as Orsett, Stanford-le-Hope and other locations close to the A13. Consultees say the A13 would become more congested, particularly during construction, leading to increased levels of air pollution.	-	Thurrock Council	30	47	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.	No
ENV56	Comments expressing concern about the air quality in locations around the proposed A122 Lower Thames Crossing/M25 junction, such as South Ockendon. Some consultees refer to a 'toxic triangle' bounded by the Project, the A13, and the M25. Comments also express concerns about the health	-	-	3	19	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	No

Code	Summary of issue(s) 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 wellbeing of people locally as a result of increased traffic and pollution.					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.	
ENV57	Comments expressing concern about the air quality around junction 29 of the M25, including comments that question whether the section of the Project within the London Borough of Havering would meet the emissions guidelines set by the Mayor of London.	-	London Borough of Havering, Thurrock Council	3	13	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. 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
ENV58	Comments expressing concern about air quality in Thurrock. Consultees say that the area is one of the most polluted places in the country and that it is not appropriate to increase traffic in the area or create a 'toxic triangle' whereby the borough is surrounded by major roads. Consultees are also concerned about the health implications of poor air quality on local residents, including the high number of people in the area with chronic obstructive pulmonary disease (COPD).	-	Thurrock Council	47	195	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) and includes 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>assessment methodology, which 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 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, no mitigation for air quality human health effects is required.</p> <p>The sections of the Project within the London Borough of Havering would meet the emissions guidelines set by the Mayor of London.</p> <p>The assessment in the ES includes a more detailed consideration of air quality impacts than was presented during the public consultations. 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_{2.5} is also considered in the 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
						<p>During the Community Impacts Consultation in July 2021, the Applicant published information about predicted air quality impacts on local communities during construction and operation. More information about this consultation can be found in Chapter 8 and Appendix S of this report.</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</p>	

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						<p>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. 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. 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</p>	

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						<p>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>	
ENV59	Suggestions that the Project should be fully or partially built in cut-and-cover tunnels to minimise air pollution. This includes calls to use cut-and-cover tunnels to protect Chadwell St Mary, South Ockendon, Tilbury and Linford.	-	-	5	27	The Project would be built in a location that avoids built-up areas, where the existing air quality tends to be worse. As a result there would be no exceedances of air quality thresholds close to the new road. The Applicant has also designed the Project to minimise the rise or fall of the road level and provide free-flowing journeys. This has resulted in approximately 80% of the road being designed either in a cutting, false cutting or tunnel.	No
ENV60	Suggestions that the tunnel should be extended to reduce the environmental impacts of the Project, with some consultees specifically mentioning the positive impacts they say this would have on the area between	-	-	4	13	<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. As such, it would not be possible to put this section in a tunnel.</p>	No

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	the A2 and the Project, East Tilbury, Chadwell, Orsett Heath and South Ockendon.						
ENV61	Suggestions that the tunnel should be extended to minimise the landscape and visual impacts of the Project, such as around residential areas and near Hornsby Lane.	-	Thurrock Council	4	4	<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>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 at 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 Statutory Consultation in October 2018 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</p>	No

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						<p>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>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 5: Air Quality (Application Document 6.1) sets out the impact of the Project on air quality during construction and operation, and any proposed mitigation.</p>	
ENV62	<p>Comments expressing concern about the impact of dust produced during the construction of the route. Consultees make general comments about the health impact on residents in locations including Chalk, Thong, Shorne Woods Country Park and Orsett, as well as expressing concern that tunnelling through chalk would produce more dust beyond that generated by normal construction of</p>	-	<p>Gravesham Borough Council, Kent County Council, Thurrock Council</p>	22	40	<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 5: Air Quality (Application Document 6.1) presents the assessment of the Project's impact on air quality during construction and operation. 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</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
	roads. Consultees also comment on the impact dust could have on high value crops and infrastructure such as solar panels installed on homes.					<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 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</p>	

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						<p>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 REAC lists all actions and commitments that would be carried out to mitigate the identified impacts of construction. These control, mitigation and monitoring measures have been incorporated in the assessments of impacts for all environmental topics presented in the ES. The REAC lists all actions and commitments that would be carried out to mitigate the identified impacts of construction on air quality.</p> <p>The proposed air quality mitigation for construction is based on industry best practice guidance for dust suppression and management, which is set out in ES Chapter 5: Air Quality (Application Document 6.1).</p> <p>For example, impacts of dust on local communities would be minimised by adopting effective control measures such as washing the wheels of construction vehicles before they leave site, damping down surfaces during dusty activities, covering stockpiles where and when required, and carrying out</p>	

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						<p>dust-generating activities away from local communities.</p> <p>Measures to reduce emissions from construction traffic and machinery would include instructions to switch off engines when they are not in use and making sure all vehicles using public highways comply with the emissions standards set for London Low Emission Zone for London Non-Road Mobile Machinery. 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>	
ENV63	Suggestions that charges or restrictions should be implemented that encourage the use of less polluting vehicles, such as only allowing electric vehicles to use the Project or increasing fuel and car tax to reduce the number of vehicles on the road.	-	Kent County Council	2	5	<p>At Statutory Consultation in October 2018, the Applicant sought 'flexible' charging powers. Further modelling assessments demonstrated that making the charge 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>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 road crossing, equal to the charges that are in force at the Dartford Crossing, and offer</p>	No

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						<p>discounts to account holders and local residents.</p> <p>The Applicant's traffic modelling and other assessments show that the approach to road user charging would provide congestion relief at Dartford while making the Project affordable to Government and road users.</p> <p>There are no plans to make electric vehicles exempt from crossing charges 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.</p> <p>For more information about how the equal charging scenario was modelled, see Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7), with more about the rationale behind the charge in the Road User Charging Statement (Application Document 7.6).</p> <p>Fuel Duty and Vehicle Excise Duty are set by the Treasury and, as such, they are outside the Applicant's control.</p>	
ENV64	Comments expressing concern about predictions for future use of electric vehicles, particularly for lorries. Consultees feel that electric vehicles should not be relied upon as an	-	-	1	1	Electric vehicles (EVs) have some negative impacts, such as causing particulate pollution due to brake and tyre wear and contributing to congestion to the same extent as internal-combustion-engine vehicles. However, they also provide significant environmental benefits through reduced engine emissions	No

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	environmental solution and say that electric vehicles still generate pollution, for example from braking.					and noise. Unlike petrol or diesel vehicles, EVs can be powered using renewable energy. The predicted increase in EVs on the UK road network is built into the Government's Transport Analysis Guidance, which sets out the methodology for carrying out traffic modelling for infrastructure projects. This traffic modelling has informed the Applicant's predictions for the effects of the Project on future air quality levels. 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). More information about air quality impacts can be found in Environmental Statement Chapter 5: Air Quality (Application Document 6.1).	
ENV65	Comments expressing concern about air quality within the tunnelled section of the Project, including concerns over how it would be ventilated, and how emissions would be extracted from it.	-	-	2	3	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 fitted with equipment to monitor visibility, carbon monoxide and nitrogen dioxide levels, and the ventilation would operate automatically to disperse concentrations of gases. The Applicant's air quality predictions for the tunnel portals show no significant adverse effects and, as such,	No
ENV66	Suggestions about how air quality impacts could be minimised or mitigated in innovative ways, such as	-	-	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
	through the installation of screens, or by capturing emissions and filtering them in the tunnel.					there are no plans to filter or screen air being expelled from the tunnel portals. This analysis is set out in Environmental Statement Chapter 5: Air Quality (Application Document 6.1). For more information about the tunnel design, see the Project Design Report (Application Document 7.4), Design Principles (Application Document 7.5) and the General Arrangement Plans (Application Document 2.5).	
ENV67	General suggestions about the need to mitigate any negative air quality impacts. Consultees say that the Applicant should put measures in place to deal with such impacts. Consultees suggest measures such as electric vehicle charging provisions and the promotion of options for walking, cycling and horse riding.	-	Basildon Borough Council, Kent County Council	2	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) 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	No

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						<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.</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</p>	

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						<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 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. Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health during operation, so no mitigation measures are proposed.</p> <p>After further investigation and consideration of the issues raised during 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. This means there are currently no charging points for electric vehicles (EVs) within the proposed design.</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, such as 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>The Applicant recognises the potential of sustainable travel to contribute to reduced pollution, increased mobility and improved public health. With regards to encouraging walking, cycling and horse riding, the Applicant has identified opportunities near the Project to maintain, upgrade and expand the network of footpaths, cycling routes and bridleways. The Applicant’s proposals include over 60km of new or upgraded routes. For more information about these</p>	

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						<p>routes, see the Project Design Report (Application Document 7.4).</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.</p> <p>For example, the Applicant proposed making Hever Court walking-cycling track and the northern section of footpath NG8 into bridleways to accommodate horse riding. 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>Following feedback during previous consultations 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 Bowater Batteries, and to East Tilbury. These new connections were presented during the Local Refinement Consultation in May 2022 and 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</p>	

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						travel routes around the Coalhouse Fort area.	
ENV68	Comments expressing concern about the potential of poor air quality to negatively affect walkers, cyclists and horse riders. Some consultees say walking, cycling and horse riding would be discouraged along routes near the Project by high pollution levels. Others express concern that the 'Fort to Fort' walk would become unattractive due to increased air pollution.	-	Thurrock Council	16	19	<p>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 5: Air Quality (Application Document 6.1) sets out the impact of the Project on air quality during construction and operation, and explains any proposed mitigation.</p> <p>ES Chapter 5 includes assessments of the impact of air pollution on Public Rights of Way, in accordance with the methodology set out in the Design Manual for Roads and Bridges LA 105 (Highways England, 2019b). Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health during operation. The Applicant does not expect air quality to affect the attractiveness of Public Rights of Way, including the Fort to Fort footpath.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant published information about predicted air quality impacts on local communities, including Public Rights of Way, during construction and operation. More information about this consultation can be found in Chapter 8 of this report and in Appendix S.</p> <p>During the Local Refinement consultation in May 2022, the Applicant also proposed new routes to link the heritage assets of</p>	No

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						Coalhouse Fort and Bowater Batteries 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 Bowater Batteries, 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.	
ENV69	Suggestions that trees should be planted to mitigate air pollution, with suggestions for areas such as Shorne, the area around the A2/M2, and in fields behind Park Pale near Shorne.	-	-	5	15	Existing woodland and new areas of tree-planting can provide significant environmental benefits, not least the ability to absorb carbon dioxide from the atmosphere, reducing carbon emissions. However, trees cannot absorb particulate matter nor other causes of air pollution such as NO ₂ . For this reason, trees are not planted with the intention of reducing air pollution. In response to feedback, the proposal for tree-planting near Thong Lane green bridge over the Lower Thames Crossing, close to Riverview Park, was revised after the Statutory Consultation in October 2018 to account better for the existing chalk landscape, with fewer trees overall while providing a visual screen between the Project	No

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						<p>and properties to the west of the new road. The proposals presented during Design Refinement Consultation in July 2020 retained this design, while also including some additional planting on the east side of the Project between the new road and Thong.</p> <p>The Applicant is planning to implement tree planting, including at Shorne, around the A2/M2 and near Park Pale. These new areas of woodland are intended to reduce the adverse impacts of woodland being removed to accommodate the new road and associated utility diversionary works. They would also provide visual screening and new habitats for translocated species. More information about where the Applicant is planning to plant trees can be found in Environmental Statement (ES) Chapter 8: Terrestrial Biodiversity (Application Document 6.1) and represented spatially in ES Figure 2.4: Environmental Masterplan (Application Document 6.2). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (Application Document 3.1).</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</p>	

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						<p>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' whilst continuing to offset the environmental impacts of nitrogen deposition.</p> <p>A proportion of this land would be woodland, increasing the amount of compensatory woodland planting proposed during previous consultations.</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</p>	

Code	Summary of issue(s) 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 ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1). 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).	
ENV70	Comments expressing concern about the Project's greenhouse gas emission assessments and modelling. Some consultees say the results of carbon modelling have not yet been published and so they cannot tell what impact the Project may have on greenhouse gases. Some consultees raise concerns about the scope of the assessments in regard to greenhouse gases, saying UKCP18 should be used for the assessment.	-	Thurrock Council	1	4	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	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & S48	The Applicant’s response	Project change
						<p>Statement for National Networks (Department for Transport, 2014). All assessments in ES Chapter 15: Climate (Application Document 6.1) make use of UKCP18 climate change data.</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 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</p>	

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						<p>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>	
ENV71	Comments suggesting that the climate scenarios used by the Project should use UKCP18 (climate projections) in the assessment and the in-combination effects of climate change with the likely significant impacts of	-	Thurrock Council	0	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	No

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	the proposed development should be assessed.					<p>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). All assessments in ES Chapter 15: Climate (Application Document 6.1) make use of UKCP18 climate change data.</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</p>	

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						<p>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</p>	

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						figure that results from the use of national projections included in the current version of Defra's Emissions Factors Toolkit.	
ENV72	General comments expressing concern about a potential increase in carbon emissions as a result of construction of the Project and increased traffic volumes during its operation.	-	Dartford Borough Council, Swale Borough Council, Thurrock Council	20	133	The Government has passed legislation that requires the UK to achieve net zero carbon emissions by 2050. In order to achieve this, a series of individual carbon budgets and decarbonisation plans are being developed and published by the relevant government departments. 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	No
ENV73	Comments expressing concern about the potential impact of the proposals on climate change as a result of increased vehicle use. Consultees refer to the recent ruling on the expansion of Heathrow Airport as an example of how large infrastructure projects need to take account of the need to reach net-zero emissions by 2050. Some consultees say the removal of woodland and green areas is inappropriate at a time of climate emergency, while some say the Project is putting short-term gain ahead of climate	Kent Downs AONB Unit	Essex County Council, Gravesham Borough Council, Thurrock Council	21	3,464		No

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	change and the wellbeing of future generations.					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.	
ENV74	Suggestions about how carbon emissions could be minimised or mitigated in the Project's design, construction and operation. Suggestions include changing the Project's charging system to encourage low-carbon transport and using renewable energy to power Project facilities, such as lighting.	Transport for London	-	0	3	<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</p>	No

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						<p>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> <p>Following Statutory Consultation in 2018, the Applicant carefully considered feedback and worked closely with stakeholders to put together a set of proposals to encourage low-carbon, sustainable transport suitable for commuting and leisure purposes. The proposals would maintain, upgrade and improve the walking, cycling and horse riding network near the Project.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant also proposed new routes to link the heritage assets of</p>	

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						<p>Coalhouse Fort and Bowater Batteries 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 Bowater Batteries, 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>Wherever possible, during construction the Applicant would reuse materials onsite, reducing the number of Heavy Goods Vehicles (HGVs) using the road network. This would also cut the distance and duration of the journeys and reduce the overall impact on air quality.</p> <p>An example of this is an informal public space, Chalk Park, that would be created around the South Portal. This would use excavated material from the tunnel portal and its approach, and the Applicant presented this proposal in Supplementary Consultation in January 2020.</p> <p>Since the Statutory Consultation in October 2018, amendments to the Applicant's designs have nearly halved the proposed</p>	

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						<p>numbers of HGV journeys during construction. At Statutory Consultation in October 2018, 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 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. Since the Community Impacts Consultation in July 2021, 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 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.</p>	

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						<p>At the Local Refinement Consultation in May 2022, the Applicant also proposed to raise the new road in some locations, such as at 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 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 spoil 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 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</p>	

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						<p>Document 6.3, ES Appendix 2.2, Annex B) are included as part of application for development consent.</p> <p>If granted, the 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. The Applicant's traffic modelling and other assessments show that the approach to road user charging would provide congestion relief at Dartford while making the Project affordable to Government and road users.</p> <p>There are no plans to make electric vehicles exempt from crossing charges 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 Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7), with more about the rationale behind the charge in the Road User Charging Statement (Application Document 7.6).</p>	
ENV75	Suggestions that the Applicant should use carbon offsetting as a means of reducing the Project's carbon impact. Suggestions as to how this could be	-	-	2	13	Building a solar farm for the Project was discounted because of the additional land use, which would have impacted land intended for other environmental mitigation measures. New areas of tree-planting can provide significant environmental benefits,	No

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	achieved include using available space for solar farms, increasing tree planting, and creating offsite saltmarshes.					not least the ability to absorb carbon dioxide from the atmosphere, reducing carbon emissions. However, trees are not planted with the primary intention of offsetting carbon emissions but providing landscape and biodiversity benefits. Creating saltmarshes for carbon offsetting would also have had major implications for land use outside the Order Limits. 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. For more information about the energy requirements of the Project, see the Carbon and Energy Management Plan (Application Document 7.19).	
ENV76	Comments expressing concern about carbon emissions from the production of electric vehicles, the electricity needed to fuel them, and how waste batteries are disposed of. Consultees say it is misleading to say that electric vehicles will reduce carbon emissions, and that this strategy cannot be relied on, particularly as uptake may not be as quick as the Project suggests.	-	-	0	3	Electric vehicles (EVs) have significant environmental benefits through reduced engine emissions and noise, and unlike petrol or diesel vehicles, they can be powered using renewable energy. Projections for the uptake of EVs, which are used to inform the predictions for the Project's carbon emissions, are provided by the Department for Transport. The Government's commitment to reducing carbon emissions through the Climate Change Act 2008 means that the progressive decarbonisation of road transport would have a significant effect in reducing traffic-related emissions during the lifetime of the Project.	No

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						<p>A Carbon and Energy Management Plan (Application Document 7.19) has been prepared and sets out commitments to and opportunities for reducing carbon emissions over the lifetime of the Project.</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>	
ENV77	Comments expressing concern about agricultural land impacted by, or lost to, the Project, including between Thong, Riverview Park and Shorne, and to the west of Jeskyns Park at Henhurst Road. Consultees say high-quality agricultural	Shorne Parish Council	Thurrock Council	18	24	The land required for the Project has been restricted to the minimum amount needed for the construction and operation 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 taken temporarily to construct the Project, the Applicant would be	No

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	<p>land should not be used for environmental mitigation or that the loss of or reduction in quality of agricultural land could impact food security. Others say farmers may lose their livelihoods, even in cases where land loss is temporary.</p>					<p>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 has also assessed the impact of the Project on the viability of farm businesses (see Environmental Statement (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 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).</p> <p>As part of the EIA, the Applicant has 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 the aim to minimise impacts.</p>	

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						<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 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).</p>	

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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) 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</p>	

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						<p>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 DCO (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, 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</p>	

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						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. 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).	
ENV78	Suggestions that green space should be protected, replaced or provided as compensation in locations including Thames Chase Forest Centre. Some consultees suggest that proposed green spaces, such as Chalk Park and the Thong Lane green bridges, should be expanded.	-	-	1	15	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 the policy statements 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	Yes

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						<p>Housing, Communities and Local Government, 2021). The assessment of the Project’s satisfaction of the very special circumstances is set out in the Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Table.</p> <p>Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1) sets out the Applicant’s assessment of the Project’s impacts on existing open space, sports and recreational facilities. Where necessary, replacement land has been identified and is described 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>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>	

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						<p>The Applicant consulted on the predicted impacts on local people and green 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). Following engagement with the owners of the Southern Valley Golf Club, and feedback received during the Community Impacts Consultation in July 2021, the Applicant proposed to permanently acquire the remaining 8ha area of Southern Valley Golf Club during the Local Refinement Consultation in May 2022. This site was previously only identified for temporary use during construction. This additional area would form part of the wider 92ha provision of open space land south of the river, providing 8ha more land for public recreation than the Applicant proposed during the Community Impacts Consultation in July 2021.</p> <p>Since Supplementary Consultation in January 2020, the Applicant updated the proposals for open space around the North Portal (Tilbury Fields) to provide an elevated landscaped area, similar to that proposed near the South Portal (Chalk Park). The Applicant consulted on these revised proposals for the Tilbury Fields landform as part of the Community Impacts Consultation</p>	

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						<p>in July 2021. For more information about the proposals in the Community Impacts Consultation, see Appendix S of this report.</p> <p>In response to the announcement that there would be a Freeport at Tilbury, and feedback received during the Community Impacts Consultation in July 2021, the Applicant amended the proposals for Tilbury Fields further, relocating a section of the park away from the riverfront to provide adequate space for any potential future development in this location. Further details about the proposed landscaping for Tilbury Fields can be found in Chapter 9 of this report.</p> <p>The application for development consent includes seven green bridges: three south of the River Thames and four to the north. At Statutory Consultation in October 2018, the Applicant consulted on five green bridges. South of the river, these were Thong Lane over the A2/M2, Thong Lane over the Project, 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.</p> <p>The proposed M2/A2/A122 Lower Thames Crossing junction and nearby Public Rights of Way were revised after Statutory Consultation in October 2021, and the green</p>	

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						<p>bridge there was removed from the proposals. After Statutory Consultation, the Applicant also expanded the green bridge proposals. The Project now includes seven green bridges, compared to four consulted on during Statutory Consultation. All of the 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, 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>The Applicant has engaged with Forestry England to inform the plans to mitigate the impacts of the Project on Thames Chase Forest Centre and proposes the acquisition of replacement land to the north and south of the Thames Chase Forest Centre. This would be landscaped to match the current site and would connect to the existing paths. The replacement land would be designed to complement the existing forest. As part of the</p>	

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						<p>mitigation, the Applicant proposes a footbridge over the M25 to improve the connection between the western and eastern sections of the Thames Chase Forest Centre.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on revised proposals for a reduced amount of replacement open space land in this location, 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 the about 14.5ha which is proposed to be acquired or be subject to rights.</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), which includes information about Thames Chase Forest Centre. 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</p>	

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						<p>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), 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 DCO (Application Document 3.1).</p> <p>The Applicant would also maintain, upgrade and, in certain locations, improve the walking, cycling and horse riding networks near the Project. For more information about these, see the Project Design Report (Application Document 7.4).</p> <p>For more information about the design of the wider route, see the Project Design Report and the Design Principles (Application Document 7.5). The Design Principles outlines the principles in relation to the landscape that would be implemented across the Project, and includes information about area-specific design principles, which explains the measures that would be</p>	

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						implemented along sections of the route. The Applicant consulted on the draft Design Principles and the proposals for walking, cycling and horse riding during the Community Impacts Consultation in July 2021.	
ENV79	Comments expressing concern about the potential impact of the proposals on countryside, Green Belt and the rural nature of locations south of the River Thames, such as Shorne Woods Country Park, Jeskyns Community Woodland and Shorne Golf Course.	Shorne Parish Council	-	3	36	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 that the Project would have an impact on the surrounding countryside, including land designated as 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	No
ENV80	Comments expressing concern about the potential impact of the proposals on countryside and Green Belt in locations around Tilbury, particularly where the route is close to nature reserves. Some consultees express concern about the impact of substations proposed in the area.	-	Essex County Council	0	2		No
ENV81	Comments expressing concern about the potential impact of the proposals on countryside and Green Belt	-	Thurrock Council	4	5		No

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	in locations around the proposed A13/A1089/A122 Lower Thames Crossing junction, such as Orsett Fen and the Mardyke Valley. Consultees also comment on Blackshots Nature Area, saying it would be negatively affected.					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. Throughout the Project, the Applicant has aimed to minimise the footprint and height of the road, while still fulfilling the Scheme Objectives.	
ENV82	Comments expressing concern about the potential impacts of the proposals on countryside and Green Belt in locations around the proposed A122 Lower Thames Crossing/M25 junction, such as Ockendon.	-	-	0	6	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.	No
ENV83	Comments expressing concern about the potential impacts of the proposals on countryside and Green Belt in locations around junction 29 of the M25, such as Thames Chase Forest Centre.	-	-	0	11	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	No
ENV84	General comments expressing concern about the potential impacts of the proposals on countryside and Green Belt. This includes concerns that large	Historic England, Shorne Parish Council	Essex County Council, Kent County Council	65	275		No

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	areas would be affected or taken by the Project in locations in Thurrock, Kent and areas around roads such as the A2.					by residents and users of non-residential buildings. 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.	
ENV85	Comments expressing concern about the potential impacts of the proposals on countryside and Green Belt in Thurrock. Consultees say there is already a lack of green space in Thurrock and some express concern about a lack of outdoor space for recreation and enjoyment.	-	Thurrock Council	8	20	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. 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.	No

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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>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 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 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 (Application Document 6.1), which presents the assessment of the impacts on the landscape, including areas such as the Mardyke Valley, Jeskyns Community Woodland, Shorne Woods Country Park and Thames Chase Forest Centre. In addition, ES Chapter 13:</p>	

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						<p>Population and Human Health (Application Document 6.1) includes an assessment of the Project's impact on public amenities, such as the Southern Valley Golf Club. ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) includes assessments of the Project's impacts on flora and fauna in designated sites, such as Blackshots Nature Reserve and Orsett Fen.</p> <p>Each of the topic chapters of the ES includes information about proposed measures to reduce adverse impacts caused by construction and operation of the Project.</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),</p>	

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						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).	
ENV86	Suggestions about how potential impacts to countryside and Green Belt could be minimised or mitigated, such as using brownfield sites rather than greenfield land, and providing parking and footpaths to encourage countryside recreation.	-	-	1	4	<p>After an extensive options consideration process, which accounted for land use and other factors such as traffic modelling forecasts and costs, an alignment for the Project was chosen that passes mostly through Green Belt and other areas of countryside, including farmland, avoiding major population centres. As such, there has been limited opportunity to prioritise the use of the brownfield land in designing the proposals.</p> <p>Since Supplementary Consultation in January 2020, the Applicant has updated the proposals to provide public open spaces around the North Portal, now called Tilbury Fields, providing an elevated landscaped area, similar to that proposed near the South Portal called Chalk Park. These proposals were consulted on during the Design Refinement Consultation in July 2020. For more information about this consultation, see Chapter 7 of this report.</p> <p>The Applicant consulted on proposals for the North Portal, Tilbury Fields, including the raised viewing platforms, as part of the Community Impacts Consultation in July</p>	No

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						<p>2021. For more information about the proposals in the Community Impacts Consultation in July 2021, see Chapter 8 and Appendix S of this report.</p> <p>Following the announcement of future development of the Thames Freeport, and feedback received during the Community Impacts Consultation in July 2021, the Applicant has revised the proposals for Tilbury Fields to facilitate development expected at Thames Freeport. These proposals still include elevated viewing platforms and public footpaths.</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 Bowater Batteries 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 Bowater Batteries, 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>	

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						The proposals would also maintain, upgrade and improve the wider walking, cycling and horse riding networks near the Project. For more information, see the Project Design Report (Application Document 7.4). More information about the Local Refinement Consultation in May 2022 can be found in Chapter 9 of this report.	
ENV87	Comments expressing concern about the proximity of the route to historic landfill sites and the risks if they are affected. Consultees argue that hazardous waste and toxins may be present that could impact local residents if unearthed. Consultees query the results of ground investigations and the proposed mitigation measures to prevent leachate reaching waterways.	-	-	0	5	<p>An Environmental Impact Assessment (EIA) has been carried out, which includes an assessment of the impact of the Project on areas of land that could cause contamination. The EIA is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 10: Geology and Soils (Application Document 6.1) includes an assessment of the impact of the Project during construction and operation, as well as information about the proposed mitigation.</p> <p>The Applicant has carried out extensive ground investigations that have informed the assessments in ES Chapter 10. Should the Project be approved, the appointed Contractor would carry out further ground investigations. They would be required to produce a Remediation Strategy to manage risks of land and water contamination.</p> <p>During the preparation of the EIA, 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

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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 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 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</p>	

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						<p>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>	
ENV88	A comment expressing concern that the Applicant provides no evidence to back up its assessment in	-	Thurrock Council	0	0	At Statutory Consultation in October 2018, Chapter 11: Geology and Soils, of the Preliminary Environmental Information Report (PEIR) presented an interim	No

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	the EIU that the Supplementary Consultation proposals would cause 'no change' in impacts on geology and soils compared with the Statutory Consultation proposals.					<p>assessment of how the Project would affect geology and soils and how existing conditions might constrain the design of the route. For Supplementary Consultation in January 2020, the Applicant provided an Environmental Impact Update (EIU), which included an assessment of the changes to the environmental impacts as a result of the revisions to the proposals. The PEIR and the EIU provided sufficient information for consultees to reach an informed view of the Project's impacts and respond to the consultations.</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. Updated information regarding geology and soils was presented in the Construction Update, Operations Update and Ward Impact Summaries published part of the Community Impacts Consultation in July 2021.</p> <p>For more information about the materials presented at Statutory Consultation in October 2018, Supplementary Consultation and Community Impacts Consultation, see Chapters 4, 6 and 8 of this report, along with Appendices M, Q and S.</p>	
ENV89	Suggestions that trees and hedges should be planted to minimise the visual impact of the Project, including the	Kent Downs AONB Unit, Shorne	Kent County Council	9	14	The Project has been designed to reduce visual effects by measures such as the use of cuttings and false cuttings, and the	No

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	planting of semi-mature trees so that the benefits would be realised sooner. Some consultees suggest the updated tree planting proposal near Riverview Park should revert to the equivalent proposal presented at Statutory Consultation.	Parish Council				<p>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>An Environmental Impact Assessment (EIA) has been carried out, which includes an assessment of the impact of the Project on the landscape during construction and operation. The EIA 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 the Project, as well as details of any mitigation deemed appropriate.</p>	
ENV90	Suggestions that trees should be planted to mitigate potential impacts on the environment, including suggestions that mature trees should be planted rather than saplings.	Shorne Parish Council	-	5	27	<p>In response to feedback, the proposal for tree-planting near the Thong Lane green bridge over the Lower Thames Crossing, close to Riverview Park, was revised after Statutory Consultation in October 2018 to account better for the existing chalk landscape, with fewer trees overall while providing a visual screen between the Project and properties to the west of the road. The proposals presented during Design Refinement Consultation in July 2020 retained this design, while also including some additional planting on the east side of the Project between the road and Thong.</p>	No

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						<p>The Applicant is planning to implement tree planting, including at Shorne, around the A2/M2 and near Park Pale. These new areas of woodland are intended to reduce the adverse impacts of woodland being removed to accommodate the new road and associated utility diversionary works. They would also provide visual screening and new habitats for translocated species.</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' whilst 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> <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 screening and environmental mitigation would typically make use of immature trees because transplanting larger and more established trees tends to be less successful. The EIA 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</p>	

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						<p>shows that this would help to significantly reduce impacts. If some of the more mature trees failed to transplant successfully, the Applicant would replant as needed at a later date.</p> <p>The choice of species would be chosen to provide the least disruption to the existing biodiversity. For more information about the locations of the Applicant's 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 (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. As well as the oLEMP, these documents include the draft Development</p>	

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						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).	
ENV91	Comments expressing concern about the potential impact the Project would have on the Kent Downs Area of Outstanding Natural Beauty (AONB) and sites within it such as Shorne Woods Country Park. Consultees say it is unacceptable for the route to pass through an AONB, saying the landscape would be damaged.	Historic England, Kent Downs AONB Unit, Natural England, Shorne Parish Council	Gravesham Borough Council, Kent County Council	10	44	In response to feedback received during Statutory Consultation in 2018, 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 proposed changes reduced the impact of the road on the Kent Downs Area of Outstanding Natural Beauty (AONB), while still maintaining safety and traffic flow.	No
ENV92	Suggestions as to how landscape and visual impacts might be compensated, including those affecting Areas of Outstanding Natural Beauty.	Kent Downs AONB Unit	-	0	1	For more information about the impact of the Project on the Kent Downs AONB, see the Environmental Impact Assessment (EIA) which includes an assessment of the impact of the Project on the landscape of the Kent Downs AONB during construction and operation. The EIA 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	Yes

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						<p>the impact of the Project, as well as information about how adverse impacts would be reduced as far as is practicable.</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. 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</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. 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), 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</p>	

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						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. 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 of the Project is proposed.	
ENV93	Comments expressing concern about the quality of the methodology used for landscape assessments. Consultees express concerns about visual receptors and how these are being assessed, including some saying that the road and utility aspects of the Project should be assessed cumulatively. Some also ask whether further assessment has been carried out following route changes near Linford.	Natural England	Thurrock Council	0	0	An Environmental Impact Assessment (EIA) has been carried out, which includes an assessment of the impact of the Project on the landscape during construction and operation. The EIA 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 the Project, as well as details of any proposed mitigation. The landscape and visual assessment methodologies are set out in ES Chapter 7. The methodology for ES Chapter 7 follows the guidance set out in the Design Manual for Roads and Bridges LA 107 (Highways England, 2020I) and includes an assessment of the proposed road and utility works. All relevant landscape character areas, features, key characteristics, landscape qualities and conditions have been considered.	No
ENV94	A suggestion that the guidance used in the assessment should be cited, and that all relevant landscape character areas, features, key characteristics,	-	Thurrock Council	0	0		No

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	landscape qualities and conditions should be considered.					<p>A draft ES was shared with key stakeholders during the pre-application period, enabling them to provide feedback on the landscape and visual methodologies.</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).</p> <p>The Applicant also consulted on the visual impacts of the Project during construction and operation during 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
						Consultation in July 2021, with local information provided in the Ward Impact Summaries. For information about the comments received and how the Applicant has had regard to these, see Section 14.4 of this report.	
ENV95	General comments expressing concern about the visual impact of the Project on the landscape, from consultees who feel that the landscape could be damaged or negatively affected.	Cobham Parish Council, Natural England, Shorne Parish Council	Gravesham Borough Council, Kent County Council, Thurrock Council	24	104	The Applicant has sought to minimise the impacts of the Project, while still fulfilling the Scheme Objectives, as set out in the Need for the Project (Application Document 7.1). Design decisions have been taken that have reduced the visual impact of the Project, such as allowing only essential connectivity at major junctions to reduce their height and footprint.	No
ENV96	Comments expressing concern about the visual impact of the proposals on the landscape in locations south of the River Thames. Consultees do not feel that enough has been done to limit the visual impact of the road on the surrounding environment and local communities. Some say the route would be visible from footpaths, areas of woodland, and the residential areas of Chalk and Riverview Park. Specific concerns include the visual impacts of the A2 viaduct	Historic England, Kent Downs AONB Unit, Natural England, Mayor's Office for Policing and Crime, Shorne Parish Council	Kent County Council	6	24	Across the route, earthworks would be carefully designed to help make the route less obtrusive. Where cuttings, false cuttings and embankments meet other landscape earthworks or 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. An Environmental Impact Assessment (EIA) has been carried out to assess the impact of the Project on the landscape. This assessment is documented in Environmental Statement (ES) Chapter 7: Landscape and Visual (Application Document 6.1). This assessment considers the impact of the Project on the landscape, including land	Yes

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	heights, the loss of trees on the central reservation, and the temporary storage of spoil.					designated as Green Belt, woodland (including ancient woodland) and open spaces.	
ENV97	Comments expressing concern about the visual impact of proposals on the landscape in locations around Tilbury, including concerns about the railway viaduct and the proximity of the route to Linford.	-	Thurrock Council	8	5	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 area. 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.	No
ENV98	Comments expressing concern about the visual impact of proposals on the landscape in locations around the proposed A13/A1089/A122 Lower Thames Crossing junction, such as Orsett and Baker Street.	-	Thurrock Council	11	9	North of the river, the route passes through significant 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.	No
ENV99	Comments expressing concern about the visual impact of proposals on the landscape as it approaches and joins the M25, in locations such as North and South Ockendon. This includes concerns about impacts on both residential and recreational land. The	-	Thurrock Council	3	10	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	No

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	junction is considered by some consultees to be too large for the area.					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.	
ENV100	Comments expressing concern about the visual impact of proposals on the landscape around junction 29 of the M25, including concerns about loss of screening vegetation. Some consultees say the visual change would be significant and could not be mitigated.	-	Thurrock Council	1	2	More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4). North of Tilbury, 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. In addition, the route would pass under rather than over the M25, reducing the overall height of this proposed junction, before joining the motorway south of junction 29.	No
ENV101	Comments expressing concern about the visual impact of proposals on the landscape in the Mardyke Valley. Consultees feel that the low-lying nature of Mardyke Valley means that visual impacts will be exacerbated and that mitigation would be insufficient or inadequate.	-	Essex County Council, Thurrock Council	3	2	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 Statutory Consultation, 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.	No
ENV102	Comments expressing concern about the visual impact of proposals on the landscape in Thurrock. Consultees say Thurrock has already been affected by previous developments,	-	-	0	4		No

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	expressing concern that the Project would cause additional damage to the landscape.					A public recreational 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.	
ENV103	Comments expressing concern about the visual impact of the tunnel portals and of construction of the tunnel, including suggestions that the heights of these structures have increased. Consultees say Tilbury Marshes to the north of the tunnel and Rochester Road and Claylane Ancient Woodland to the south could be affected.	Historic England	Thurrock Council	1	4	Following feedback received following engagement with the owners of the Southern Valley Golf Club, and during the Community Impacts Consultation in July 2021, the Applicant proposed permanently acquiring the remaining 8ha area of Southern Valley Golf Club. This site was previously only identified for temporary use during construction. More information about the proposals were included in the Local Refinement Consultation in May 2022, and copies of the materials published then can be found in Appendix T of this report.	Yes
ENV104	Suggestions about how any potential impacts to the landscape could be reduced or mitigated through the use of screening, landscaping and vegetation.	Forestry England, Kent Downs AONB Unit, Natural England, Shorne Parish Council	Gravesham Borough Council, Kent County Council, Thurrock Council	9	19	At the North Portal, the Applicant is proposing to create a new landform 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.	Yes

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						<p>More about the design of the Project, including information about landscape mitigations, can be found in the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Design Principles outlines the principles in relation to the landscape that would be implemented across the Project and sets out any area-specific design principles. The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>At the Local Refinement Consultation in May 2022, the Applicant presented 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.</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>A proportion of this land would be woodland. More information about the assessments 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 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>The Applicant also consulted on the visual impacts of the Project during construction and operation during the Community Impacts Consultation in July 2021, with local information provided in the Ward Impact Summaries. For information about the comments received and how the Applicant has had regard to these, see 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</p>	

Code	Summary of issue(s) raised	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. 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 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>For more information about the proposed noise barriers, see ES Chapter 12: Noise and</p>	

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						Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2).	
ENV105	Comments expressing concern about light pollution from streetlights, vehicle headlights and construction.	Kent Downs AONB Unit, Shorne Parish Council	Essex County Council, Thurrock Council	24	44	<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).</p> <p>The ES includes an assessment of the impact of light pollution during construction and operation, as well as information about any 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>During the preparation of the EIA, 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</p>	No

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						<p>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 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</p>	

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						<p>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>More information about lighting along the route can be found in the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5), with the location of lighting shown in the Book of Plans in the General Arrangement</p>	

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						Plans (Application Documents 2.5) and the Structure Plans (Application Documents 2.13). The Applicant also consulted on the visual impacts of the Project (including light pollution) during construction and operation during the Community Impacts Consultation in July 2021, with local information provided in the Ward Impact Summaries. For information about the comments received and how the Applicant has had regard to these, see Section 14.4 of this report.	
ENV106	Comments expressing concern about the visual impact of the newly proposed substation. Consultees argue that they have not been given an exact location for the building, nor an artist's impression of it, and argue that they therefore cannot judge its full impact.	-	-	1	5	At Supplementary Consultation in January 2020, the Applicant presented proposals for a temporary substation at the Northern Tunnel Entrance Compound to provide power for the tunnel boring machines and other facilities to support tunnel construction. The temporary northern substation has no screening proposed due to its setting in the compound to be built and proximity to other large structures. The permanent substation proposed for the Northern side will not be located externally and as such is not screened; it will be located in the North Portal building. The Applicant is proposing to construct a permanent substation south of the river, located at the A226 and referenced as the A226 Substation. The Applicant is proposing to landscape the area with earth bunds and	Yes

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						<p>planting to mitigate its visual impact. During Design Refinement Consultation in July 2020, the Applicant provided more information about substations, including a photograph of an example. 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 provided more information and consulted on construction and operational impacts. This included the proposed plans to reduce visual impacts at a local ward level. More information about this consultation can be found in Chapter 8 of this report.</p>	
ENV107	<p>Comments expressing concern about the implementation or ongoing maintenance of the proposed environmental mitigation measures. Consultees refer to previous projects carried out by the Applicant and other organisations where they say mitigation has not been carried out or maintained. Some consultees are concerned that if Project costs increase, mitigation would be removed from the design.</p>	-	-	5	13	<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 would be designed to provide an appropriate balance between the need to reduce environmental impacts during construction and operation, while still fulfilling the other Scheme Objectives, including the need to reduce congestion at the Dartford Crossing, and complying with the relevant legislation. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1), which also outlines the costs and benefits of the Project with regard to the environment.</p>	No

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ENV108	Comments expressing concern that land set aside for mitigation may be subsequently developed as part of a different project. Consultees refer to other projects where they say this has happened, including construction of HS1. Consultees also ask who would be responsible for maintenance of mitigation sites.	Kent Downs AONB Unit, Natural England	Dartford Borough Council, Gravesham Borough Council, Kent County Council, Thurrock Council	4	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 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.	No
ENV109	General comments expressing concern about the scope of proposed environmental mitigation, including changes to proposed tree planting. Consultees doubt whether the mitigation proposals are suitable or extensive enough to be effective, while others say measures such as tree planting take time to establish before they are effective.	Natural England, RWE Generation UK plc, Shorne Parish Council	Dartford Borough Council, Gravesham Borough Council, Thurrock Council	29	85	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	No

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						<p>and operation of the Project to mitigate impacts identified in the ES.</p> <p>The planned mitigations have been decided through an extensive and ongoing programme of engagement with statutory bodies such as the Environment Agency, Natural England and Historic England, to ensure the Applicant is following the most appropriate and effective mitigation strategy. Feedback from Statutory in October 2018 and non-statutory consultation in January 2016 has also been considered, and non-statutory community groups were engaged with wherever possible.</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</p>	

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						<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 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>Land proposed for mitigation purposes could only be designated for another use if new planning consents were gained. This consent would include taking steps to compensate for the loss of the environmental mitigation land it used.</p> <p>Environmental mitigation land is usually maintained by the appointed Contractor for the first five years, after which its management would be transferred to an appointed agent acting on the Applicant's behalf. Some environmental mitigation land is retained and managed on the Applicant's behalf, by the landowner.</p>	

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ENV110	Comments expressing concern that the environmental mitigation proposed would be ineffective. Consultees say there is no way to mitigate for the loss of ancient woodland or that saplings cannot replace mature trees. They also say mitigation would take too long to become effective or that the Project's environmental impact is impossible to mitigate.	Kent Downs AONB Unit, Natural England	Thurrock Council	8	75	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 while still achieving the Scheme Objectives, as agreed with the Department for Transport. An Environmental Impact Assessment (EIA) has been carried out to understand the Project's impacts on ancient woodland. This is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3), with ES Chapter 8: Terrestrial Biodiversity and ES Chapter 7: Landscape and Visual (Application Document 6.1), including assessments of the impacts on flora, fauna and the surrounding landscape. The ES includes information about any proposed measures to reduce adverse impacts.	No
ENV111	Comments expressing concern that opportunities for environmental mitigation have been missed. Consultees say that more trees should be planted and that opportunities have been missed for cut and cover, hedgerow regeneration, and enhancement of the balancing pools.	-	Gravesham Borough Council, Thurrock Council	3	7	Where appropriate, replacement woodland planting has been proposed in locations shown in ES Figure 2.4: Environmental Masterplan (Application Document 6.2), which would enhance ecological connectivity along the route of the new road and contribute towards the biodiversity value. The Environmental Masterplan is secured through Requirement 5 of the draft Development	No

Code	Summary of issue(s) raised	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 Order (DCO) (Application Document 3.1).</p> <p>Any woodland planting would be appropriate to the surrounding landscape character and context. It is acknowledged that vegetation would take an extended period of time to establish. 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>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), 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
						<p>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>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>	

Code	Summary of issue(s) raised	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. 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 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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & S48	The Applicant's response	Project change
						<p>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>	
ENV112	Comments expressing concern that the area between the Project and Riverview Park no longer has extensive tree planting proposed. Consultees also comment on the loss of HS1 mitigation planting as well as the trees on the central reservation of the A2.	Historic England, Natural England, Shorne Parish Council	-	1	6	<p>Tree-planting near Thong Lane green bridge north, close to Riverview Park, was revised in response to feedback after Statutory Consultation in October 2018 and to account for the existing chalk landscape, with fewer trees overall while still providing a visual screen between the Project and properties to the west of the road. The proposals presented during Design Refinement Consultation in July 2020 retained this design, while also including some additional planting on the east side of the Project between the road and Thong. For more information, see Environmental Statement (ES) Figure 2.4: Environmental Masterplan (Application Document 6.2). 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)(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 use some land for the Project that was designated as environmental mitigation for HS1. The impact of the Project on woodland and landscape near the A2/M2 and the Kent Downs Area of Outstanding Natural Beauty has been assessed holistically and, where practicable, the Applicant has sought to offset those impacts through the use of new planting.</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</p>	

Code	Summary of issue(s) 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 6.3, ES Appendix 2.2).	
ENV113	Comments expressing concern about the suitability of land set aside for mitigation, including concern that the agricultural land earmarked for mitigation already serves an environmental purpose, or is not appropriate for mitigation. Consultees are also concerned about the siting of the flood storage area near the Tilbury Loop railway line.	Kent Downs AONB Unit	Thurrock Council	6	5	<p>The Applicant has carried out Agricultural Land Classification surveys, the results of which are presented 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 the Applicant would aim to minimise impacts on the best quality agricultural land.</p> <p>Land allocated as environmental mitigation would be used for new species habitats, tree-planting and flood storage. In the first case, the land might not change significantly in appearance, whereas in the last two instances, there would be substantial change as woodland or flood storage ponds are created.</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). These set 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</p>	No

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						<p>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 (Application Document 6.3). In line with best practice, all flood assessments and mitigations include the projected effects of climate change.</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 change to the Order Limits would allow more of the land to be farmed, while still providing a suitable area of ecological mitigation.</p>	
ENV114	<p>Comments expressing concern that noise-monitoring surveys were insufficient. Some consultees comment on the lack of information on likely significant effects in the noise assessment, details on sensitive receptors considered or the mitigation proposals. It is asked whether there has been a change to the number or</p>	Natural England	Thurrock Council	1	0	<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 both construction and operation. More information about the PEIR can be found in 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
	location of sensitive receptors due to the changes in design.					<p>The study area has been updated during design development, so it accounts for the revised proposals during each phase of noise modelling. An explanation of the noise assessment methodology is included in Environmental Statement (ES) Chapter 12: Noise and Vibration (Application Document 6.1).</p> <p>Updated information on the assessment of environmental impacts of the design revisions was presented during Supplementary Consultation in January 2020, which is described in Chapter 6 of this report. The updated information was relevant to the changes to the design that were being proposed and were sufficient for informed responses to the consultation. Further information on environmental impacts was prepared for the Design Refinement Consultation in July 2020, which is described in Chapter 7 of this report.</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 and Construction Update. The Ward Impact Summaries also explained how the Applicant assessed and developed proposals to mitigate the impacts of the Project. More information about the Community Impacts</p>	
ENV115	A suggestion that further noise surveys need to be undertaken to understand how noise conditions have changed following design changes. This includes the suggestion to assess noise impacts on sensitive receptors during operation of the Project, and to provide an explanation of Noise Important Areas.	-	Thurrock Council	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
						<p>Consultation in July 2021 can be found in Chapter 8 of this report.</p> <p>Since Statutory Consultation in October 2018, an Environmental Impact Assessment (EIA) has been carried out to assess the wider noise impacts of the Project. These assessments were carried out using the Design Manual for Roads and Bridges LA 111 guidance (Highways England, 2020f) and are documented in ES Chapter 12: Noise and Vibration (Application Document 6.1). The ES 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 any proposed mitigation. There is an explanation of the significance of Noise Important Areas in ES Chapter 12.</p> <p>A draft ES was shared with key stakeholders during the pre-application period, giving them an opportunity to comment on the noise and vibration assessments, including the methodology.</p>	
ENV116	General suggestions that potential noise impacts should be mitigated or minimised, including suggestions that the wooded central reservation on the A2 should be kept.	Transport for London	Thurrock Council	4	3	An Environmental Impact Assessment (EIA) has been carried out, with the noise impacts associated with the Project documented in Environmental Statement (ES) Chapter 12: Noise and Vibration (Application Document 6.1). The assessment follows the Design Manual for Roads and Bridges (DMRB)	Yes

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ENV117	Comments expressing concern about noise or vibration in locations south of the river, such as Shorne, Chalk, Thong Lane, Riverview Park, Shorne Woods Country Park and Claylane Wood. Consultees are also concerned about a loss of screening vegetation and vibrations from the tunnel shaft and 24-hour working.	Natural England, Shorne Parish Council	Kent County Council	16	38	LA 111 guidance (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. Low-noise surfacing would be used where appropriate. Trees are typically not planted to screen traffic noise because they have to be very dense and evergreen to be effective, which does not necessarily make them suitable to the existing landscape. The isolated woodland in the central reservation of the A2/M2 would not effectively reduce noise at locations either side of the road because of its location in the middle of the road.	No
ENV118	Comments expressing concern about noise or vibration in locations around Tilbury, such as Long Lane, Kerry Road, Blackshots Lane, Stifford Clays Road and Gammonfields Way.	-	Thurrock Council	25	35	Where additional mitigation is considered necessary and effective, the Applicant has specified the use of noise barriers alongside the carriageway to reduce the noise. The assessment shows that triple-glazing, reduced speeds or other noise-mitigation measures would not be necessary. #	No
ENV119	Comments expressing concern about noise or vibration in locations around the proposed A13/A1089/A122 Lower Thames Crossing junction, including Orsett, Orsett Fen, Heath Road, and Rectory Road. Consultees are also concerned about the impact	-	-	17	24		No

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	on Treetops School and Whitecroft care home.					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. 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, which would help reduce noise impacts nearby.	
ENV120	Comments expressing concern about noise or vibration in locations near the proposed A122 Lower Thames Crossing/M25 junction, including North and South Ockendon. Consultees are also concerned about the impact on the Mardyke Way and Valley which they believe would lose their quiet and tranquil feel. Some comments raise concern about the impact of increased noise and vibration of local people's mental health.	-	Essex County Council	2	14	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. The route from Muckingford Road to the proposed A13/A1089/A122 Lower Thames Crossing junction would sit within a false cutting between 2m and 5m high, which would help reduce the noise impacts. The road is elevated on embankments and viaducts across the Mardyke Valley, where additional noise barriers would keep noise within accepted levels.	Yes
ENV121	Comments expressing concern about noise or vibration in locations near junction 29 of the M25, including Thames Chase Forest Centre.	-	London Borough of Havering, Thurrock Council	2	6	At the proposed A122 Lower Thames Crossing/M25 junction and at M25 junction 29, no additional mitigation would be required.	No
ENV122	Comments expressing concern about noise or vibration in relation to the whole route or without reference to a specific area,	Shorne Parish Council, Transport for London	Basildon Borough Council, Essex County	93	250	The Applicant consulted on the locations of the noise barriers during the Design Refinement Consultation in July 2020 and the Community Impacts Consultation in July	No

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	including concern about increased noise during the construction phase. Consultees are concerned about the impact of noise on residents' lives and the impacts of 24-hour tunnelling.		Council, Gravesham Borough Council, Kent County Council, Medway Council, Thurrock Council			2021, which are described in Chapters 7 and 8 of this report. The heights and locations of the noise 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. For more information about the proposed noise barriers, including their locations, see ES Chapter 12: Noise and Vibration (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).	
ENV123	Comments expressing concern about noise or vibration in Thurrock, during both construction and operation of the new road, with some consultees specifically concerned by overnight noise and vibration. Consultees say the level of road and traffic noise across Thurrock is already too high.	-	Thurrock Council	4	13	With regards to noise from the tunnel's construction and operation (including ventilation systems), these noise levels were included in the assessments and were found not to be significant.	No
ENV124	Suggestions that the Project should be fully or partially built in cuttings, false cuttings or in tunnels to minimise noise pollution from vehicles. Consultees say that this could improve conditions in several locations, including Chadwell St Mary, Riverview	-	-	7	12	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.	No

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	Park, North Road and Linford.					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. 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. 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. Overall, 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,	
ENV125	Suggestions that noise-reducing road surfaces should be used.	-	-	4	7		Yes
ENV126	Specific suggestions about how potential noise impacts could be minimised or mitigated, including the use of screening, speed restrictions, and by installing triple glazing on nearby properties.	Forestry England	Kent County Council, Thurrock Council	7	8		No
ENV127	Suggestions that trees should be planted to minimise the impact of noise pollution, including the suggestion that plans to plant trees at Shorne should be reinstated for this purpose.	-	-	3	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>however, be mitigated using good practice measures set out in 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>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.</p> <p>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 (Application Document 6.1).</p>	
ENV128	<p>Consultees expressing concern about the assessment of impacts on people and communities. Consultees say there should have been a Health Impact Assessment or Equalities Impact Assessment in the</p>	Historic England	Essex County Council, Kent County Council, Thurrock Council	3	4	<p>Local people and communities, including their health and access to amenities, have been considered throughout the design of the Project, including several phases of public consultation aimed at the communities most likely to be affected by the new road. An Environmental Impact Assessment (EIA) has been carried out to assess the impacts 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
	consultation material. Some also feel that assessments should be carried out again following the design changes.					Project on local people and communities during construction and operation. This is documented in Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1). This chapter considers the impact of the Project on homes, schools, public amenities and open space (including sports and leisure facilities), as well predicted impacts on employment and public health. It includes assessments of how people would be affected by changes to traffic and Public Rights of Way during construction and operation. This process has informed the Project's design and helped to determine any appropriate mitigation, which is also set out in the ES.	
ENV129	A suggestion that more assessments should be undertaken to understand the impact that the Project would have on local communities, including employment and the health and wellbeing of local residents.	-	Thurrock Council	0	0	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
ENV130	Suggestions that measures should be taken to mitigate the potential impact of the Project on public amenities, including suggestions to improve open spaces and routes for walkers, cyclists and horse riders, or provide new community assets to replace those that would be lost to the Project.	-	Thurrock Council	0	4	The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas	No
ENV131	Comments expressing concern about the impact the proposals would have on amenities, including sport and leisure facilities.	Mayor's Office for Policing and Crime	Thurrock Council	2	12		No

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ENV132	Comments expressing concern about the impact the proposals would have on outdoor amenities such as parks, woodland, Orsett Showground and Gravesend Golf Club. Consultees feel that these facilities would be destroyed or fragmented by the new road.	Shorne Parish Council, Transport for London	Kent County Council, Thurrock Council	11	40	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.	No
ENV133	Comments expressing concern about the health and wellbeing of local residents near the route. Consultees comment on both physical and mental health aspects or say that emergency service response times would be impacted by increased traffic. Some consultees criticise the lack of a health impact assessment in the consultation materials.	Cobham Parish Council, RWE Generation UK plc	Essex County Council, Southend-on-Sea City Council, Thurrock Council	36	131	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,	No
ENV134	Comments expressing concern about the impact of the road on children and schools near the proposed route. Consultees are concerned that pupils will be negatively impacted by noise and air pollution, or	-	Thurrock Council	16	53		No

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	that there will be a reduction in available safe outdoor space for children to play in. Some consultees queried whether the Project would impact construction of the new Orsett Heath Academy.					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,	
ENV135	Suggestions for how disabled people could be supported or included in the proposals, including providing deaf road users with facilities for seeking help in the event of a roadside breakdown.	-	-	0	3	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).	No
ENV136	Comments expressing concern about the general impact on local communities across the whole route, or without reference to a specific area. Consultees refer to broad areas such as Thurrock and Gravesend, as well as the counties of Essex and Kent.	Natural England, Shorne Parish Council	Thurrock Council	32	114	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.	No
ENV137	General comments expressing concern that the quality of life of local residents would be negatively affected by the Project.	-	Thurrock Council	28	84	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).	No

Code	Summary of issue(s) raised	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 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>A range of mitigation measures would be implemented to reduce significant impacts on local people and communities. During construction, this would include adherence to the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2), the use of appropriate construction phasing and the implementation of noise screening and low-noise equipment.</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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & S48	The Applicant's response	Project change
						<p>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 also be required to submit a Traffic Management Plan for</p>	

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						<p>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 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> <p>Deaf people would be able to use emergency roadside telephones installed as part of the Project. Like other National Highways emergency phones, these would have a text mode, allowing the caller to communicate with the operator using the keypad.</p> <p>During the Local Refinement Consultation in May 2022, and following feedback from local</p>	

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						<p>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.</p> <p>For example, the Applicant proposed making Hever Court walking-cycling track and the northern section of footpath NG8 into bridleways to accommodate horse riding 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 in May 2022, the Applicant also proposed new routes to link the heritage assets of Coalhouse Fort and Bowater Batteries 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 Bowater Batteries, 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</p>	

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						<p>travel routes around the Coalhouse Fort area.</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 two new bridges 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 the 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</p>	

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						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.	
ENV138	Comments expressing concern about access to compensation. Consultees feel that there needs to be more information about what compensation is available and how to access it. Some consultees query why they would have to wait until after the Project is completed to be eligible for compensation.	-	Kent County Council	3	1	During each consultation, the Applicant wrote to stakeholders and individuals who had been identified as having an interest in land affected by the Project. As part of the consultation materials, the Applicant also published a set of maps showing the land use boundary and the expected use of land within that area. Requests for further information on land use were handled by the Applicant's land and property specialists. 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.	No
ENV139	Suggestions that financial compensation should be offered to those most affected by disruption.	-	-	7	13	Each claim for compensation would be considered on its own merits, in line with the Code. The consultation materials included information about compensation and compulsory acquisition, with links to the relevant National Highways information booklets included as part of the consultation materials. Further information on the Applicant's engagement with people with an interest in	No

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						<p>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.</p> <p>As well as notifying those directly affected by the Project, there was communication with those expected to be eligible to make 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 Project.</p> <p>Both forms of compensation have rules set by the Government, and the Applicant is obliged to follow the appropriate guidance and instructions in terms of who would be eligible and when compensation should be paid. The ‘first claim day’ for Part 1 claims is one year after the road opens. This allows</p>	

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						property owners to claim compensation for negative impacts from the road on their property value, including the impacts of noise, vibration and light. The year-long waiting period before claims are accepted allows the impacts of the road, such as traffic levels, to stabilise.	
ENV140	Comments expressing concern that crime and antisocial behaviour may increase as a result of the Project, including littering, fly-tipping, and unauthorised access to land or property.	-	Kent County Council	10	2	The Project has considered the safety of the public and workers at all stages of design, and this would be prioritised at every phase of construction and during the Project's operation and maintenance. The Code of Construction Practice (Application Document 6.3, Environmental Statement Appendix 2.2) sets out the standards to which the appointed Contractor would have to adhere with regards to maintaining safety and security at all times. They would also have an obligation to keep compounds and any affected areas tidy and free of litter. The CoCP was included by the Applicant in the material provided for the Community Impacts Consultation in 2021. Comments on those documents provided in responses to the consultation are set out in Section 14.4 of this report.	No
ENV141	Comments expressing concern about littering or fly-tipping.	-	Thurrock Council	7	9	Should the Project be approved, the Applicant would continue to work with local authorities, the police and other emergency services to identify any areas of concern and carry out appropriate mitigation. The Applicant would be responsible for maintenance of the new road, including	No

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						<p>keeping it free of litter and other waste and debris. Existing local roads would remain under the control of the relevant local authority, which would include maintenance, litter removal and enforcement of rules forbidding fly-tipping.</p> <p>National Highways' Litter Strategy (Highways England, 2020c) explains how litter removal is carried out, and its aim to change behaviours to reduce the incidence of litter-dropping and fly-tipping.</p>	
ENV142	General comments expressing concern that the Project would not bring any benefits to local communities, including Thurrock, Gravesham and Orsett.	-	-	9	32	<p>The Project would provide a free-flowing connection between communities north and south of the River Thames, as well as reducing congestion at the Dartford Crossing, its approaches and nearby local roads.</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 would 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 significant transport user benefits (mainly journey time savings) and productivity benefits. For more information, see the Economic Appraisal Package (EAP), which is Appendix D of the Combined</p>	No

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						<p>Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table 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. The Economic Appraisal Report presents the benefits from the Project for SELEP local authorities north and south of the river.</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 Project and would also seek to help local businesses form part of the supply chain that would build and operate the Project. 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>	
ENV143	A comment expressing concern about the tunnel's impact on vessels using the River Thames. The	Port of London Authority	-	0	0	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	No

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	consultee requests clarity on the possibility of exclusion zones and limits to public rights of navigation.					<p>negative impacts on the structure. These restrictions would include construction, anchoring and dredging and are included in article 48 (Protection of the tunnel area, etc.) 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 begin.</p> <p>As part of the application for development consent, the Applicant has carried out a Preliminary Navigational Risk Assessment (Application Document 7.15) to examine what impact, if any, the Project would have on existing shipping using the River Thames during its construction and operational phases. The assessment concludes that the Project would not have any significant impacts on existing river traffic.</p>	
ENV144	Comments expressing concern about the quality of the assessments regarding flooding, drainage and the water environment. Some comments say the Applicant should have published a Flood Risk Assessment, and others say there is a lack of detail in the Environmental	-	Thurrock Council	3	0	At Statutory Consultation in October 2018, Chapter 15 of the Preliminary Environmental Information Report (PEIR) provided information and assumptions on the likely significant impacts 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 info about	No

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	Impacts Update about watercourses and flooding.					<p>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 in July 2020, 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 in July 2021 on construction and operational impacts, which included information about road drainage and the water environment presented in the Construction Update and Operations Update. More information about the Community Impacts Consultation can be found in Chapter 8 of this report.</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 Environmental Statement Appendix 14.6:</p>	

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						Flood Risk Assessment (Application Document 6.3). This document summarises all national, regional and local legislation directly or indirectly related to flood risk.	
ENV145	Suggestions of measures the Applicant should carry out to manage water flows and drainage. These include the suggestion that the Applicant should work with the relevant Lead Local Flood Authority to identify and resolve any potential issues.	Environment Agency	Medway Council, Thurrock Council	5	4	Since Statutory Consultation in October 2018, the Project has been subject to risk assessments linked to its potential to affect 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 feedback. An Environmental Impact Assessment (EIA) has been carried out to assess the wider impact of the Project on flood risk and water management. These assessments are documented in Environmental Statement (ES) Chapter 14: Road Drainage and the Water Environment (Application Document 6.1). ES Chapter 14 presents localised assessments of flood risk and how water would be managed during construction and operation of the Project. It also sets out any proposed measures to mitigate adverse effects.	No
ENV146	Comments expressing concern that the Project would affect the water table south of the tunnel, with some consultees specifically citing Chalk as an area of concern. Consultees are also concerned that pollution in local watercourses would increase as a result of the Project.	-	Kent County Council	1	5		No
ENV147	Comments expressing concern about the use of flood plain land in the area around Tilbury. Some consultees say the Tilbury flood plains are protected	-	Thurrock Council	3	11	The Environment Agency, Lead Local Flood Authorities and the Marine Management Organisation have been consulted about consents and licensing for Project activities such as discharges to the water environment, groundwater control and works to, and	No

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	and that damage to them could lead to increased flooding in the surrounding areas. Some consultees express concern about the potential for contaminated water to enter the Mardyke during construction.					structures in, on, over or under controlled waters (those protected by legislation). This would preclude contaminated water being discharged into rivers, such as the Mardyke, during the Project's operation, with runoff from the new route being subject to storage and filtration before it enters local watercourses.	
ENV148	Suggestions that a further assessment of the impact on groundwater needs to be undertaken, including the risks to controlled water.	Environment Agency	Thurrock Council	1	0	ES Chapter 14 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 Project'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.	No
ENV149	A comment expressing concern about the increased risk of flooding due to the Project's encroachment upon Thames Chase Forest Centre, and the resultant loss of potential floodwater storage.	-	Thurrock Council	0	0	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	No
ENV150	Comments expressing concern about the impact that the viaduct across Mardyke Valley could have on flood risk in the surrounding area. Consultees refer to recent flooding of the Mardyke in December 2019 and comment that the loss of	Environment Agency	Thurrock Council	6	8		No

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	one of the proposed floodwater storage ponds near the Mardyke Valley might increase the risk of flooding in the future.					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 will be required for dewatering, discharges to surface or groundwater from construction and operational activities.	
ENV151	General comments expressing concern about the risk of flooding, including comments from consultees who say that building on flood plains should be avoided, particularly with reference to the tunnel portal. Some consultees say there is not enough flood protection, information about tunnel and local drainage, and too few flood compensation areas.	Environment Agency	Essex County Council, Kent County Council Thurrock Council	16	68	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 significant construction or operational impacts from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.	No
ENV152	Comments expressing concern about the risk of pollutants entering watercourses as a result of the Project, including discharges from vehicle brakes and the potential for dewatering of the chalk layer. Consultees express concern about the impact this could have on ecology, agriculture, and drinking water.	Environment Agency	Gravesham Borough Council, Thurrock Council	5	8	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,	No

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ENV153	Comments expressing concern about the impact of the proposals on the water cycle as a result of changes to the water table or disruption to groundwater flows. Some consultees were particularly concerned about the potential effects of the ground protection tunnel on local marshes.	Essex and Suffolk Water Limited, Natural England, Shorne Parish Council	Kent County Council	2	7	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.	No
ENV154	Suggestions about how any flooding, drainage and hydrological impacts could be mitigated or minimised, including those specifically affecting marshland and potable water.	Environment Agency, Essex and Suffolk Water Ltd, Shorne Parish Council	-	0	0	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 ES Appendix 14.6: Flood Risk Assessment (Application Document 6.3). This includes an assessment of the impacts on Tilbury flood plains and any necessary mitigation. 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, ensuring there would be no increased risk of flooding as a result of	No

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						<p>the Project. This commitment is secured in the Design Principles (Application Document 7.5), which sets out the intention to cross the Mardyke and its main river tributaries using clear spanning viaducts.</p> <p>In addition, commitments with regards to road drainage and the water environment can be found in the Register of Environmental Actions and Commitments (Application Document 6.3, ES Appendix 2.2) state that Tilbury Main and the West Mardyke main rivers would be culverted.</p> <p>In addition, the assessment in ES Chapter 14 (Application Document 6.1) includes information as to how any increased risk of flooding to Thames Chase Forest Centre would be mitigated.</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 on water scarcity, drinking and bathing water, emissions and water reuse, as well as river basin and flood risk management. See ES Chapter 14 (Application Document 6.1) for more information about the WFD assessment.</p> <p>ES Chapter 9: Marine Biodiversity (Application Document 6.1) presents information about how the Applicant has</p>	

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						<p>assessed all potential effects on marine biodiversity and how these have been avoided or mitigated.</p> <p>With regards to protecting the water table near Chalk, after 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 Statutory Consultation could result in potentially adverse impacts on the groundwater at the Thames Estuary and Marshes Special Protection Area and Ramsar site north of the South Portal. In revising the design of the proposed M2/A2/A122 Lower Thames Crossing junction after 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. 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).</p>	
ENV155	Comments expressing concern about the impact the tunnel may have on the River Thames. Concerns include disturbance to the riverbed and banks during	Natural England, Shorne Parish Council, Marine	-	0	0	The Project proposals involve tunnelling under the River Thames and environmentally sensitive areas near the riverbanks, such as the Thames Estuary and Marshes Special Protection Area and Ramsar site. The tunnel portals have been located as far from the	No

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	construction, and pollution risk from the tunnel during both construction and operation.	Management Organisation				estuary as is practicable, given the design constraints that exist to the north and the south. The tunnelling would take place beneath the riverbed.	
ENV156	Comments expressing concern about the potential impact of development around the South Portal on the Thames Estuary and Marshes Special Protection Area and Ramsar site. Consultees comment on the risks posed by construction activities, such as tunnelling and dewatering, on the fresh and saline water supply to the Ramsar.	Shorne Parish Council	Kent County Council	0	9	<p>An Environmental Impact Assessment (EIA) has been carried out to assess the impact of the Project on the marine environment. These assessments are documented in Environmental Statement (ES) Chapter 9: Marine Biodiversity (Application Document 6.1). The ES sets out information about measures to mitigate adverse effects of the Project on the river and its flora and fauna during construction and operation. 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>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 and Ramsar site and sets out any proposed mitigation. The HRA assessment concludes that there would be no significant construction or operational impacts from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p>	No

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ENV157	Comments expressing concern about damage to, or loss of, areas of ancient woodland, particularly at Shorne and Ashenbank Woods Site of Special Scientific Interest. Consultees say ancient woodland is a vital habitat and one that is impossible to replace satisfactorily.	Cobham Parish Council, Forestry Commission, Kent Downs AONB Unit, Natural England, Shorne Parish Council	Gravesham Borough Council, Kent County Council, Thurrock Council	39	3545	The Project 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 impacts on ancient woodland habitats have been reduced as much as possible while still fulfilling the Scheme Objectives. An Environmental Impact Assessment (EIA) has been carried out to understand the Project's impacts on ancient woodland. This	No
ENV158	Comments expressing concern about the impact of woodland such as Claylane Woods, Ashenbank Wood, Cobham Woods and Shorne Woods, being lost, fragmented, or disturbed. Consultees are concerned by the damage to, or loss of, ancient woodland which they say is irreplaceable, as well as the potential loss of habitat and biodiversity.	Essex and Suffolk Water Ltd, Forestry Commission, Kent Downs AONB Unit, Natural England, Shorne Parish Council	Essex County Council, Kent County Council, Thurrock Council	17	86	is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3), within ES Chapter 8: Terrestrial Biodiversity and ES Chapter 7: Landscape and Visual (Application Document 6.1), including assessments of the impacts on flora, fauna and the landscape. The ES includes information about proposed measures to reduce adverse impacts, such as protecting veteran trees wherever practicable. Following feedback received during the Community Impacts Consultation in July 2021, the Applicant changed the proposed route of a gas pipeline diversion to avoid a veteran tree west of Orsett.	No
ENV159	Suggestions that the loss of ancient woodland can only be mitigated by planting new woodland and ensuring that it is managed and looked after beyond the end of the construction of the Project.	Forestry Commission, Shorne Parish Council	Kent County Council, Thurrock Council	0	1	Where adverse impacts on ancient woodland could not be avoided, compensatory woodland planting would be created to reduce the adverse impacts of the loss of	No

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	Other suggestions include prioritising the protection of veteran trees.					<p>existing wooded areas and to strengthen ecological connectivity between existing retained woodlands in the area, particularly around Claylane Wood, Shorne and Ashenbank Wood Site of Special Scientific Interest (SSSI), Great Crabbles Wood SSSI and, south of the A2, Jeskyns Community Woodland. Where appropriate, woodland planting has been included as part of the Applicant's mitigation proposals and illustrated in ES Figure 2.4: Environmental Masterplan (Application Document 6.2), which would enhance ecological connectivity along the route of the new road and contribute towards the biodiversity value. Sections 1 to 4 of the Environmental Masterplan show the area south of the river. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (Application Document 3.1).</p> <p>Any proposed woodland planting would be appropriate to the surrounding landscape character and context. It is acknowledged that vegetation would take an extended period of time to establish. These would be permanent measures managed by the Applicant or its representatives.</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</p>	

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						<p>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>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).</p> <p>Following Statutory Consultation in October 2018 and having considered the responses received, the Applicant made changes to the way the Project would potentially affect</p>	

Code	Summary of issue(s) raised	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, including ancient woodland. A revised design for the proposed M2/A2/A122 Lower Thames Crossing junction helped reduce environmental impacts on the Thames Estuary and Marshes Special Protection Area and Ramsar site by allowing the South Portal to be moved 350m further south. However, the revised junction design increased impacts on Claylane Wood and other woodlands near the A2/M2. These changes were presented during Supplementary Consultation in January 2020, at which the Applicant also presented revised designs for how it would upgrade the A2/M2, to reduce the impacts on the Kent Downs Area of Outstanding Natural Beauty compared with the proposals at Statutory Consultation in October 2018. The Applicant also presented more detailed proposals for utility diversions, which affected Ashenbank Wood.</p> <p>After Supplementary Consultation in January 2020, the Applicant was able to refine the design to reduce the amount of land required for utility works compared with what was presented in consultation materials. This 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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & S48	The Applicant's response	Project change
						<p>Woods, can be found in ES Chapters 7 and 8 (Application Document 6.1).</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' whilst continuing to offset the environmental impacts of nitrogen deposition. A proportion of this land would be woodland, increasing</p>	

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						<p>the amount of compensatory woodland planting proposed during previous consultations.</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 the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</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.</p>	
ENV160	Comments expressing concern about the scope and quality of the	Forestry Commission	Gravesham Borough Council,	1	8	The Applicant has designed the Project to reduce impacts on wildlife and designated areas during operation and construction. 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
	environmental assessments carried out on wildlife and biodiversity. Consultees comment on the lack of published data in some areas and suggest that certain risks have not been fully assessed. Consultees also comment on the sources of the data used for the assessments, which they feel are not extensive enough.		Thurrock Council			design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate' to reduce any potential adverse effects. The Applicant has developed a biodiversity mitigation strategy that aims to maintain habitat connectivity, reduce disturbance to species and create new habitat areas for a range of species. An Environmental Impact Assessment (EIA) has been carried out to assess the impacts during construction and operation of the Project on flora and fauna in the affected area. This assessment is documented in Environmental Statement (ES) Chapter 8: Terrestrial Biodiversity and ES Chapter 9: Marine Biodiversity (Application Document 6.1), which present the baseline conditions of the Application Site and explain how all the relevant flora and fauna have been valued and assessed. The assessment also explains what measures are proposed in each area to reduce adverse effects. Where necessary, the Applicant would secure relevant protected species licences from Natural England and these would need to ensure 'favourable conservation status' for the species affected.	
ENV161	Suggestions that further assessment of potential impacts on local wildlife needs to be carried out, including impacts on barn owls and invertebrates.	Marine Management Organisation	Thurrock Council	1	3	These biodiversity chapters of the ES provide a robust assessment of the impacts on sensitive flora and fauna as a result of the construction and operation of the Project. They include assessments of habitat loss	No
ENV162	Comments expressing concern about loss of habitats and the risk to biodiversity in locations around Tilbury, including Tilbury Marshes and the Low Street Pit and Rainbow Shaw local wildlife sites. Consultees are concerned about the potential for negative impacts on marsh and woodland and the wildlife that lives there.	Natural England	Thurrock Council	5	20		No

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ENV163	Comments expressing concern about loss of habitats and the risk to biodiversity in locations around the proposed A13/A1089/A122 Lower Thames Crossing junction, including loss of habitats and farmland.	-	Thurrock Council	2	6	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. Mitigation measures include the provision of wildlife crossings, including seven 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 implemented to give sufficient time to fully establish before any animals are released into them.	No
ENV164	Comments expressing concern about loss of habitats and the risk to biodiversity in locations around the proposed A122 Lower Thames Crossing/M25 junction, including potential impacts on The Wilderness in Ockendon.	-	Thurrock Council	0	4	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.	No
ENV165	Comments expressing concern about loss of habitats and the risk to biodiversity in locations around junction 29 of the M25, including Thames Chase Forest Centre. Consultees also say they are unclear what mitigation is proposed.	-	Thurrock Council	1	1	The Applicant's assessments include the impacts on birds (including barn owls, corn bunting and skylark), invertebrates, animals	No
ENV166	General comments expressing concern about	Cobham Parish	Essex County	44	386		No

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	the impact the proposals could have on wildlife and biodiversity across the area affected by the Project.	Council, Natural England	Council, Southend-on-Sea City Council, Thurrock Council			(including dormice and marine animals), trees (including sweet chestnuts) and flowers. The assessments have not identified the presence of the yellowhammer in the survey area. The ES also includes descriptions of the impacts on designated and non-designated sites, including The Wilderness, Shorne and Ashenbank Woods Site of Special Scientific Interest (SSSI), Mucking Flats and Marshes SSSI, Hangman's Wood and Deneholes SSSI, Brewers Wood, Tilbury Marshes, Low Street Pit and Rainbow Shaw wildlife sites, Mucking Heath Local Wildlife Sites and the Kent Downs Area of Outstanding Natural Beauty (AONB).	
ENV167	Comments expressing concern about the damage to habitats and wildlife across Thurrock.	-	-	1	1	Impacts on landscape, such as the Kent Downs AONB, are presented in ES Chapter 7: Landscape and Visual (Application Document 6.1), along with information about design measures implemented to reduce adverse effects.	No
ENV168	Comments expressing concern about the impact the proposals could have on Sites of Special Scientific Interest (SSSIs), including Shorne and Ashenbank Woods SSSI, Mucking Flats and Marshes SSSI, Hangman's Wood and Deneholes SSSI, and Brewers Wood. Consultees say these environments support unique biodiversity habitats and should not be encroached upon.	Cobham Parish Council, Forestry Commission, Kent Downs AONB Unit, Natural England, Shorne Parish Council	Gravesham Borough Council, Kent County Council, Medway Council, Thurrock Council	14	3,421	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	No
ENV169	Comments expressing concern about damage to, or loss of, designated sites and protected environments such as Special Protection Areas (SPAs) and Areas of	-	Essex County Council, Thurrock Council, Tonbridge &	4	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
	Outstanding Natural Beauty (AONBs), including Kent Downs AONB, Tilbury Marshes and Mucking Heath. Consultees say that designated sites are meant to be protected from development and that any encroachment upon them is unacceptable.		Malling Borough Council			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), ES Figure 2.4: Environmental Masterplan (Application Document 6.2), and the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft DCO (Application Document 3.1).	
ENV170	Comments expressing concern about loss of habitats and the risk to biodiversity in locations south of the river, including the Thames Estuary and Marshes Special Protection Area and Ramsar site. Consultees feel that wildlife in the area would be negatively impacted by the development.	Kent Downs AONB Unit	Kent County Council, Medway Council	4	14	To compensate for the loss of some of the Thames Chase Forest Centre for the new road and earthworks, the Applicant proposes acquiring replacement land to the north and south of the Thames Chase Forest Centre. This would be landscaped to match the current site and would connect to the existing paths. The replacement land would be designed to complement the existing forest. As part of the mitigation, a footbridge over the M25 is proposed to improve the connection between the western and eastern sections of the Thames Chase Forest Centre. As part of the Community Impacts Consultation in July 2021, the Applicant	No
ENV171	Suggestions about mitigation and minimisation of impacts on wildlife and biodiversity. These include general statements that this should take place and specific suggestions as to how this could be done, such as enhancing existing ancient woodland, providing	Forestry Commission, Natural England, Port of London Authority, Shorne Parish Council	Essex County Council, Kent County Council, Thurrock Council	5	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
	wildlife crossings, and avoiding protected areas.					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.	
ENV172	Comments expressing concern about the impact the proposals could have on specific species of animals and plants. This includes trees such as veteran sweet chestnuts; flowers; birds such as yellowhammer, corn bunting and skylark; and animals such as dormice, insects and marine animals.	Shorne Parish Council	Gravesham Borough Council, Kent County Council, Thurrock Council	17	3,401	<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. The intention is to use this site to create the largest community woodland in the East of England.</p> <p>Hole Farm would also provide compensation 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 visitor centre.</p> <p>For further details about the proposals for Hole Farm see Chapter 9 of this report and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been</p>	No

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						<p>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 significant construction or operational impacts 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 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</p>	

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						<p>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.</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>	
ENV173	Comments expressing concern that no commitment	Natural England	Thurrock Council	0	3	The Applicant has committed to achieving no net loss in biodiversity by the end of Road	No

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	appears to have been made to deliver biodiversity net gain and that opportunities to deliver this have been missed.					Investment Strategy 2 (RIS2) (Department for Transport, 2020a), which covers the period from 2020 to 2025, and will work towards biodiversity net gain by 2040 across its estate. Although the construction of the Project would have some adverse effects on certain 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 practicable. 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).	
ENV174	Suggestions that the Project should seek to deliver an environmental net gain in line with the Government's 25 Year Environment Plan.	Essex and Suffolk Water Ltd, Natural England	Thurrock Council	0	0		No
ENV175	Comments expressing concern about green bridges, including the concern that they would not provide an adequate habitat link for wildlife, or that they provide insufficient mitigation for the loss of habitats.	Natural England	Gravesham Borough Council, Kent County Council, Thurrock Council	6	12		No
ENV176	Suggestions relating to green bridges, including comments that there should be more of them, that they should be widened, and that their design should support biodiversity.	Essex Police, Kent Downs AONB Unit, Natural England, Shorne	Kent County Council, Thurrock Council	3	17	Yes	

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		Parish Council				<p>At Statutory Consultation in October 2018, the Applicant proposed the implementation of four green bridges. As a result of changes to the route, as well as further information from ecological surveys, an additional three green bridges were proposed during Supplementary Consultation in January 2020, located where the Project intersects Muckingford Road, Hoford Road and North Road. In addition, the green bridge carrying Thong Lane over the Project was widened as part of design revisions presented during Supplementary Consultation.</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>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 about these, see the Project Design Report (Application Document 7.4) and ES</p>	

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						<p>Chapter 8: Terrestrial Biodiversity (Application Document 6.1). 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 (Application Document 3.1).</p>	
ENV177	Suggestions that impacts on heritage sites should be	Historic England	Essex County	2	1	The Applicant has considered cultural heritage across the Application Site,	Yes

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	mitigated, including their setting, as well as suggestions as to what should be included in the cultural heritage assessment.		Council, Kent County Council, Thurrock Council			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.	
ENV178	Comments expressing concern about the loss of local historic and heritage sites. Alongside general comments, consultees comment on heritage assets that could be negatively affected by the Project, including artefacts from Watling Street, a possible ancient British chieftain's burial site at Ashenbank Wood, Grade II listed buildings, other burial grounds and a Victorian refuse site. Consultees say that heritage sites should be protected for future generations.	Essex Police, Historic England, Shorne Parish Council	Essex County Council, Kent County Council, Thurrock Council	13	93	<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, 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>As well as aligning and designing the Project to reduce impacts on cultural heritage assets, specific mitigation measures would include</p>	No

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						<p>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> <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>	

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						<p>Trial trenching (ground investigations for cultural artefacts) has been conducted along Watling Street Roman road, which follows the route of the A2. Any finds of archaeological importance have been dealt with on a per-case basis. The Applicant has considered the importance of the 'bowl barrow' at Ashenbank Wood, which has evidence of past funerary monuments and burial activity. ES Chapter 6 also includes an assessment of the impacts of the Project on Grade II listed buildings. Any burial grounds are being recorded as found during the trial trenching process. There would be no impacts on the former landfill site at Stubbers Farm.</p> <p>The Applicant has refined the planned utility works to reduce the impact on a scheduled monument west of Brentwood Road following Supplementary Consultation in January 2020. Following the Local Refinement Consultation in May 2022, the Application also relocated planned works to avoid a scheduled monument near Orsett. Access routes have also been modified in locations such as north of Shorne Ifield Road to avoid finds following the Community Impacts Consultation in July 2021.</p> <p>The Applicant consulted on information about the Project's impacts on built heritage during construction and operation as part of the Community Impacts Consultation in July</p>	

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						2021. More information about this consultation can be found in Chapter 8 of this report.	
ENV179	Requests for information from the Applicant about the environmental plans and proposals. This includes requests for more information about the loss of ancient woodland, the extent and nature of landscaping and planting around Chalk Park and Thong village, proposed road surfacing, and the infrastructure within flood compensation areas.	Environment Agency, Essex and Suffolk Water Ltd, Forestry Commission, Historic England, Port of London Authority, Shorne Parish Council	Essex County Council, Gravesham Borough Council, Medway Council, Thurrock Council	11	26	<p>Information about the impacts on ancient woodland are presented in Environmental Statement (ES) Chapter 8: Terrestrial Biodiversity (Application Document 6.1), including detail about the location and extent of impacts, as well as any proposed measures to reduce adverse impacts. These measures are also shown on 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>Information about landscaping is set out in ES Chapter 7: Landscape and Visual (Application Document 6.1), including information about how Chalk Park and Thong village would be affected.</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). ES Chapter 12: Noise and Vibration (Application Document 6.1) provides information about low-noise surfacing used along the route.</p> <p>Proposed flood mitigation infrastructure is presented in ES Chapter 14: Road Drainage and the Water Environment (Application Document 6.1), as well as in 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>14.6: Flood Risk Assessment (Application Document 6.3).</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), 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>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</p>	

Code	Summary of issue(s) raised	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 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 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. 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>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. 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>	

Issues raised in response to open Question 5b

- 12.4.95 Table 12.14 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:
- 12.4.96 *Q5b: Please let us know the reasons for your response to Q5a and any other comments you have on our revised plans for how to build the Lower Thames Crossing.*
- 12.4.97 For reference, the closed Question 5a referred to in Q5b above was as follows:
- 12.4.98 *Q5a. Do you support or oppose our revised proposals for how we plan to build the Lower Thames Crossing?*
- 12.4.99 For more information about Q5a and how consultees responded to it and the other closed questions in the consultation response form, see Section 12.3 of this report.
- 12.4.100 The issues raised that relate to construction of the Project are summarised in Table 12.14 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.
- 12.4.101 The Applicant has fully considered all of the responses received, Table 12.14 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.
- 12.4.102 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 12.14

- 12.4.103 The information presented in Table 12.14 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 Q5b 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 the Supplementary 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

12.4.104 Table 12.14 below summarises the issues raised relating to construction and the Applicant's responses to those issues raised.

Table 12.14 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
BLD1	General positive comments from consultees who say that the updated proposals, or elements of them, are an improvement over previous proposals.	Environment Agency, Kent Downs AONB Unit	Thurrock Council	0	2	These comments have been noted.	No
BLD2	General comments supporting the updated proposals for building the Project, or elements of those proposals. In some cases, consultees say these proposals are an improvement and that they would help reduce disruption to local communities.	-	Kent County Council, Medway Council, Thurrock Council	0	44		No
BLD3	General comments supporting the proposals, or elements of them, saying they are reasonable, logical or necessary.	East Kent Hospitals NHS Trust	Thurrock Council	1	228		No
BLD4	General comments supporting the proposals, while also saying there would be disruption as a result of the construction. Some consultees express the view that the Project is needed and that the	-	-	0	120		No

Code	Summary of issue(s) 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 it causes is unfortunate but necessary.						
BLD5	A comment supporting the proposed approach to waste management on the grounds that it would ensure the Project does not create any mineral or waste safeguarding issues.	-	Essex County Council	0	0		No
BLD6	Comments supporting the methods adopted for the planning and construction of the Project, including the involvement of key stakeholders in producing a Code of Construction Practice.	-	Dartford Borough Council	0	2		No
BLD7	Comments supporting the changes to working hours. Consultees say that longer working hours will help reduce the overall construction phase.	-	-	1	5		No
BLD8	Comments from consultees saying that they have no opinion or are not directly affected by the proposals for building the Project.	-	-	0	70		No
BLD9	Comments expressing concern about the proposed	RWE Generation	Gravesham Borough	3	3	Local people and communities have been considered throughout the design 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
	locations of construction compounds and the potential disruption these could cause. Consultees express concern about compounds at locations including Thong, Chalk and Tilbury.	UK plc, Shorne Parish Council	Council, Thurrock Council			<p>development of the Project and consulted with at appropriate stages of development. An Environmental Impact Assessment (EIA) has been carried out by the Applicant and 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) describes how local communities could be affected by the construction 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>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>Construction compounds have been kept as small and as far from homes and communities as possible, while ensuring 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 can be built safely and efficiently. After Statutory Consultation in October 2018, the Applicant made some changes to compounds. The Applicant consulted on changes during the Supplementary Consultation in January 2020.</p> <p>The Applicant held a Community Impacts Consultation in July 2021. Information about the approach to building the Project and the location of construction compounds was presented in the Construction Update and Ward Impact Summaries. Comments on those documents provided in responses to the Community Impacts Consultation are set out in Section 14.4 of this report. For more information about the construction compounds, including those near the North and South Portals, see ES Appendix 2.1: Construction Supporting Information (Application Document 6.3).</p> <p>The impacts of construction, including the compounds, have been assessed in the relevant topic chapters (Application Document 6.1), including ES Chapter 5: Air Quality; ES Chapter 12: Noise and Vibration; and ES Chapter 7: Landscape and Visual, which includes an assessment of light pollution. Each chapter assesses the impacts of the Project which includes the construction compounds and sets out the proposed mitigation in each area.</p>	

Code	Summary of issue(s) raised	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 of the Project on population centres such as Chalk, Thong and Tilbury have been assessed and reduced where practicable. For example, the assessments show that during construction the Project's impacts on air quality in these locations would not be significant.</p> <p>Once the Project is operational, tree-planting and earthworks would reduce the Project's visual impacts, giving the route low prominence from Chalk, but the Project would be visible from parts of Thong and Tilbury due to its scale.</p> <p>The impact of lighting on nearby populations during construction and operation would be reduced as much as possible while still maintaining the safety of construction workers and road users.</p> <p>There would be no significant impacts on local people from lighting during the construction phase or once the Project is operational.</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>As part of the EIA, the Applicant assessed the environmental impacts of the construction and operation of the Project. 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</p>	

Code	Summary of issue(s) raised	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 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>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.</p>	
BLD10	A comment expressing concern on the grounds that there is a lack of information in the proposals for	-	Thurrock Council	0	0	The Applicant has presented analysis of worker accommodation in Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1)	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
	workforce accommodation, and the need to mitigate any impacts that this might have on the local community.					and 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.	
BLD11	Suggestions for a comprehensive strategy for the safe and efficient movement of the construction workforce to minimise disruption to local roads.	-	Essex County Council, Thurrock Council	1	1	<p>It is expected that a proportion of the workforce would be locally employed and would travel from their existing homes. The analysis predicts that there is sufficient accommodation for the construction workforce for the Project across various accommodation types (such as the private rented sector and visitor accommodation). During construction, the Applicant would provide an accommodation helpdesk to help manage the demand and supply of accommodation.</p> <p>The Applicant expects some of the construction workforce to be accommodated at the Northern Tunnel Entrance Compound to facilitate tunnel works. Having part of the workforce temporarily accommodated onsite is standard practice for large construction projects and would allow for longer working hours, helping to reduce the overall construction phase. Onsite workforce accommodation would be within the boundaries of the Northern Tunnel Entrance Compound, Construction compounds are described in the Code of Construction Practice (CoCP) (Application Document 6.3,</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>ES Appendix 2.2). The exact layout of this compound and the type of accommodation provided would be decided by the appointed Contractor. The CoCP presents information about journey planning, including workforce travel, as well as information about staff accommodation.</p> <p>The appointed Contractor would be required to ensure the construction workforce can safely access construction compounds. Further details of this requirement are set out within the CoCP. The uptake of sustainable and active modes of travel would be encouraged. This and other aspects of the Contractor's work would be overseen by the Applicant and appropriate action taken to maintain high safety standards and minimal impacts on local roads.</p> <p>Having part of the workforce temporarily accommodated onsite would also reduce the volume of workforce related traffic in and out of the compound.</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>	

Code	Summary of issue(s) 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 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 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.	
BLD12	Comments expressing concern about the latest construction proposals and the impacts of these on traffic and local roads.	Kent Downs AONB Unit	-	5	16	The Applicant would seek to minimise the impacts of construction activities and traffic on the road network as much as practicable. Traffic management measures – including road closures, contraflows and temporary traffic lights, lane narrowing and temporary speed limit reductions – would be necessary to maintain a high level of safety for the public and workers during the construction phase. The Applicant consulted on an indicative set of traffic management measures during the Community Impacts Consultation in July 2021 in the draft outline Traffic Management Plan for Construction (oTMPfC). The Applicant updated this	No
BLD13	Comments expressing concern about the impact of delays caused by construction and road closures. Consultees say delays will impact on day-to-day activities such as transporting children to school or shopping for a number of years.	-	-	16	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
BLD14	Suggestions for how to minimise disruption caused by the construction of the Project to the local travel network, including avoiding the use of local roads to ensure traffic flow is not affected.	Kent Downs AONB Unit, Transport for London	-	0	2	document in light of the feedback received during consultation (see Section 14.4 of this report), and has submitted the oTMPfC (Application Document 7.14) as part of the application for development consent. These traffic management measures documents are based on an indicative construction programme. When the appointed Contractor has formulated the final construction programme, they would draft their own Traffic Management Plan for Construction (TMP). The TMP would need to be approved by the Secretary of State, following consultation with the bodies identified in the updated oTMPfC (Application Document 7.14), before the start of the relevant stage of the authorised development. The bodies consulted on the proposed traffic management measures would include the appropriate local authorities and other key stakeholders.	No
BLD15	General suggestions that the Project should be built efficiently and in a way that minimises disruption.	-	-	0	9	The oTMPfC requires that during the development of the TMP, consideration must be made to safe access to healthcare facilities, local GP surgeries, hospitals and local schools. In addition, the oTMPfC requires that during the development of the TMP, consideration must be made to communicate upcoming works and associated impacts to the public, local authorities, schools, businesses, landowners and other stakeholders.	No

Code	Summary of issue(s) raised	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 modelled the indicative traffic management measures and the predicted movements of construction traffic, with the results of this presented in the Transport Assessment (Application Document 7.9). The Applicant's modelling predicts there would be delays to some journeys in the vicinity of the Project due to traffic management measures and increased traffic. Road affected include the M25, A2/M2 and local roads north and south of the River Thames.</p> <p>In an effort to reduce construction traffic impacts on local roads, 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 Contractor would seek to take construction traffic off local roads by providing temporary haul roads that link the SRN directly to construction compounds. For example, the A2 compound would be accessed via a temporary haul road on the A2/M2 eastbound.</p> <p>The oTMPfC also includes information about restrictions on construction traffic during the works. For example, bans on Project Heavy Goods Vehicles (HGVs) using certain roads and restrictions on HGVs passing schools during pick-up and drop-off times.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Another key strategy for reducing the impacts of construction traffic on local people has been to design the Project in a way that reduces the number of Heavy Goods Vehicle (HGV) journeys required to remove excavated material offsite. Reducing the number of HGV journeys would reduce congestion, noise and air quality impacts on local people.</p> <p>Since the Statutory Consultation in 2018, changes to the Project design have nearly halved the numbers of HGV journeys required during construction. 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 and the Local Refinement Consultation in May 2022.</p> <p>At the Local Refinement Consultation in May 2022, the Applicant also proposed additional changes to earthworks, with the Applicant's latest proposals resulting in a reduction to an average of 9,500 HGV journeys per month across the whole Project during the construction phase, which is a 46% reduction on the proposals at Statutory Consultation in October 2018.</p> <p>In a further effort to reduce HGV movements associated with importing materials long</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>distances to the construction site, the Applicant has also committed to importing a percentage of aggregate materials using nearby port facilities. Aggregates would then only need to move by HGV the relatively short distance between port facilities and the construction compound.</p> <p>More information about the movement of materials and waste during the construction phase can be found in the outline Site Waste Management Plan and the outline Materials Handling Plan, which are Annexes A and B of the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2).</p>	
BLD16	<p>Comments expressing concern about disruption caused by the Project's construction on communities such as Chadwell St Mary, Linford and East Tilbury. This includes concerns about road closures and construction traffic, as well as use of Buckingham Hill Road as a construction route.</p>	RWE Generation UK plc	Thurrock Council	8	24	<p>To facilitate the construction of the proposed A13/A1089/A122 Lower Thames Crossing junction, the A13 would require multiple night and possibly weekend closures throughout the construction programme to allow for specific works, including utility diversions, bridge works, tie-in works, and so on.</p> <p>At other times, the number of running lanes available on the A13 and A1089 would be maintained at all times, with the exception of full carriageway closures as planned. Narrow lanes and reduced speed limits are expected on the A13.</p>	No
BLD17	<p>Comments expressing concern about disruption caused by construction in the area around the</p>	-	Thurrock Council	15	51	<p>As well as offline haul road south of the River Thames, the A226 Gravesend Road</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
	proposed A13/A1089/A122 Lower Thames Crossing junction. This includes concerns about the impacts from construction traffic impacting Orsett and Chadwell St Mary.					would provide a construction access route to the southern tunnel entrance compound. The road would remain open for the majority of the construction programme, although there may be temporary overnight closure to minimise any rat-running associated with overnight closures of the A2/M2.	
BLD18	Comments expressing concern about an increase in Heavy Goods Vehicle (HGV) movements and the ability of the local network to cope with this increased traffic, including comments that roads are too narrow to support HGV traffic. Some consultees raise specific concern about the A226 and A13, Buckingham Hill Road and Muckingford Road.	RWE Generation UK plc	Thurrock Council	11	19	<p>There would be a right-turn-only movement for construction Heavy Goods Vehicles when exiting the southern tunnel entrance compound, joining the A226 eastbound.</p> <p>Muckingford Road would be affected by construction traffic, with some using it to access the Muckingford Road Utility Logistics Hub. In addition, works would be required to divert utilities that currently run next to the highway and also carry out widening works for a walking, cycling and horse riding route.</p> <p>This would mean reduced highway capacity in sections due to traffic management measures. The works are scheduled to be carried out in the second year of the construction programme and take approximately six months.</p> <p>Buckingham Hill Road would be required temporarily for use as an access road early on in the construction programme, until an offline haul road can be constructed to remove construction traffic from this section of the public road network.</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 construction impacts on Orsett, Chadwell St Mary, Linford and East Tilbury were consulted on during the Community Impacts Consultation in July 2021, in particular the information presented in the Ward Impact Summaries. These provided a summary of construction activities, including indicative traffic management and the predicted impacts on nearby roads. The document also provided information about the predicted impacts on local people during construction</p> <p>For information about construction impacts on local communities and the environment presented at ward level, see the Community Impact Report (Application Document 7.16).</p> <p>Due to the extensive construction activities across the area around the proposed A13/A1089/A122 Lower Thames Crossing junction and the Project mainline, including utility diversions, there would be a significant number of traffic management interventions in these areas during the six-year construction programme. The Applicant would work to coordinate activities and minimise disruption as much as practicable - for example, by using the proposed mainline as a haul road for a significant period – but impacts on journey times on local roads are expected.</p> <p>For more information about the proposed traffic management measures in 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
						areas, see the outline Traffic Management Plan for Construction (Application Document 7.14). For information about predicted journey times during construction, see the Transport Assessment (Application Document 7.9).	
BLD19	Comments expressing concern about disruption caused by construction in the area around the proposed A122 Lower Thames Crossing/M25 junction.	-	-	5	15	The Applicant is proposing to maintain the full number of running lanes available at the A127 and M25, with the exception of short-term full carriageway closures as planned. To facilitate the construction of the proposed A122 Lower Thames Crossing/M25 junction, the M25 would require multiple night and possibly weekend closures throughout the construction programme to allow for specific works, including utility diversions, bridge works, tie-in works, and so on.	No
BLD20	Comments expressing concern about disruption caused by construction in the area around junction 29 of the M25, including impacts on traffic flows on the M25.	-	Transport for London	26	25	To carry out long-term works widening a section of the M25 and upgrading capacity at junction 29, the Applicant is proposing to implement narrow lanes and a reduced speed limit of 60mph along the M25. This would be necessary to maintain the safety of road users and the Project workforce and to ensure the works could be carried out efficiently. The proposed traffic management would be in place in both directions of the M25 approximately between the location of the proposed A122 Lower Thames Crossing/M25 junction and the Folkes Lane footbridge north of junction 29. Traffic management on the A127 would also 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
						<p>required to facilitate construction of the upgraded junction 29 of the M25.</p> <p>For more information about traffic management measures, see the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14).</p> <p>The Transport Assessment includes predictions for journey times along the M25 (and other routes) based on traffic modelling using the indicative traffic management measures presented in the oTMPfC. The modelling predicts that, despite reduced traffic flows along the M25, the reduced capacity would mean journey times along the affected section would increase. For more information about predicted journey times, see the Transport Assessment (Application Document 7.9).</p> <p>Traffic management and works on the M25 would also have interfaces with the Applicant's M25 junction 28 improvement scheme and the construction of the Brentwood Enterprise Park. These interfaces would seek the smooth running of the road network and each project. For more information, see the Interrelationship with other Nationally Significant Infrastructure Projects and Major Development Schemes (Application Document 7.17).</p>	
BLD21	Comments expressing concern about disruption	Natural England,	Kent County Council	6	49	Like the M25 and A13, the Applicant is proposing to maintain the full number of	No

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	caused by construction in the area south of the River Thames, with specific concerns about impacts on the A2/M2.	Shorne Parish Council				<p>running lanes available on the A2/M2, with the exception of short-term full carriageway closures as planned. To facilitate the widening of the A2/M2 and the proposed new junction with the Project, the A2/M2 would be closed on multiple occasions for night and possibly weekend closures throughout the construction programme. This would allow specific works, including utility diversions, bridge works, tie-in works, to take place safely and efficiently.</p> <p>Throughout the construction phase, there would be long-term works on the A2/M2 requiring narrow lanes and a reduced speed limit of 60mph. This would be necessary to maintain the safety of road users and the Project workforce and to ensure the works could be carried out efficiently. The proposed traffic management would be in place in both directions of the A2/M2 approximately between Gravesend East junction and junction 1 of the M2.</p> <p>More information about the proposed traffic management on the A2/M2 can be found in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14).</p>	
BLD22	Comments expressing concern about the potential impact of construction on local roads, in particular concerns about the	Higham Parish Council, Kent Downs AONB Unit,	Dartford Borough Council, Gravesham Borough	40	112	The Applicant expects some of the construction workforce to be accommodated at the northern tunnel entrance compound to facilitate tunnel works. Having part of the workforce temporarily accommodated onsite	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	movement of workers. Consultees say the local road network is not suitable to support traffic increases associated with a large workforce.	Shorne Parish Council	Council, Kent County Council, Thurrock Council			is standard practice for large construction projects and would allow for longer working hours, helping to reduce the overall construction duration. It would also help reduce the volume of workforce-related traffic in and out of the compound. More information can be found in the Workers Accommodation Report (Application Document 7.18).	
BLD23	Suggestions that disruption to local residents should be minimised as much as possible, including by ensuring construction workers comply with agreed working hours.	Essex Police, Shorne Parish Council, Transport for London	Dartford Borough Council, Gravesham Borough Council, Thurrock Council	5	67	<p>As part of the application for development consent, the Applicant has also provided information about potential worker journeys, including maps of likely origin locations and workforce numbers for different construction compounds. This information, based on an indicative construction programme, 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 sustainable transport include providing footways for pedestrians, controlling parking</p>	No

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						<p>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.</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.</p> <p>The Applicant also consulted on the standard working hours during construction during the Community Impacts Consultation. For more information on working hours, see the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2). The appointed Contractor would be required to maintain these standard working hours during the construction phase, except</p>	

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						where other hours are stipulated in the CoCP, such as some 24/7 working for some utilities, works around railway lines, and overnight or weekend closures of major highways.	
BLD24	Comments expressing concern about the impact of construction and road closures on access to amenities such as schools and hospitals. Some consultees raise particular concern about the potential impact on Condovers Scout Activity Centre, The Whitecroft Care Home, Shorne Woods Country Park and Jeskyns Community Woodland.	RWE Generation UK plc	Kent County Council, Thurrock Council	9	24	The Applicant would maintain accesses for amenities such as hospitals and schools, residential properties, and businesses throughout the construction and operation of the Project. While traffic management measures would be necessary on the strategic and local road networks to maintain the safety of the public and workforce, the Applicant would minimise their impact wherever practicable. The Applicant would consult with local authorities and other key stakeholders, and the final Traffic Management Plan for Construction (TMP) would need the approval of the Secretary of State before works could start. The TMP would ensure that amenities such as schools and hospitals could be reached, although some journey times may be longer. For more information about predicted journey times during construction, see the Transport Assessment (Application Document 7.9).	No
BLD25	Comments expressing concern about construction works limiting access to both residential and business properties, and agricultural land. This includes concerns about Bonners Estate, the proposed Brentwood Enterprise Park and the Jeskyns Community Woodland area.	-	Brentwood Borough Council	16	9	The Applicant would maintain accesses to Bonners Estate, Condovers Scout Activity Centre, The Whitecroft Care Home, Jeskyns Community Woodland and Shorne Woods Country Park, both during the Project's construction and operation.	Yes

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						<p>If there were any impacts affecting access, the Applicant would engage with the affected parties and, where possible, give advance notice about any temporary impacts to 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 Whitecroft Care Home is located south-east of the proposed A13/A1089/A122 Lower Thames Crossing junction. 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 owner would continue to resolve or mitigate concerns.</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 of the M25. 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</p>	

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						<p>disruption if and when planning permission for the development is granted.</p> <p>The diversion of a high-pressure gas pipeline south-east of 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 Interrelationship with Other Nationally Significant Infrastructure Projects and Major Development Schemes document (Application Document 7.17).</p>	
BLD26	<p>General comments expressing concern about disruption caused by construction of the Project. Consultees also refer to disruption caused by the A13 and A2 widening schemes, and comment on the cumulative impact of these projects in addition to the Project.</p>	<p>Mayor's Office for Policing and Crime, Transport for London</p>	<p>Dartford Borough Council, Thurrock Council</p>	36	157	<p>The A2/M2 widening and the A13 upgrade schemes are both complete, so the impacts of their construction would not affect the Project's construction phase. However, the Applicant's inter-project effects assessment considers the combined effects of the Project and other developments north and south of the River Thames. Environmental Statement (ES) Chapter 16: Cumulative Effects Assessment (Application Document 6.1) concludes that no additional mitigation measures would be required by the Applicant during construction or operation</p>	No

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						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.	
BLD27	Comments expressing concern about the potential impact of construction on public transport, including concerns about bus routes that may be disrupted by road closures.	-	Thurrock Council	1	4	<p>Traffic management measures would have an impact on some buses and coaches in the vicinity of the Project's construction. Eight bus routes would be rerouted to account for temporary road closures, while others would experience delays as a result of temporary traffic management measures. The Applicant has carried out a detailed assessment of the likely impacts on bus routes in Havering, Brentwood, Thurrock, Medway, Dartford and Gravesham local authority areas. The assessments are based on traffic modelling derived from the indicative construction programme presented in the application for development consent.</p> <p>As the construction activities and traffic management vary over the six-year construction phase, so the bus impacts would also change. Overall, more bus services are expected to be impacted during the early phases of construction than later on. Coach services using the Dartford Crossing are predicted to see journey time improvements, while many bus services</p>	No

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						<p>would experience negligible delays. Other bus services would see moderate delays, while a small number would experience longer delays. For detailed information about particular bus and coach services across the various construction phases, see the Transport Assessment (Application Document 7.9).</p> <p>Impacts on train services are expected to be minimal, with the potential for occasional overnight or weekend closures on railway lines to allow the Application to carry out specific works safely and efficiently. For more information, see the Transport Assessment.</p>	
BLD28	Comments expressing concern about the safety of motorists during construction, including concerns about an increased risk of collisions due to Heavy Goods Vehicles (HGVs) and road conditions.	-	-	4	16	<p>With regards to road safety, in compliance with the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2), the appointed Contractors would be required to produce Construction Logistics Plans and would be required to implement directly and through sub-contractors and suppliers a number of professional standards including Construction Logistics Community Safety, the Freight Operator Recognition Scheme, and Driving for Better Business. Adherence to these standards for driver behaviour and logistics planning would reduce the risk to motorists and vulnerable road users. More information is included in the CoCP, which is legally secured in the Applicant's draft</p>	No

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						<p>Development Consent Order (Application Document 3.1).</p> <p>Any temporary traffic management measures, including signage, would be required to conform to UK standards for safety, maintaining the safety of road users and the workforce.</p>	
BLD29	<p>General comments expressing concern about the potential impact of road closures, including the impact on local communities and on emergency service access. Some consultees say more information and clarity is needed on this issue. Some consultees raise concern about potential impacts on specific roads, including Brewers Road and Ockendon Road. There were also concerns about the 370 bus service and Stubbers Adventure Centre.</p>	Cobham Parish Council	Gravesham Borough Council, Thurrock Council	28	47	<p>During the construction phase, the appointed Contractor would be required to establish a Traffic Management Forum (TMF), which would include representatives from key stakeholders, including the emergency services. Other members of the forum would include utility companies, community representatives, businesses, and local authorities. The Applicant has engaged extensively with emergency services during the design and development of the Project to mitigate any impacts, and there is ongoing engagement including through a regular Emergency Services and Safety Partners Steering Group, which is documented in the Statement of Engagement (Application Document 5.2). A number of amendments to the design of the Project have been made following feedback from the emergency services to minimise the impacts on services during the construction phase.</p> <p>Wherever practicable, the Applicant would use designs and construction techniques that minimise the need to close roads, particularly those that are part of the</p>	No

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						<p>strategic road network. Where temporary closure of all or part of a road is required, the Applicant would seek to minimise the length of time it is in place and ensure there are appropriate diversions.</p> <p>The Applicant's proposals would require the closure of Ockendon Road bridge for up to 19 months during the construction phase. However, the Applicant continues to review the construction plans for this area and it may be possible to significantly reduce the length of time the bridge would be closed. The Applicant would continue to engage with stakeholders, including the local authority, to keep them up to date with any refinements to the proposals.</p> <p>The Applicant is proposing to extend the closure to the east side of the M25 so that construction traffic could use the existing bridge that carries Ockendon Road over the M25 during the period of works to construct the new bridge. The purpose of this proposal would be to reduce the need for construction traffic to use the public road network during the period of closure. A diversion via Dennis Road and other local roads would be in place throughout the period of disruption, with this being presented during the Community Impacts Consultation in July 2021.</p> <p>The proposed Brewers Road green bridge would maintain and improve the wildlife</p>	

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						<p>corridor by linking habitats to the north of the A2/M2 with those south of High Speed 1 (HS1). 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 proposed A2/M2 widening works, make the Brewers Road bridge construction more complex than other bridge replacement schemes, where road closure can be minimised by building the new bridge alongside the existing one. In this case, the Brewers Road bridge would connect to the existing green bridge crossing the HS1 railway line, which means the appointed Contractors would need to remove the existing bridge and build the new one in situ, with an anticipated road closure of 19 months. Diversions using the A2/M2 were consulted on during the Community Impacts Consultation.</p> <p>The 370 bus service would be impacted during the temporary closure of Ockenden Road bridge. Diversion of this bus route would be discussed with the operator.</p> <p>Access to Stubbers Adventure Centre from the east would be affected by the temporary closure of Ockenden Road bridge. The planned diversion via Dennis Road would be discussed with the local highway authority before the submission of the Traffic Management Plan for Construction (TMP) to the Secretary of State. This would ensure</p>	

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						that any diversion would minimise impacts on local communities and businesses.	
BLD30	Comments expressing concern about expenses and liabilities likely to be incurred by local authorities once the Project has been built, saying that these have not been adequately assessed or accounted for. There are concerns that local authority budgets could be spent on these liabilities, rather than on essentials such as local housing.	-	Thurrock Council	1	0	In accordance with article 10 of the draft Development Consent Order (Application Document 3.1), any new or altered local highways must be completed to the reasonable satisfaction of the local highway authority in whose area the highway lies and, unless otherwise agreed in writing with the local highway authority, the highway, including any culverts or other structures laid under it, must be maintained by and at the expense of the local highway authority from its completion. The Applicant would engage with local highway authorities further in relation to the application of this provision.	No
BLD31	Comments expressing concern about potential increases in crime and anti-social behaviour arising from construction works, including fly-tipping, metal theft and burglaries. Some consultees say that further work is needed on a security strategy, particularly around proposed new open spaces and during temporary works.	Essex Police	-	5	1	The Applicant has considered safety of the public and workers at all stages of design, and this would be prioritised at every phase of construction and during the route's operation and maintenance. The Code of Construction Practice (Application Document 6.3, Environmental Statement Appendix 2.2) sets out the standards to which the appointed Contractor would have to adhere, with regards to maintaining safety and security at all times. The CoCP was included by the Applicant in the material provided for	No

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BLD32	Suggestions for measures to increase safety and minimise crime, including ongoing dialogue with the relevant authorities.	Essex Police, Kent Police, Mayor's Office for Policing and Crime	-	0	0	the Community Impacts Consultation in 2021. Comments on those documents provided in responses to the consultation are set out in Section 14.4 of this report. Should the Project be approved, the Applicant would continue to work closely with local authorities, the police and other emergency services to identify any areas of concern and carry out appropriate mitigation.	No
BLD33	Comments expressing concern about the impact of construction works on residents' health and wellbeing, including references to dust, noise, sleep disruption, impacts on roads and access and stress. Consultees also highlight the existing health problems and below-average life expectancy among Thurrock residents.	-	Thurrock Council	23	57	Local people and communities have been considered throughout the design and development of the Project and consulted with at appropriate stages of 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). The ES includes assessments of the Project's impacts on specific aspects of the environment, including ES Chapter 5: Air Quality, ES Chapter 12: Noise and Vibration and ES Chapter 13: Population and Human Health (Application Document 6.1). The ES includes assessments of impacts on residents, businesses and landowners within Thurrock. The ES also sets out how the impacts in each area would be mitigated. ES Chapter 12 presents the proposals for noise mitigation on the northern route, which includes landscaped features such as	No
BLD34	Comments expressing concern about the disruption that construction could cause to residents, businesses and landowners in Thurrock.	-	-	2	22		No

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						<p>cuttings and bunds, noise barriers and low noise road surfacing, to reduce road traffic noise levels from the route once the Project is operational.</p> <p>During the preparation of the EIA, 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 in 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 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.</p>	

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						<p>Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction.</p> <p>Good practice and essential mitigation in the CoCP and REAC would be implemented during construction to reduce noise, visual, dust and light impacts. These measures would include installing hoarding and bunds to reduce noise and visual impacts, damping down earthworks and haul roads to reduce dust, and deploying site lighting in a way so as to avoid impacts on nearby homes or businesses. For more information on mitigation measures, refer to the CoCP and REAC.</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</p>	

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						<p>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 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 consulted on the predicted impacts of the construction and operation of the Project on local people as part of the Community Impacts Consultation in July 2021. More information on that consultation and on the materials in which those impacts were described is set out in Chapter 8 and are included in full in Appendix S of this report.</p> <p>With regards to construction traffic and the impacts on roads, 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,</p>	

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						<p>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 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 impact of construction traffic on the road network, including workforce traffic, and outlines any proposed mitigation.</p>	

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						The Applicant would reduce impacts on roads wherever practicable, while still being able to maintain safety for workers and the public while constructing the Project.	
BLD35	Comments expressing concern that construction would impact on the quality of life of local residents. Some consultees say they are already experiencing adverse effects due to the A13 widening scheme, while others express concern that disruption could extend over a prolonged period.	-	-	22	88	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) 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.	No
BLD36	Suggestions that work on the Project should start as soon as possible and that construction should be completed in as short a time as possible.	-	-	1	63	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
BLD37	Comments expressing concern about the Applicant's ability to build the Project satisfactorily and according to plan. Some consultees express concern on the grounds that there have been flaws in the delivery of other similar projects. Others raise	-	-	3	21	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.	No

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	concern about the Applicant's ability to enforce rules and restrictions on Contractors, and whether it would maintain the new road once it has been constructed.					Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. 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. 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.	
BLD38	Comments expressing concern that the Project would not be built according to the proposed schedule. Some consultees say the Applicant does not have a good track record for delivery, while others make comparisons with other large projects that they consider have been delayed, such as Crossrail, HS2 and the A13 widening.	-	Mayor's Office for Policing and Crime	5	39		No

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						<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 has a good record of delivering major 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, estimated to be completed in 2030.</p> <p>The Project timescale and budget have been developed 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 are met. If development consent is granted, it would be subject to the Requirements contained the DCO.</p> <p>Given the scale of the Project, it would inevitably have some impacts on the surrounding area. However, the Applicant has incorporated a wide range of proposals</p>	

Code	Summary of issue(s) raised	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 mitigate those impacts, as set out in the CoCP (Application Document 6.3, ES Appendix 2.2).</p> <p>The Applicant consulted on the predicted impacts of the construction and operation of the Project on local people as part of the Community Impacts Consultation in July 2021. More information on that consultation and on the materials in which those impacts were described is set out in Chapter 8 and are included in full in Appendix S of this report.</p>	
BLD39	Comments expressing concern about the potential impact of construction on local pedestrian, cycling and bridleway networks, including the possibility of path closures.	Shorne Parish Council	-	0	5	<p>The Applicant would seek to minimise impacts on Public Rights of Way (PRoWs) during construction, as much as practicable. The Applicant provided detailed proposals for walking, cycling and horse riding routes during both construction and operational phases of the Project in the July 2021 Community Impacts Consultation.</p>	No
BLD40	Comments expressing concern about pedestrian, cyclist and horse rider safety during construction, including concerns about HGVs driving on narrow roads. Some consultees raise particular concern about areas such as Orsett and Fen Lane.	-	-	2	11	<p>Comments on those documents provided in responses to the consultation are set out in Section 14.4 of this report.</p> <p>Further information on the impact on PRoWs can be found in the Transport Assessment (Application Document 7.9), which sets out the construction impacts on walking, cycling and horse riding.</p> <p>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</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 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 impacts are set out in Streets Subject to Temporary Restrictions of Use Plans (Application Document 2.8).</p> <p>More information about the proposals for walking, cycling and horse riding can be found in the Project Design Report (Application Document 7.4). The Transport Assessment (Application Document 7.9) describes the Project's predicted impact on the strategic and local highway networks and PRoWs. It also sets out the impact of construction traffic on the road network, including workforce traffic, and outlines any proposed mitigation.</p>	
BLD41	Comments expressing concern about the transportation of hazardous substances.	-	-	0	2	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 health, safety and wellbeing targets aligned to National Highways' Home, Safe and Well strategy (Highways England, 2019a).	No
BLD42	Comments expressing concern about specific safety issues related to construction of the Project, including flood risks, road closures and emergency vehicle access during the construction phase.	-	-	4	5	As part of the Environmental Impact Assessment (EIA) process, a Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement (ES) Appendix 2.2) has been prepared. The CoCP sets out general and topic-specific principles and requirements for the control,	No

Code	Summary of issue(s) raised	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 and monitoring of potential construction impacts, including those around the storage and transportation of hazardous substances. These measures are informed by best practice in the construction industry as well as consideration of the specific construction requirements of the Project. The CoCP includes information about relevant topics such as avoiding potential pollution incidences during construction, and emergency preparedness. In the July 2021 Community Impacts Consultation, the Applicant provided a draft outline Site Waste Management Plan (Application Document 6.3, ES Appendix 2.2, Annex A) and draft outline Materials Handling Plan (Application Document 6.3, ES Appendix 2.2, Annex B) in the consultation materials. Comments on those documents provided in responses to the consultation are set out in Section 14.4 of this report.</p> <p>Where necessary, the appointed Contractor would obtain appropriate permits for the transportation of hazardous substances, as well as implement appropriate controls for their storage and use.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft Development Consent Order (DCO) (Application Document 3.1) requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out 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>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 as part of 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 (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>	

Code	Summary of issue(s) raised	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 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 on the operational impacts of the Project on the local road network and on public transport, see the Transport Assessment (Application Document 7.9), including information about construction traffic impacts.</p> <p>The EIA includes an assessment of the construction and operational effects on flood risk. ES Chapter 14: Road Drainage and the Water Environment (Application Document 6.1), and ES Appendix 14.6: Flood Risk Assessment (Application Document 6.3) set out the potential effects on flood risk and describe the proposed mitigation.</p>	
BLD43	A comment expressing concern about a lack of information on the use of rail and river to transport materials and waste.	-	Thurrock Council	0	0	The Project would implement a waste management strategy that prioritises the elimination of sources of waste, reuses site-derived waste (including material excavated from the bored tunnels) without the need to remove it from the area, and minimises the volume of waste needed to be removed from the site for recycling, recovery and disposal. This would reduce the number of vehicle	Yes
BLD44	Comments expressing concern about the disposal of waste products generated by construction activity,	Cobham Parish Council, Environment	Gravesham Borough Council, Kent County	7	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
	including excavated materials from tunnels. Some consultees raise particular concern about contaminated or toxic waste, wastewater and water contamination.	Agency, Shorne Parish Council	Council, Thurrock Council			movements required to service the construction phase. In the July 2021 Community Impacts Consultation, the Applicant provided a draft outline Site Waste Management Plan and draft outline Materials Handling Plan in the consultation materials. Comments on those documents provided in responses to the consultation are set out in Section 14.4 of this report. An updated 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 the application for development consent.	
BLD45	A suggestion that hazardous substances consent may be required for the Project.	Health and Safety Executive	-	0	0	Excavated materials from the tunnels would be in the form of slurry, which would be pumped from the tunnel boring machine to the surface Slurry Treatment Plant equipment where the material is to form suitable excavated materials which is deposited at Tilbury Fields located on top of Goshems Farm, near to the proposed North Portal. The vast majority of other excavated materials, such as from cuttings, would be used onsite, with the remainder (for example, any contaminated material) removed by road or river. The Applicant has carried out the necessary assessments to allow for road and river transport and appropriate powers are sought under the draft Development Consent Order	No

Code	Summary of issue(s) raised	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 use of railways to transport material (to or from the Project) is not considered a viable transport option owing to geographical constraints and the lack of existing connections. However it would be possible to transport material to the Project using a multimodal approach, via an existing rail connection, with onward transport via the road network.</p> <p>The Applicant recognises the opportunity that the use of the river for material transportation presents for reducing impacts of vehicle movements. As such, the Applicant has committed to the use of the river for the delivery of bulk aggregates for works associated with the tunnel's North Portal (80% by weight). This commitment translates into 35% of the total bulk aggregates across the Project being transported via port facilities. 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 existing East Tilbury jetty at Goshems Farm on the River Thames would be available for use, as would the facilities at Port of Tilbury and Tilbury2. The final decision would be taken following the granting of development consent.</p>	

Code	Summary of issue(s) raised	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 Excavated Materials Assessment (Application Document 6.3, ES Appendix 11.1) has been carried out to identify appropriate sites to receive and manage excavated materials including those 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. ES Chapter 11: Material Assets and Waste (Application Document 6.1) includes more information about the impact of the use of materials and waste during the Project's construction and operation.</p> <p>In line with feedback received during Statutory Consultation in October 2018, the Applicant would use excavated materials from cuttings to create landforms and habitats, such as chalk grasslands, near the tunnel portals. An informal public space, Chalk Park, would be made using the excavated materials around the South Portal to improve local biodiversity and ecological connectivity. The Applicant published a draft version of the outline Materials Handling Plan (a final version of which can be found in Application Document 6.3, ES Appendix 2.2, Annex B), which sets out the approach and high-level principles for handling construction materials and waste, and proposals for Chalk Park as part of the</p>	

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						<p>Community Impacts Consultation in July 2021.</p> <p>Following feedback received during the Community Impacts Consultation in July 2021, the Applicant refined the proposals for Chalk Park further.</p> <p>At the Community Impacts Consultation in July 2021, the Applicant consulted on landscaping proposals around the North Portal, called Tilbury Fields. The proposals included two new landforms with footpaths leading up to elevated viewpoints looking out to the south, east and west, from which Coalhouse and Tilbury Forts would be visible. The surrounding area would be restored for grazing, in keeping with the existing land use.</p> <p>Following the feedback received from the Community Impacts Consultation in July 2021, 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. 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. More information about the Local Refinement Consultation in May 2022 can be found in Chapter 9 of this report.</p>	

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						<p>For more information about the Project's landscaping, see the Design Principles (Application Document 7.5), which includes information about the measures that would be implemented across the Project and along specific sections of the route.</p> <p>ES Chapter 14: Road Drainage and the Water Environment (Application Document 6.1) sets out the Applicant's assessment of how water near the Project would be managed and how the Project would impact water systems. The assessment includes information about how contaminated runoff during 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>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</p>	

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						<p>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.</p> <p>The Applicant would also take into consideration how hazardous substances are transported. The Code of Construction Practice (CoCP) (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 environmental impacts during construction, including the safe treatment of hazardous substances.</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>	

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						<p>The appointed Contractor would be required to follow the requirements of an EMP2 and, where necessary, to obtain appropriate permits for the use of hazardous substances, as well as implement appropriate controls for their storage and use.</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 CoCP and REAC were published as part of 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>	
BLD46	Comments expressing concern about the sourcing of minerals locally and nationally, which consultees	-	Essex County Council	0	1	The Applicant would follow Government guidelines for procurement to achieve value, while ensuring all commitments 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
	say should be sourced sustainably.					obligations arising from the Project's development consent are met.	
BLD47	Specific suggestions about the approach or methods that the Applicant should adopt for the construction of the Project, including that innovative and sustainable methods should be used to minimise disruption and impacts. Consultees suggest various methods to ensure Contractor compliance, including fines for non-compliance, as well as methods to help reduce the impacts of construction works, such as the use of electric vehicles.	Essex Police, Mayor's Office for Policing and Crime, Port of London Authority	Thurrock Council	2	10	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 Project and would also seek to help local businesses form part of the supply chain that would build and operate the Project. 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.	No
BLD48	Suggestions that the Applicant should commit to sourcing materials locally.	-	Essex County Council, 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,	No
BLD49	Suggestions that, wherever possible, workers should be employed from the local area. Consultees suggest that this would help ensure the local area benefits from the Project.	-	-	0	3		No

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BLD50	Suggestions of ways that the Project could provide opportunities for skills development, including through apprenticeships and training and the development of a skills and employment strategy with stakeholders	-	-	0	2	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. However, the Applicant is committed to going further and to using the time available	No
BLD51	Suggestions to use local supply chains in the procurement process to ensure maximum benefits for the local economy.	-	-	1	1		No
BLD52	Suggestions that only Contractors who can be trusted to comply with agreed schedules and pricings should be used in the construction of the Project.	-	-	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
						<p>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. Consideration would also be given to the use</p>	

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						of electric vehicles for the construction of the Project. 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 during the Project's construction.	
BLD53	Comments expressing concern that archaeological works and other survey and investigation works related to the Project have been continuing during the COVID-19 lockdown. Consultees say that this work is non-essential and should be delayed.	-	-	0	2	The Applicant takes worker safety very seriously at all times. During the COVID-19 pandemic, the Government stated that construction and some other types of outdoor work could continue. All activity that took place during the pre-application period was subject to the appropriate risk assessments. The Applicant does not consider it necessary to delay the construction of the Project due to COVID-19.	No
BLD54	Suggestions that work on the Project should be suspended due to the COVID-19 pandemic.	-	-	0	2		No
BLD55	Comments expressing concern about disruption related to ongoing surveys and archaeological investigations, including increased vehicle movements and excavated trenches. Some consultees also say that more information is needed on the	Cadent	Kent County Council	3	5	All surveys undertaken during the pre-application period were carried out with the permission of relevant landowners. Any potential disruption or inconvenience related to the assessments were kept to a practicable minimum, including impacts related to construction traffic needed to access survey sites. The Applicant has engaged extensively with landowners 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
	scheduling of these works or that insufficient archaeological assessment has been conducted in relation to proposals.					<p>other interests, discussing concerns and communicating the programme of works. An Environmental Impact Assessment (EIA) has been carried out to assess the wider impact of the Project on heritage assets. The assessments have been informed by desk-based studies and aerial photography, as well as walkover surveys, non-invasive geophysical surveys and trial trenching where appropriate and possible. The assessments carried out for the EIA are documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). The assessment methodology adheres to standards set out in the Design Manual for Roads and Bridges LA 106 (Highways England, 2020j) and other guidance produced by Historic England and the Chartered Institute for Archaeologists.</p> <p>ES Chapter 6: Cultural Heritage (Application Document 6.1) assesses the impact of the Project's construction and operation on archaeological remains. This chapter includes information about archaeological remains around the South Portal and information about the proposed Archaeological Mitigation Strategy (Application Document 6.3, ES Appendix 6.9), which sets out the scope and methods for the planning and implementation of essential cultural heritage mitigation across the Project.</p>	

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						<p>Cultural heritage commitments are secured in the Register of Environmental Actions and Commitments (REAC), which is within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2). The assessment of buried archaeology in ES Chapter 6 has been undertaken on a robust and precautionary basis. Further trial trenching would continue after the submission of the application for development consent, for completeness, and enabling works would not take place until that is completed.</p> <p>Additional information about the Project's impact on cultural heritage was provided in the Community Impacts Consultation in July 2021.</p>	
BLD56	A comment expressing concern about whether existing jetties would be able to cope with the movement of heavy construction equipment.	-	Thurrock Council	0	0	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 onsite, with the remainder (for example, any contaminated material) removed by road or river. The Applicant has carried out the necessary assessments to allow for road and river transport and	No
BLD57	Comments expressing concern about the tunnel boring machine, including its potential transportation by river, as a well as concerns about the potential environmental impact of the works.	-	Thurrock Council	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
BLD58	Suggestions as to how materials and waste should be transported, including use of river and rail. Some consultees suggest using the River Thames for deliveries and the removal of excavated materials from earthworks.	Port of London Authority, Transport for London	Dartford Borough Council, Essex County Council, Thurrock Council	2	11	<p>appropriate powers are sought under the draft Development Consent Order (Application Document 3.1). The use of railways to remove spoil or bring in materials direct to the construction sites is not practicable due to the lack of suitable railhead, though north of the river it may be possible to bring materials in via the railhead in the Tilbury2 site and this is considered in the outline Materials Handling Plan.</p> <p>The Applicant recognises the opportunity that the use of the river for material transportation presents for reducing impacts of vehicle movements. As such, the Applicant has committed to the use of the river 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. The existing East Tilbury jetty at Goshems Farm on the River Thames would be available for use, as would the facilities at Port of Tilbury and Tilbury2. The final decision would be taken by the appointed Contractor.</p> <p>Potential effects on marine biodiversity have been assessed through the Environmental Impact Assessment (EIA), which is documented in Environmental Statement</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
						(ES) Chapter 9: Marine Biodiversity (Application Document 6.1) and the Habitats Regulations Assessment (Application Document 6.5). Where impacts are identified, these would be avoided or mitigated. There would be no likely significant negative impacts on the marine environment as a result of the Project. Additional information was provided about the Project-wide impacts of construction on marine biodiversity in the Community Impacts Consultation in July 2021.	
BLD59	Comments expressing concern about potential structural damage or subsidence caused by drilling activity or heavy traffic. These include a concern over areas near Tilbury that may be susceptible to structural damage as they are built on marshland, and another about the impact of increased traffic on properties near the B186 and in Riverview Park.	-	Thurrock Council	1	2	The Applicant has carried out extensive ground investigations during the pre-application period and these would continue during the construction phase if consent is granted. Nearby assets (including properties and roads) and ground conditions have been considered during the development of the proposals to ensure any possible impacts as a result of construction, such as subsidence, have been appropriately assessed and any relevant mitigation included. The Project's assessments are presented 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.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<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> <p>The Project's approach to the reuse of 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>ES Chapter 12: Noise and Vibration (Application Document 6.1) presents the assessment of the impacts of noise and vibration during construction and operation of the Project. Noise levels were assessed at multiple sites near the Project, including those near Tilbury, North and South Ockendon and Riverview Park.</p> <p>Overall, there are some significant noise and vibration impacts predicted during the construction phase as a result of traffic and machinery. Once the Project is operational, no significant noise and vibration impacts are expected, with some areas predicted to experience reduced noise and vibration as a result of the proposed mitigation measures. For more information, see ES Chapter 12.</p> <p>An assessment of the impacts of noise and vibration on land-based receptors as a result</p>	

Code	Summary of issue(s) 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 tunnel boring is presented in ES Appendix 12.6, with impacts on marine receptors in ES Appendix 9.1 (Application Document 6.3). Further details about the impacts of noise and vibration were included within the Ward Impact Summaries as part of the Community Impact Consultation in 2021.	
BLD60	Comments expressing concern about the availability of a sufficiently skilled labour force, including references to other infrastructure projects that are expected to be constructed at the same time as the Project. Some consultees say an employment and skills strategy should be developed for the Project.	-	Essex County Council	0	3	<p>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.</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 Project and would also seek to help local businesses form part of the supply chain that would build and operate the Project. 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

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						future) in the local area of the Project to support local people and the environment.	
BLD61	Comments expressing concern about the possibility of unexploded bombs being disturbed by drilling vibrations. Some consultees say there is a sunken WWII ship near the Thames Estuary, as well as possible unexploded bombs below Riverview and near the Coalhouse and Tilbury Forts.	-	-	4	10	To protect the safety of Project personnel and the public, surveys have been carried out as part of the Environmental Impact Assessment (EIA), as documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 10: Geology and Soils (Application Document 6.1) documents the findings with regards to potential underground hazards such as unexploded ordnance and bomb craters. 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 proposed mitigation. ES Appendix 6.7: Geophysical Survey Reports (Application Document 6.3) presents the results of geophysical surveys, while ES Appendix 10.10: Unexploded Ordnance (UXO) Desk Study & Risk Assessment (Application Document 6.3) provides additional assessments of the risk from unexploded ordnance.	No
BLD62	Comments expressing concern about how construction activities for the Project would be coordinated in relation to other infrastructure projects	-	Thurrock Council	0	2	The Code of Construction Practice (Application Document 6.3, Environmental Statement (ES) Appendix 2.2) sets out the range of controls and mitigation measures that would be used to limit or avoid impacts on local communities, including businesses,	No

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	to minimise delay and disruption.					during construction of the Project. The CoCP includes information about coordination of works with other projects.	
BLD63	Suggestions that construction of the Project should account for the construction of other infrastructure projects and make use of integrated plans.	RWE Generation UK plc	Essex County Council, Thurrock Council	0	5	<p>During the construction phase, the appointed Contractor would work closely with local authorities and other stakeholders to minimise delays to existing road users and would implement a clear communications strategy to inform road users and businesses about where traffic management measures are needed and the periods of time that they would be operational.</p> <p>The Applicant is aware of other major infrastructure and development projects taking place, or expected to take place, in proximity to the Project around the time it is planned to be constructed. The Applicant has proactively engaged with the developers of those projects and relevant local authorities and stakeholders to seek to manage the potential for cumulative traffic impacts. Further details about the interface between major infrastructure projects is included within the Interrelationships with other Nationally Significant Infrastructure Projects and Major Development Schemes (Application Document 7.17).</p> <p>As part of the Environmental Impact Assessment (EIA), a Cumulative Effects Assessment (CEA) has been carried out, which is documented in ES Chapter 16 (Application Document 6.1). The CEA</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
						identifies where two or more sources of effects interact to give rise to impacts on environmental resources or receptors. The assessment considers both intra-project and inter-project cumulative impacts and sets out any proposed mitigation.	
BLD64	Comments expressing concern that the proposed construction timetable is too long and that local communities would be impacted over this time. Some consultees say that construction could start sooner than planned, or that the proposed 74-week period for ground preparation works for the proposed tunnels is too long.	-	-	2	49	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.	No
BLD65	Suggestions for alternative locations for the proposed ground protection tunnels. One consultee commented on the need to carry out underwater noise modelling for the planned ground protection tunnel works.	-	-	0	2	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	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>explains how the Applicant had regard to those comments.</p> <p>For more information on the predicted operational impacts of the Project on the local road network, see the Transport Assessment (Application Document 7.9), which also includes information about the predicted construction traffic impacts.</p> <p>The location of the ground protection tunnel has been determined after analysis of the geology of the area and is considered to be appropriate to its purpose, which is to strengthen some of the ground above where the bores of the tunnel would be located. Once the strengthening work is complete, the ground protection tunnel and associated shafts would be filled in and the surface area reinstated to its original condition. The proposed construction programme for this tunnel is based on industry best practice, and the current understanding of the geology and conditions of the area.</p> <p>The Project's potential impacts on marine biodiversity have been assessed through the Environmental Impact Assessment (EIA), which is documented in Environmental Statement (ES) Chapter 9: Marine Biodiversity (Application Document 6.1). The impact on European designated sites is assessed in the Habitats Regulations Assessment (Application Document 6.5). Where impacts are identified, these would</p>	

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						<p>be avoided or mitigated. The assessments show there would be no likely significant negative impacts on the marine environment as a result of the Project.</p> <p>The Applicant has modelled underwater noise levels generated by the Project 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>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).</p> <p>Further details on the impact of noise and vibration were included as part of the Community Impacts Consultation in July 2021.</p>	
BLD66	Comments expressing concern that working hours for the construction of the Project would not be	-	Thurrock Council	1	7	Should development consent for the Project be granted, the Applicant would work with the appointed Contractor to put in place a programme of communications and	No

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	monitored or enforced. Some consultees raise particular concerns that some restrictions, such as construction movements fitting around school opening times, would be unworkable, and that commitments to weekend and night-time working will not be honoured unless appropriate incentives are provided.					engagement to ensure local people are aware of how construction might affect them. The approach to this engagement activity is set out in the Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement (ES) Appendix 2.2). In the main, construction would be carried out during the core working hours, as set out in the CoCP. To maximise the use of daylight hours during construction, the Applicant increased the proposed core working hours from those presented during Statutory Consultation in October 2018. Most of the work would be carried out between 07:00 and 19:00 on weekdays (excluding bank holidays), and between 07:00 and 16:00 on Saturdays. The CoCP sets out the planned construction times, including information about preventing disturbance to schools. The new proposed working hours were included in the Community Impacts Consultation in July 2021 and included information on normal core hours, 24/7 working and anticipated extended working hours. Comments on those documents provided in responses to the consultation are set out in Section 14.4 of this report.	
BLD67	General comments expressing concern about the proposed working hours, including concerns that these would increase the impact of construction works on local communities.	Mayor's Office for Policing and Crime	Gravesham Borough Council, Kent County Council, Thurrock Council	2	9		No
BLD68	Comments expressing concern that the proposed working hours are too long, including comments on the proposals for summer working hours and 24-hour tunnel boring. Consultees say that long working hours would impact their quality of life.	Higham Parish Council, Shorne Parish Council	Thurrock Council	55	127		No
BLD69	Comments expressing concern about particular	-	-	5	24	During the summer, to take advantage of extended daylight hours and better weather conditions, construction work would be	No

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	aspects of the proposed working hours, including comments that working until 22:00 during the summer months, or starting work at 07:00 on Saturdays, would be unacceptable. Consultees also raise concern about the proposal for working on a Sunday and starting works on weekdays at 07:00, which they say would be during the weekday rush hour.					carried out between 07:00 and 22:00. Crews would be permitted to work for up to an hour before and after to prepare and close sites. Works outside of the core hours would be needed for some construction activities. For example, tunnelling and other underground works would be carried out 24/7 because operating the boring machines and lining the tunnel continuously are required to minimise the risks associated with, among other things, ground movement and water ingress. Out of hours working would also be necessary for some works on the existing utility, road and rail networks for safety reasons and to reduce disruption. Prior notice and information would be given for planned works outside of core hours.	
BLD70	Suggestions regarding alternative working hours, including the suggestion that working hours should align with a normal working week.	Transport for London	Thurrock Council	3	13	The Applicant has carried out an Environmental Impact Assessment, which is documented in the ES (Application Documents 6.1, 6.2 and 6.3). 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 mitigated.	No
BLD71	Suggestions to either extend the existing working hours or move to 24-hour working to minimise the construction phase.	-	-	1	33	The assessments in the ES have informed the CoCP, which sets out the range of measures and procedures that would be used to limit or avoid impacts on the local community during construction. The appointed Contractor would be required to	No

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						<p>prepare and have approved an Environmental Management Plan (EMP), which would be prepared in accordance with the CoCP. The EMP would detail suitable mitigation to be implemented throughout the construction phase.</p> <p>The Applicant would follow Government guidelines for procurement to achieve value, while ensuring all commitments and obligations arising from the DCO are met, as well as ensuring contractual compliance.</p>	
BLD72	<p>Consultees request further information on various aspects of the construction work including the timescale in relation to the DCO programme, dimensions of the tunnel, staff number and equipment involved, the findings of preliminary surveys and mitigation proposed.</p>	Essex Police, Transport for London	Essex County Council, Kent County Council, Medway Council, Thurrock Council	12	8	<p>During the various phases of pre-application consultation, the Applicant provided information that was appropriate at each stage of the design's development. With approval from the Secretary of State to build the Project, work with the appointed Contractor would further refine details of the Project, such as the required workforce and the equipment involved. The Applicant would continue to follow Government guidelines to achieve value for money, while ensuring all commitments and obligations arising from the Development Consent Order (DCO) are met.</p> <p>The appointed Contractor would work within the framework set out in the Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement (ES) Appendix 2.2).</p> <p>The application for development consent is based on a 2030 opening year. This</p>	No

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						<p>assumes consent is granted and work starts in 2025. Construction may take approximately six 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 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>The Applicant has designed tunnels, 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, while maintaining flexibility for the Contractor. More information about the design of the route can be found in the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles as part of the Community Impacts Consultation undertaken in July 2021. More information about the tunnel sizes is available in the Tunnel Area Plan (Application Document 2.12).</p> <p>More information about the surveys that were carried out as part of the Environmental Impact Assessment can be found in the ES (Application Documents 6.1,</p>	

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						<p>6.2 and 6.3), which also includes information about any proposed mitigation. 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>If consent for the Project is granted, extensive engagement on the construction plans would be required with relevant local authorities, emergency services and other stakeholder organisations including community groups. The Applicant would facilitate that process, building on existing relationships with those stakeholders and on extensive experience of developing and constructing road infrastructure projects.</p>	
BLD73	<p>Suggestions related to construction access roads, including the suggestion that some should be left in place after construction is complete. Some consultees suggest alternative access routes for construction traffic, such as how vehicles would access works associated with Thames Chase Forest Centre.</p>	RWE Generation UK plc	Thurrock Council	4	2	<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 Contractor 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. Proposed construction traffic routes, access points and haul road locations 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
						presented by the Applicant during Community Impacts Consultation of July 2021. The comments received from consultees on the Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement (ES) Appendix 2.2) are set out in Section 14.4 of this report. For more information about proposed haul routes, see the Project Design Report (Application Document 7.4).	
BLD74	Suggestions that more of the route should be built underground, with cut and cover construction techniques suggested to minimise disruption and visual impact.	-	-	2	2	<p>After Statutory Consultation in October 2018, as a result of further investigation and in response to feedback, the Applicant redesigned both tunnel portals, consulting on these during Supplementary Consultation in January 2020 and the Design Refinement Consultation in July 2020. The revised changes included new landscaping, planting and a permanent substation near each tunnel portal. For more information about these consultations, see Chapter 6 and 7 of this report.</p> <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 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</p>	No

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						<p>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 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 in this location</p> <p>North of the river, the route passes through flood zones, which means the road would need 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 proposed junction, before being elevated on embankments and viaducts across the Mardyke Valley. Finally, the route would pass under the M25, enabling the overall</p>	

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						<p>height of the proposed junction to be reduced, before joining the M25 south of junction 29.</p> <p>For a description of the tunnel portal designs, see the Project Design Report (Application Document 7.4).</p> <p>For the tunnel portals, as for the rest 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) presents the impacts of the Project during constructions and operation on the landscape and sets out any proposed mitigation in each area.</p>	
BLD75	Suggestions for sustainable uses of excavated materials generated from the construction of the tunnelled crossing, including land reclamation schemes or the creation of natural sea defences, as well as suggestions for how waste materials should be transported.	Environment Agency	Thurrock Council	0	3	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 and tunnelling excavated materials. The assessment has identified the availability of capacity in the local waste management infrastructure and evaluated potential sites against sustainability criteria, including their distance from the Project and their accessibility to different transport modes. To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has	No
BLD76	Suggestions about the use and storage of materials, including alternative	-	Thurrock Council	0	2		Yes

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	locations and consideration for reuse of materials in the area.					<p>been carried out, which is documented in the ES (Application Documents 6.1, 6.2 and 6.3).</p> <p>The assessment of the impacts of the Project's use of materials and waste is included in the ES Chapter 11: Material Assets and Waste (Application Document 6.1). The appointed Contractor would produce a Site Waste Management Plan (SWMP), which would be incorporated in the Environmental Management Plan. The SWMP would be produced from the outline Site Waste Management Plan submitted as part of the application for development consent (Application Document 6.3, ES Appendix 2.2, Annex A).</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)</p>	

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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.</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.</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 implement a waste management strategy that prioritises the elimination of sources of waste, reuses site-derived waste (including material excavated from the bored tunnels) without the need to remove it from the area, and minimises the volume of waste needed to be removed from the site for recycling, recovery and disposal. 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</p>	

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						<p>material is dewatered to form suitable spoil which is deposited at Tilbury Felds 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 onsite, with the remainder (for example, any contaminated material) removed by road or river. The percentage removed by river would be decided by the appointed Contractor within constraints such as the availability of marine-accessible reception sites. The Applicant has carried out the necessary assessments to allow for road and river transport and appropriate powers are sought under the draft DCO (Application Document 3.1). The use of railways to remove excavated materials or bring in materials direct to the construction sites is not practicable due to the lack of suitable railhead, though north of the river it may be possible to bring materials in via the railhead in the Tilbury2 site and this is considered in the outline Materials Handling Plan (oMHP) (Application Document 6.3, ES Appendix 2.2, Annex B).</p> <p>The Applicant published a draft version of the oMHP (a final version of which can be found in Application Document 6.3, ES Appendix 2.2, Annex B), which sets out the approach and high-level principles for handling construction materials and waste, and proposals for Chalk Park as part of the</p>	

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						<p>Community Impacts Consultation in July 2021.</p> <p>In line with feedback received during Statutory Consultation in October 2018, the Applicant would use excavated materials from cutting to create landforms and habitats such as chalk grasslands near the tunnel portals. An informal public space, Chalk Park, would be created using the excavated materials, around the South Portal to improve local biodiversity and ecological connectivity</p> <p>At the Local Refinement Consultation in May 2022 the Applicant amended proposals for Chalk Park following engagement with the owners of the Southern Valley Golf Club and feedback received during the Community Impacts Consultation in July 2021. The proposals for Chalk Park have been amended to reflect the proposed permanent acquisition of the remaining 8ha of the Southern Valley Golf Course. More information about the Local Refinement Consultation in May 2022 can be found in Chapter 9 of this report.</p> <p>In line with feedback received during Supplementary Consultation in January 2020, the use of excavated materials onsite is proposed for landscaping proposals near the North Portal, called Tilbury Fields, creating two new landforms with footpaths leading up to elevated viewpoints from which</p>	

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						<p>Coalhouse and Tilbury Forts would be visible. The surrounding area would be restored for grazing, in keeping with the existing land use. The Applicant consulted on proposals for the Tilbury Fields landforms as part of the Community Impacts Consultation in July 2021.</p> <p>Following the announcement of future development at Thames Freeport, and feedback received during the Community Impacts Consultation in July 2021, the proposals for Tilbury Fields have been amended. The proposals include seven viewing platforms with footpaths leading up to elevated viewpoints, to provide a visual separation between East Tilbury and the more industrial development expected at Thames Freeport. It is not expected that Tilbury Fort would be visible as a result of the development associated with the Freeport that is expected in this area. In addition, a piece of land previously identified for Tilbury Fields on the western side of the area (that borders the riverfront) has been relocated to the eastern side of the new road.</p> <p>More information about the design of the Project can be found in the Design Principles (Application Document 7.5), including information on the proposals to reuse excavated material at Chalk Park and on Project-wide landscaping. For more</p>	

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						<p>information about the proposals in the Community Impacts Consultation in July 2021, see Chapter 8 of this report.</p> <p>Information about how the Project would use and store materials is also included in ES Chapter 11: Material Assets and Waste (Application Document 6.1), with further information in the CoCP, which sets out a range of controls on how the appointed Contractor would be expected to build the Project, such as reusing materials in a sustainable way and storing materials safely.</p>	
BLD77	A suggestion that modular construction techniques should be used to build the tunnel.	-	-	0	1	<p>Modular construction, in which large-scale, pre-built components are delivered to the site where they are to be assembled, would likely form part of the approach taken to construct the Project, although the extent to which this is used would be decided by the appointed Contractor acting in accordance with the Development Consent Order.</p> <p>Each tunnel would be excavated by a single tunnel boring machine (TBM) and lined with precast concrete segments. During the tunnel boring process, there would be a large construction compound at the North Portal, which may include facilities for manufacturing precast segments for the tunnel lining, as well as a slurry treatment system to allow the TBM to operate, and a temporary electricity substation to provide power for the TBMs.</p>	No

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						For more information about the compounds and other parts of the construction process, see ES Appendix 2.1: Construction Supporting Information (Application Document 6.3).	
BLD78	Suggestions that there should be further discussions with landowners to address queries and concerns raised regarding various aspects of the construction proposals.	-	-	2	2	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 public consultations, and their feedback was sought.	No
BLD79	Suggestions encouraging engagement with relevant local authorities to ensure the impacts and disruption of construction works are minimised.	-	Dartford Borough Council, Thurrock Council	0	0	<p>The Applicant has engaged with people with an interest in land within the Order Limits and previous versions of the Project's land use plans periodically and at public consultations. This included writing to them at each stage of the consultation process. This has included individual landowners as well as the owners of businesses.</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 and property – have informed the Applicant's engagement with the relevant individuals and organisations.</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</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>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) provide 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 development of the Project to date, the Applicant has engaged frequently and productively with stakeholders such as local authorities, including the host boroughs (see the Planning Statement (Application Document 7.2)), utility companies, businesses, environmental groups and bodies, and community and interest groups. Chapters 3 to 9 of this report provide further information about engagement with stakeholders. The Applicant also carried out a Design Refinement Consultation in July 2020 (see Chapter 7 of this report), providing interested parties with an opportunity to comment on revised proposals 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
						<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 and how responses received at earlier consultations have informed the development of the Project. Further information on the proposals for constructing the Project were shared as part of this consultation, as described in Chapter 8 of this report. The Applicant would continue to engage with statutory and other consultees should the Project be granted development consent.</p>	
BLD80	<p>Suggestions that those who are negatively affected by construction activity, including local businesses, should receive appropriate compensation. This includes suggestions such as tax relief to account for any inconvenience experienced, or a reduced charge to use the crossing once it is operational.</p>	-	Gravesham Borough Council	1	6	<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>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), which lists land use against each plot.</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. Further 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
						<p>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> <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 crossing, equal to the charges that are in force at the Dartford Crossing.</p> <p>The DCO includes powers enabling the Secretary of State to apply a local residents' discount for charges imposed under the DCO to residents of the local authorities in which the tunnel portals would be situated, which means 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 information about the proposed road user charging system, including potential discounts, see the Road User Charging Statement (Application Document 7.6).</p>	

Issues raised in response to open Question 6b

- 12.4.105 Table 12.15 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:
- 12.4.106 *Q6b: Please let us know the reasons for your response to Q6a and any other comments you have on changes to the utility works proposed for the Lower Thames Crossing. When responding to this question, please identify the section of utility works you are referring to.*
- 12.4.107 For reference, the closed Question 6a referred to in Q6b above was as follows:
- 12.4.108 *Q6a: Do you support or oppose our revised proposals for the utility works required to build the Lower Thames Crossing?*
- 12.4.109 For more information about Q6a and how consultees responded to it and the other closed questions in the consultation response form, see Section 12.3 of this report.
- 12.4.110 The issues raised that relate to utility works are summarised in Table 12.15 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.
- 12.4.111 The Applicant has fully considered all of the responses received, Table 12.15 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.
- 12.4.112 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 12.15

- 12.4.113 The information presented in Table 12.15 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 Q6b 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 the Supplementary 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 utility works and the Applicant's responses

12.4.114 Table 12.15 below summarises the issues raised relating to utility works and the Applicant's responses to those issues raised.

Table 12.15 Summary of issues raised relating to utility works 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
UTL1	Comments supporting the revised proposals for utility works, with some consultees saying this is because their land is no longer affected, that enough new information has been provided, that the changes have addressed feedback from Statutory Consultation, or that the proposed works make it more likely that the Project will progress successfully.	-	-	1	24	These comments have been noted.	No
UTL2	Comments supporting the proposed utility works on the grounds that they would reduce the number of utilities diversions and the costs and time associated with these. There were also comments supporting the decision not to move some pylons.	-	-	0	6		No
UTL3	General comments supporting the proposed utility works, or elements of them, on the grounds that they would reduce disruption compared with alternative proposals.	-	Thurrock Council	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
UTL4	Comments supporting the proposals on the grounds that the potential for disruption to the supply of utilities services to local residents has been minimised.	-	-	0	9		No
UTL5	Comments supporting the proposed use of trenchless technologies to carry out work on underground utilities, with consultees saying these would reduce disruption.	-	-	0	4		No
UTL6	Comments supporting the proposed utility works, saying they are necessary or that they have addressed previous concerns.	East Kent Hospitals NHS Trust	-	2	256		No
UTL7	Comments supporting the proposed utility works, saying they are necessary and the benefits outweigh the costs.	-	-	0	5		No
UTL8	Comments supporting the proposed utility works, with consultees saying they are confident the works would be carried out safely.	-	-	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
UTL9	Comments supporting the proposed utility works on the grounds that they would help modernise existing utilities infrastructure. Comments include those saying the proposals would facilitate future development in the area.	-	-	1	3		No
UTL10	Comments from consultees saying that they have no opinion or are not directly affected by the utilities proposals.	-	-	5	144		No
UTL11	Comments expressing concern about the revised proposals for utility works, with some consultees saying these changes would impact Ashenbank Wood and other areas of environmental significance. Some consultees ask why these proposals were not included at an earlier stage.	Historic England, Kent Downs AONB Unit, Natural England	Thurrock Council	2	9	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, informed by a better understanding of existing conditions and constraints. The Applicant presented these as part of the	No
UTL12	Comments expressing concern about the proposals to divert gas mains near the A2/M2 and at Orsett, with concerns about the amount of land needed, the impact	National Grid	-	17	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>on woodland and local amenities, as well as safety concerns. This includes comments from consultees who question the need for the diversion or ask why this need was not identified at an earlier stage. Some consultees raise concerns about the potential impact on locations including Shorne Woods Country Park.</p>					<p>Supplementary Consultation in January 2020, the Design Refinement Consultation in July 2020, 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>Following the 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 Design Refinement Consultation in July 2020. More information about this can be found in Chapter 7 of this report.</p> <p>During the Design Refinement Consultation, the Applicant also presented a proposal to acquire permanent rights over a small area of Shorne Woods Country Park for the diversion of a gas pipeline. After the Design Refinement Consultation, the Applicant worked with the relevant utility companies, and asset owners, to further 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</p>	

Code	Summary of issue(s) raised	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 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>Since the Design Refinement Consultation in July 2020, the gas pipeline diversion route has been amended to go under Park Pale Lane, adjacent to the A2/M2. This would result in a reduction of the loss of woodland in Brewers Wood that can now be retained. In addition, the same utility route has been amended to the west of Brewers Road Bridge, which has reduced the loss of woodland in Shorne Woods Country Park.</p> <p>As set out during the Design Refinement Consultation, the Applicant proposes offsetting the impacts on recreational land at Shorne Woods Country Park by acquiring replacement land to the east of Brewers Wood. The new area of land would be designed to complement the existing site and would include woodland planting and a footpath connecting it with Great Crabbles Wood. The Applicant provided further detail on replacement land in the Operations</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Update published as part of the Community Impacts Consultation in July 2021.</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 proposed 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 Impacts Consultation in July 2021. More information about the 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>needed in this area can be found in the Land Plans (Application Document 2.2). Following design development, the northern diversion was chosen, to ensure compliance with gas industry standards. Permanent rights would be required over land at the south of the Orsett Showground to operate and maintain the diverted gas pipeline. These rights (and associated restrictions) would have an impact on the operation of the Showground.</p> <p>Following feedback received during the Community Impacts Consultation in July 2021, the Applicant changed the proposed route of a gas pipeline diversion to avoid a scheduled monument (Springfield style enclosure and Iron Age enclosures south of Hill House, Baker Street) and veteran tree west of Orsett. Minor adjustments were made to the Order Limits along the length of the diversion, which would reduce the area needed for works by approximately 2ha.</p> <p>A replacement area had been included within the Order Limits to compensate for the area of land required permanently, or subject to restricted use, should it be necessary to do so. It has been agreed with the owner that the area of compensatory land is not required, resulting in the Order Limits also being reduced in this area.</p> <p>An Environmental Impact Assessment (EIA) has been carried out to assess the 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>of the Project on the environment. The impacts on designated and non-designated areas, such as Shorne Woods Country Park and Ashenbank Wood, is 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>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, including utility works. The HRA contains proposed mitigation measures to reduce potential adverse effects.</p> <p>ES Figure 2.4: Environmental Masterplan (Application Document 6.2) and the 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 Design Principles document outlines the principles in relation to the landscape</p>	

Code	Summary of issue(s) raised	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 implemented across the Project. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</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 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</p>	

Code	Summary of issue(s) raised	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 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 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</p>	

Code	Summary of issue(s) 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 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 CoCP (Application Document 6.3, ES Appendix 2.2).	
UTL13	Comments expressing concern that the utilities diversions would have a negative impact on the residents of Riverview Park.	-	-	2	2	In developing proposals for utility works, the Applicant has worked closely with utility companies, and asset owners, and has sought to reduce impacts on local communities wherever practicable, while ensuring the Project is affordable to Government and could be constructed and operated safely and efficiently. 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 sites during construction and to the highway and tunnels for the operation of the road.	No
UTL14	Comments expressing concern that the changes made to the proposed utility works have been made to cut costs and may increase impacts on local communities. Some of these consultees refer to the proposals to move pylons closer to Linford.	-	-	15	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
UTL15	Comments expressing concern about moving the Project closer to Linford to avoid impacting existing utilities. Others say the original route should be kept and the overhead cables and pylons moved instead. Some consultees express concern that properties in Linford would have to be demolished to accommodate utilities diversions.	-	-	8	10	<p>Following Supplementary Consultation in January 2020, the Applicant refined its proposals for utility works in order to further reduce their impact on local people. These refinements contributed to a reduction in the size of the land within the Order Limits from over 26km² to just under 23km². At Supplementary Consultation, there were approximately 190 properties affected by works to move electricity pylons and power lines above those properties, whereas at the Design Refinement Consultation in July 2020 this figure had been reduced to 70.</p> <p>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. In this area, the Applicant would remove 17 existing pylons and install 11 new ones, resulting in six fewer pylons. These proposals were presented during Supplementary Consultation in July 2020.</p> <p>The proposals have been updated since that consultation to retain the pylon at Muckingford Road and during the Local Refinement Consultation in May 2022, the Applicant proposed the removal of 16 pylons and installation of 11 new ones which would result in a reduction of five pylons.</p> <p>At Statutory Consultation in October 2018, the Applicant proposed moving one network</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 transmission power lines and pylons near 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 them away from Riverview Park. This revised proposal was consulted on during the Design Refinement Consultation in July 2020.</p> <p>There are also proposed changes to electricity distribution network pylons and power lines near Low Street Lane and Linford Road. Neither proposal would move power lines closer to homes in Linford, nor would either require demolition of properties. 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>As a result of further engagement with the relevant utility company, following the Local Refinement Consultation in May 2022, the Applicant amended proposals 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>overhead power lines above Linford. As a result there are now no residential properties within the Order Limits where existing overhead powerlines would require re-stringing and no residential properties will be affected by proposed works to existing overhead powerlines that are being retained in their current location. This has removed 2ha of land from the Order Limits and means 46 residential properties would no longer be impacted by these works. An assessment of the proposals to divert the 400kV and 275kV 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 Environmental Statement</p>	

Code	Summary of issue(s) raised	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 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.</p> <p>For more information about utility works, refer to the 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>	
UTL16	General comments expressing concern about the proposed utility works.	-	Kent County Council	3	10	<p>The Applicant has engaged with utility companies, and asset owners, throughout the development of the Project, to see if 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.</p> <p>Working with the utility companies, and asset owners, the Applicant has developed an estimated construction schedule that would minimise disruption to local people and the utility network owner. The schedule would encourage a collaborative approach with utilities companies to reduce the</p>	No
UTL17	Comments expressing concern that utility supplies could be interrupted as a result of the proposed changes to utilities infrastructure.	Essex and Suffolk Water Limited	-	6	38		No
UTL18	Suggestions that the proposed utility works should be carried out at certain times to minimise disruption, including coordination with other planned works.	Essex and Suffolk Water Limited	-	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
UTL19	Suggestions that more information about the proposed utility works should be provided to local residents in advance of work being carried out, including the nature of works and their timing, where and for how long works are planned to take place, and the land required.	Essex Police	-	0	6	<p>impact of works, for example through sharing construction space. Affected parties would be given advance notice before land is accessed to carry out utility works.</p> <p>The Applicant consulted on revised plans for utility works during the Community Impacts Consultation in July 2021, with information in the Ward Impact Summaries and the Construction Update (see Appendix S of this report).</p> <p>Following ongoing engagement with the</p>	No
UTL20	Suggestions that the Project should work with utilities companies to increase efficiency, improve safety, and minimise disruption to supply. Suggestions include asking for a collaborative utilities development plan to be put in place and for more information about the proposals to be provided to utilities companies.	Anglian Water Services Limited, Cadent, Essex and Suffolk Water Limited, National Grid	Dartford Borough Council, Kent County Council	0	20	<p>utilities companies, and feedback received during the Community Impacts Consultation in July 2021, the Applicant further refined its utilities proposals (electricity, water and gas) in several key areas to reduce impacts on local communities and, where possible, use existing infrastructure. These refinements include removing: the Barking Power Station gas pipeline diversion, utility works near Hornsby Lane/Gowers Lane/Farm Road, and the planned gas pipeline diversion south-east of junction 29 (Warley Street). In addition, the Applicant has refined proposals at Coopers Shaw Road and Dock Road to reduce the impact on local residents and reduce construction noise impacts and traffic management in these locations.</p> <p>For information about what feedback was received on these proposals at the Community Impacts Consultation in July</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>2021 and how the Applicant had regard to that, see Section 14.4 of this report.</p> <p>For more information about the construction schedule, see Environmental Statement (ES) Appendix 2.1: Construction Supporting Information (Application Document 6.3).</p> <p>The Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) sets out the measures that the appointed Contractor would be required to carry out during the construction phase. This includes information about the engagement approach that would be used throughout the construction phase to ensure local people would be aware of works that would affect them. It also presents information about the diversion and protection of utilities in the construction contracts and timing of utility works. A draft CoCP was included by the Applicant in the materials provided for 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.</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</p>	

Code	Summary of issue(s) raised	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 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>Works on high-pressure gas mains and 400kV, 275kV and 132kV powerlines would be carried out by the respective utility companies for safety reasons. For other works, the Applicant is still discussing whether these could be undertaken more efficiently by the appointed Contractor or by the utility companies themselves. Planned utility works would not normally be expected to include interruptions of supply. Utility</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>companies would communicate planned impacts on their networks to customers in advance and would account for 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> <p>For more information about proposed utility works, refer to ES Chapter 2: Project Description (Application Document 6.1).</p>	
UTL21	<p>Comments suggesting that any disruption resulting from the proposed utility works should be minimised. Concerns include disruptions to supply, environmental impacts and impacts on local residents. Suggestions include those saying that any instance where a temporary or permanent crossing is implemented over a utilities diversion, such as for a Public Right of Way, should be assessed to show that it would not increase flood risk in the area. Other suggestions include those saying land</p>	Environment Agency	Thurrock Council	2	32	<p>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, road users and the utility network operator. 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 is acceptable to the relevant utility companies and asset owners.</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>required temporarily for utilities should be restored to a good condition and that the proposed electrical substation near the South Portal should be screened by trees.</p>					<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 and new 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 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. The Applicant would seek to minimise any long-term visual impacts as a result of construction, including utility works.</p> <p>The Applicant would also seek to minimise any interruption to supply during works affecting utilities infrastructure. Utility companies would ensure a replacement supply is in place before any existing supplies are disconnected.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<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> <p>Additional information was provided in 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>For more information about proposed utility works, refer to Environmental Statement (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</p>	

Code	Summary of issue(s) raised	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 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>A Flood Risk Assessment (Application Document 6.3, ES Appendix 14.6) has been carried out, which looks at the likelihood of flooding during construction and operation of the Project and sets out the measures that would be taken to mitigate the impacts. All sources of flood risk have been considered, including flood risk from sewers and water mains and from temporary and permanent crossings.</p> <p>The Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) also sets out the measures the Applicant would implement to minimise disruption wherever practicable. The CoCP includes information about utility works. A draft CoCP was included by the Applicant in the material provided for 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 those documents provided in responses to the consultation are set out in Section 14.4 of this report.</p> <p>Following ongoing engagement with the utilities companies, and feedback received during the Community Impacts Consultation in July 2021, the Applicant has further refined their utilities proposals (electricity, water and gas) in several key areas to reduce impacts on local communities and, where possible, use existing infrastructure. These refinements include removing: the Barking Power Station gas pipeline diversion, utility works near Hornsby Lane/Gowers Lane/Farm Road, and the planned gas pipeline diversion south-east of junction 29 (Warley Street). In addition, the Applicant has refined proposals at Coopers Shaw Road and Dock Road to reduce the impact on local residents and reduce construction noise impacts and traffic management in these locations.</p> <p>With regards to screening for the electricity substation proposed near the South Portal, the Applicant has developed the landscaping proposals around this substation, with earthworks and woodland planting to integrate the infrastructure into the landscape and provide visual screening. These proposals were presented during the Design Refinement Consultation in July 2020.</p>	

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UTL22	Comments expressing concern about the potential for disruption to local communities as a result of the proposed utility works. Some consultees express concern about potential impacts on existing utilities or say that not enough information about the impact of the proposals on the community has been provided. Some consultees raised concerns about the potential impact on North Road, Ockendon.	-	-	16	42	<p>The Applicant has engaged with utility companies and asset owners throughout the development of the Project, with a view to ensuring it would be possible for works to be carried out in a way that would minimise disruption to local people and communities. This includes minimising any interruption to supply during any work affecting utilities infrastructure.</p> <p>An Environmental Impact Assessment (EIA) has been carried out, which documents the impact of the Project including utility works, on local people and communities, including local amenities and schools. Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1)</p>	No
UTL23	Comments expressing concern about the disruption that the utility works would cause to local communities and landowners. Consultees raise concern about specific impacts including road closures and congestion. Some consultees express concern about the proposed utilities in the area around the proposed A13/A1089/A122 Lower Thames Crossing junction.	Essex and Suffolk Water Limited	Kent County Council	9	16	<p>sets out the assessment of the impacts of the utility works on local communities during construction and operation. It includes information about measures that would be put in place to reduce adverse impacts. ES Chapter 2: Project Description (Application Document 6.1) provides more information about the proposed utility works.</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</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>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>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
						<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>At the existing A13/A1089 junction, there are many utilities, including high pressure gas pipelines, electricity power lines and pylons, and multi-utilities corridors (which may include gas, water, communications and electricity networks). To accommodate the proposed A13/A1089/A122 Lower Thames Crossing junction, some of these utilities would need to be diverted.</p> <p>Permanent rights over land near the proposed A13/A1089/A122 Lower Thames Crossing junction would be required to divert and relocate existing utilities to allow the Project to be built with minimal interruption of supply to customers. The Applicant would use the land temporarily for construction and then retain permanent rights over the land to allow the utilities company to maintain the infrastructure in the future. Changes to this land use were consulted on during Supplementary Consultation in January 2020.</p> <p>Church Lane no longer requires sewerage works and so the proposal to install sewerage networks from Ockendon Road to St Marys Lane via the B186 has been</p>	

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						<p>reduced. A wastewater connection 1.4km long would be needed from the M25 Compound and the Medebridge Compound along the B186, connecting to the existing sewer network 560m north of Ockendon Road.</p> <p>The Applicant held a Community Impacts Consultation in July 2021, which included 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. The Operations Update also described the Project's impact on utilities. The materials consulted upon at the Community Impacts Consultation can be found in Appendix S of this report.</p> <p>The Applicant consulted on the predicted impacts on local people, including impacts of road closures and congestion 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>Following ongoing engagement with the utilities companies, and feedback received during the Community Impacts Consultation, the Applicant further refined their utilities proposals (electricity, water</p>	

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						<p>and gas) in several key areas to reduce impacts on local communities and, where possible, use existing infrastructure.</p> <p>The Applicant consulted on further refinements to utility works, including changes to the land requirements associated with these, during the Local Refinement Consultation in May 2021.</p> <p>These areas were detailed most recently in Map Book 2: Land Use Plans. For more information about the Local Refinement Consultation materials, see Appendix T of this report.</p> <p>These refinements include removing the Barking Power Station gas pipeline diversion, utility works near Hornsby Lane/Gowers Lane/Farm Road, and the planned gas pipeline diversion south-east of junction 29 (Warley Street). In addition, the Applicant has refined proposals at Coopers Shaw Road and Dock Road to reduce the impact on local residents and reduce construction noise impacts and traffic management in these locations.</p> <p>Due to the number of utilities affected, and the space required to carry out the works safely, there is the potential for some road diversions and lane closures in this area, for example at Baker Street, the A1013 and other local roads.</p> <p>To reduce impacts of utility works the Applicant would be required to submit a</p>	

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						<p>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 Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) sets out the measures the Applicant would implement to minimise disruption wherever practicable. The CoCP includes information about how phases of construction would be aligned to reduce disruption and minimise the work schedule. The CoCP was included by the Applicant in the material provided for the Community Impacts Consultation. The Applicant also consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation. Comments on those documents provided in response 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
						consultation are set out in Section 14.4 of this report, along with information as to how the Applicant had regard to those comments.	
UTL24	Comments expressing concern about the impact of the proposed utility works on local amenities. Some consultees raise particular concerns about the potential impact on Orsett Showground, Thurrock Rugby Football Club and Thurrock Cricket Club.	Forestry England	Kent County Council, Thurrock Council	0	3	An Environmental Impact Assessment (EIA) has been carried out, which documents the impact of the Project, including utility works, on local amenities. Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1) sets out the assessment of the impacts of the utility works on local amenities during construction and operation. It includes information about measures that would be put in place to reduce adverse impacts. ES Chapter 2: Project Description (Application Document 6.1) provides more information about the proposed utility works.	Yes
UTL25	Comments suggesting that strategies to minimise the impact of the utilities proposals on Thames Chase Forest Centre should be explored.	-	Thurrock Council	0	1	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. Additional information about how the Project is expected to impact local	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>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 the Ward Impact Summaries (see Appendix S of this report).</p> <p>During the Community Impacts Consultation, the Applicant provided information about refinements to the proposals for the utility works required to build the Project, which were outlined in the Operations Update. Furthermore, descriptions of utility works within each construction area and ward were presented in the Construction Update and Ward Impact Summaries respectively. For more information about the Community Impacts Consultation, see Chapter 8 of this report.</p> <p>The Applicant proposes to move the gas pipeline that currently runs alongside Stanford Road. Two options for the location of the diverted pipeline were presented during Supplementary Consultation in January 2020: one to the north of the A13 under the A122, and one to the south of the A13 under the A1089. Both options impacted the southern edge of Orsett Showground. As a result of further 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>development, the northern diversion was chosen to ensure compliance with gas industry standards. Permanent rights would be required over land at the south of the Orsett Showground to operate and maintain the diverted gas pipeline. These rights (and associated restrictions) would have an impact on the operation of the Showground.</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>Following feedback received during the Community Impacts Consultation in July 2021, the Applicant changed the proposed route of a gas pipeline diversion to avoid a scheduled monument (Springfield style enclosure and Iron Age enclosures south of Hill House, Baker Street) and veteran tree west of Orsett. There were also minor adjustments to the Order Limits along the length of the diversion, which reduced the area needed for works by approximately 2ha. At the Design Refinement Consultation in July 2021, a replacement area was included within the Order Limits to</p>	

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						<p>compensate for the area of land at the Orsett Showground that would be required permanently, or subject to restricted use, should it be necessary to do so. Following feedback received from landowners and the owners of Orsett Showground, the replacement area provisionally proposed at the Design Refinement Consultation was no longer needed.</p> <p>The easternmost fields of Thurrock Rugby Football Club, which would adjoin Orsett Heath Academy, would have a temporary restriction while the restringing of the overhead lines in that location is carried out in the area. Orsett Heath Academy and Thurrock Rugby Football Club would be notified of any restrictions of use in advance of the works, although the works are not expected to cause any impact on the use of the rugby club.</p> <p>There are no planned utility works affecting Thurrock Cricket Club. This area is outside the Order Limits for the Project. Thames Chase Forest Centre would be affected by electricity and water diversion works. These proposals, including proposed mitigation measures, have been discussed with Forestry England. Where practicable, the Applicant would explore opportunities to place overhead power lines underground at this location to the reduce potential impacts on the woodland. The decision to put power</p>	

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						<p>lines underground would follow further discussions with utility companies, asset owners, stakeholders and additional design investigation. The Applicant would seek to further minimise the impact of utility works in this area by integrating them into other design features, such as walking and cycling routes.</p> <p>To mitigate for land acquired due to utility works, replacement land to the north and south of the Thames Chase Forest Centre would be acquired and this would be landscaped to match the current site, connecting to the existing paths. The replacement land would be designed to complement the existing forest. As part of the mitigation, the Applicant proposes a footbridge over the M25 to improve the connection between the western and eastern sections of the Thames Chase Forest Centre.</p> <p>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>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						Following site investigations by the utility companies and feedback from landowners, during the Local Refinement Consultation in May 2022, the Applicant refined proposals to divert electricity cables at Thames Chase Forest Centre. The overhead powerline diversions proposed at Supplementary Consultation would now be diverted along two new taller pylons north of their current position either side of the M25. Another electricity cable would now be diverted through the proposed Thames Chase Forest Centre footbridge, removing the need for trenchless installation of cables under the M25. The revised proposal would reduce the amount of land and time required for construction of the utility diversion in the Thames Chase Forest Centre as cables would no longer need to be installed under the M25.	
UTL26	Comments expressing concern that the proposed utility works would affect schools, including Cobham School, Orsett Heath Academy and schools near Riverview Park.	-	-	2	4	An Environmental Impact Assessment (EIA) has been carried out, which documents the impact of the Project including utility works, on local communities, including schools. Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1) sets out the assessment of the impacts of the utility works on schools during construction and operation. It includes information about measures that would be put in place to reduce adverse impacts. ES Chapter 2: Project Description	No

Code	Summary of issue(s) raised	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) provides more information about the proposed utility works.</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>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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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 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 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).</p> <p>Additional information was provided in 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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Update and Ward Impact Summaries respectively.</p> <p>While the Applicant does not foresee any direct impacts on schools (including those in Riverview Park) resulting from the proposed utility works, there would be diversion works close to or within school catchment areas and impacting local roads. Access to schools would be maintained during the diversion works and traffic flow would be managed accordingly. No diversion works are expected to be needed within the grounds of Orsett Heath Academy.</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 construction activities.</p>	

Code	Summary of issue(s) 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 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.	
UTL27	Comments expressing concern about the positioning of the utilities installations because of the impact on businesses and landowners.	-	-	2	4	Impacts on businesses and landowners were considered when developing the utilities proposals. The Applicant has worked with landowners and businesses to minimise impacts where possible and would continue to work with them if development consent is granted. The Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement (ES) Appendix 2.2) sets out the measures that would ensure that notice of works would be provided, along with information about their timing and extent, and the Applicant would seek to minimise disruption wherever practicable. The CoCP was included by the Applicant in the material provided for the Community Impacts Consultation in 2021. Comments on those documents provided in responses to the consultation are set out in Section 14.4 of this report. Persons with an interest in land who would be affected by the land	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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 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). These include information about compensation for when the value of a property has been affected by the Project.</p> <p>The Applicant has set out the land required for the Project, including for utility works, in the Land Plans (Application Document 2.2) and has explained the reasons why each plot is required, listing land use against each plot, in the Statement of Reasons (Application Document 4.1).</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</p>	

Code	Summary of issue(s) 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), 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.	
UTL28	Comments expressing concern about the potential impacts of the utility works on the health and wellbeing of local people. Of significant concern are the proposals to relocate pylons closer to homes, with some consultees mentioning Linford as an area of concern.	-	-	5	20	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. The Applicant presented detailed proposals for utilities at Supplementary Consultation in January 2020. Following this consultation the Applicant revised proposals for utilities across the Project at the Design Refinement Consultation in July 2020, at the Community Impacts Consultation in July 2021, and the Local Refinement Consultation in May 2022. More information about the proposals presented at these	No
UTL29	Comments expressing concern about proposals to move utilities closer to residential areas, with concerns about health risks for residents.	-	Thurrock Council	5	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
UTL30	Comments expressing concern about the potential visual, noise and health impacts of moving pylons and overhead cables closer to residential areas.	National Grid, Shorne Parish Council	Gravesham Borough Council, Kent County Council, Thurrock Council	27	51	<p>consultations can be found in Appendices Q, R, S and T.</p> <p>In some instances, it has been necessary to move pylons and transmission lines closer to properties due to design constraints. Across the Application Site, however, there would be a net reduction in the number of pylons. This is because some existing overhead powerlines are being undergrounded as part of the Project.</p> <p>At Supplementary Consultation in January 2020, the Applicant proposed changes to pylons and power lines to the west of Linford and the east of the Project route.</p> <p>As proposed during Supplementary Consultation in January 2020, moving the Project route closer to Linford by up to 60m, combined with stopping up Hornsby Lane, limits the extent of the works required to the nearby overhead powerline networks. This means powerlines would not need to be relocated south towards Chadwell St Mary between Horford Road and Hornsby Lane, closer to those properties.</p> <p>The Applicant has continued to work with the utility company that would undertake the works to the powerline immediately west of Linford and, since the Local Refinement Consultation, has confirmed that works are not required to the two spans over Linford. The Order Limits have therefore been reduced to reflect this As a result there are</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>now no residential properties within the Order Limits where existing overhead powerlines would require re-stringing and no residential properties would be affected by proposed works to existing overhead powerlines that are being retained in their current location.</p> <p>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. This has removed 2ha of land from the Order Limits and means 46 residential properties would no longer be impacted by these works.</p> <p>For more information about the materials presented at Supplementary Consultation and the Local Refinement Consultation, see Appendices Q and T.</p> <p>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>An assessment of the proposals to divert 400kV and 275kV overhead lines has been carried out by National Grid. 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>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 HEqIA (Application Document 7.10).</p> <p>National Grid has also carried out an assessment of the potential impacts on nearby properties from noise and vibration due to these proposed changes. Its assessment, which is documented in Environmental Statement (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.</p> <p>ES Chapter 7: Landscape and Visual (Application Document 6.1) presents the assessment of the visual impact of the Project, including utilities and pylons, on the landscape during construction and operation, including any proposed mitigation.</p> <p>For more information about the proposed utility works, refer to the ES Chapter 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
						Project Description (Application Document 6.1).	
UTL31	Comments expressing concern that road closures and diversions required as part of the utilities proposals would be disruptive to local roads. This includes comments expressing concern as to how residents would be warned of road closures. Some consultees raise particular concern about the potential impact on Station Road and Love Lane in East Tilbury, as well as the A13 and A1089.	-	Thurrock Council	0	5	<p>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 notified in advance, so they could plan journeys accordingly.</p> <p>Some Public Rights of Way would also be affected by utility works. The Applicant would give prior notice of proposals that affect these routes. In some instances, the Applicant is proposing a temporary alternative route while works are carried out. For more information, see the Project Design Report (Application Document 7.4).</p> <p>The Applicant would also 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</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>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) provides an assessment of the traffic impacts of construction, including traffic modelling forecasts for local roads that would be affected.</p> <p>Love Lane in East Tilbury would need to be closed temporarily between Princess Margaret Road and Station Road because the road is too narrow to accommodate general traffic while utility works are being carried out. Traffic along Station Road would be managed as part of the TMP. This means it could be closed fully or restricted to a single lane. More information is available in the oTMPfC (Application Document 7.14). The Applicant consulted on the oTMPfC during the Community Impacts Consultation in July 2021. Comments on those documents provided 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>responses to the consultation are set out in Section 14.4 of this report.</p> <p>The Applicant envisages that closures of the A13 and the A1089 would be for the erection and removal of the overhead powerlines only and would be limited to night-time and weekend closures. This is necessary to safely complete these works, although the Applicant would seek to complete these works at the same time as other closures where possible. The Applicant would apply for and agree appropriate traffic management measures as per the oTMPfC. The Applicant would work closely with the appointed Contractor and the relevant network operators to minimise the impact of these disruptions. Access to private properties and businesses would be maintained during the diversionary works in all but exceptional circumstances, such as if there were a need for emergency utility works.</p>	
UTL32	Comments expressing concern about the potential for terrorist attacks on power distribution assets such as substations or pylons. There was a request for the Applicant to liaise with counter-terrorism authorities.	Essex Police	-	1	1	<p>The Applicant has engaged with emergency services, including the appropriate counter-terrorism authorities, to discuss potential risks during construction and operation of the Project. Should the Project be approved, the Applicant would continue to work closely with local authorities, police and other emergency services to ensure all such risks are identified and considered. The substations would be utility company</p>	No
UTL33	A comment suggesting that security measures should be	Essex Police	-	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
	used to protect the temporary and permanent substations. A number of suggestions were made, including security measures such as enhanced lighting systems, layered physical barriers, remote surveillance and alarm systems.					assets and would be secured, managed and operated in line with their standards. Construction worksites would be under the control of the appointed Contractor, who would have a statutory duty to maintain security. The appointed Contractor would carry out site-specific assessments of the security and trespass risk at each site and implement appropriate control measures. More information about security arrangements can be found in the Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement Appendix 2.2). A draft CoCP was included by the Applicant in the material provided for the Communities Impacts Consultation in 2021. Comments on those documents provided in responses to the consultation are set out in Section 14.4 of this report.	
UTL34	Comments expressing concern about the possibility of future changes to the proposed utility works, particularly as a result of ongoing discussions with utilities providers.	-	-	0	4	The Applicant has worked closely with utility companies and asset owners in relation to the proposals. At Supplementary Consultation in January 2020, the Applicant consulted on a number of utility proposals, including diversionary works. An extensive Utilities Update was published at Supplementary Consultation, which provided further information in relation to these proposals. The Applicant also proposed additional diversionary works during the Design Refinement Consultation in July 2020, following consideration of	No
UTL35	Comments requesting more information about the utilities proposals. Some of these comments question why an area near the A128 in Bulphan is included in the	Anglian Water Services Limited, Cadent, Essex and	Thurrock Council	12	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>proposed utility works and which utilities would be affected there. Some consultees also request further detail on specific aspects of the utilities proposals, including the timescale for these works.</p>	<p>Suffolk Water Limited, Shorne Parish Council</p>				<p>feedback at Supplementary Consultation and further engagement with utility companies and asset owners.</p> <p>Following consideration of feedback from the Design Refinement Consultation in July 2020 and engagement with utility companies, and asset owners, the Applicant proposed further refinements to the utility works associated with building the Project. These were consulted on in the Community Impacts Consultation in July 2021 and outlined in the Operations Update. For more information about the Community Impacts Consultation see Chapter 8 of this report.</p> <p>Discussions with utility companies are ongoing and would continue throughout the detailed design phase of the Project to ensure that, when implemented, the works are delivered in the most appropriate and efficient way.</p> <p>Following design development after the Local Refinement Consultation in May 2022, the Applicant removed land near Bulphan (approximately 800m by 30m) from the Order Limits. The land was originally included within the Order Limits to allow UK Power Networks to carry out works to replace and upsize the existing overhead powerline, ensuring the provision of power to the construction sites. This work will not be undertaken 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
						Working with the utility companies, and asset owners, the Applicant has developed a construction programme with the aim of minimising disruption on local people and the utility network operators. For more information about the construction schedule, see Environmental Statement (ES) Appendix 2.1: Construction Supporting Information (Application Document 6.3). For more information about proposed utility works, refer to ES Chapter 2: Project Description (Application Document 6.1).	
UTL36	Comments expressing concern about the safety of the utilities proposals for workers.	-	-	1	4	The safety of workers, road users and local people has been prioritised throughout the lifetime of the Project. During construction, the Applicant would set challenging health, safety and wellbeing targets aligned to the Home, Safe and Well strategy. All utility works would be carried out following engagement with the utility companies and would conform to industry best practice. In some instances, such as for high-voltage transmission and distribution lines, the works would be carried out by the utility company. In other cases, the Applicant would appoint a Contractor to carry out the work. Before any construction work would start, surveys would be carried out at key locations, in agreement with the relevant utility company, to obtain design and customer supply information in relation to those locations.	No
UTL37	A comment suggesting that the Applicant should ensure that appropriate Contractors are chosen to carry out utilities proposals.	-	-	0	1		No
UTL38	Suggestions for how utility works should be carried out safely, including that effective lighting should be used overnight and that pylons should be placed in safe locations.	-	-	0	2		No
UTL39	Suggestions for how the proposed utility works should be planned, including what	-	-	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
	type of contracts for enabling works should be agreed, suggestions around supervision of utilities, and suggestions that the precise locations of existing utilities should be confirmed using non-invasive survey techniques.					Works on high-pressure gas mains and 400kV, 275kV and 132kV power lines would be carried out by the respective utility companies 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 Contractor or by the utility companies 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. Utility works would conform to the appropriate regulatory and statutory clearances and distances, with works carried out by the appointed Contractor 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.	
UTL40	Suggestions for how the Project should plan and carry out works on power lines and pylons, including aspects that need to be incorporated into the Development Consent Order, specific guidance to be followed, and the necessity of protective provisions and agreements with utilities suppliers.	National Grid	-	2	4		No
UTL41	Suggestions for how to carry out safe, cost-effective and reliable works on the gas distribution network. Suggestions relate to aspects that need to be incorporated into the Project's Development Consent Order, guidance to be followed, and the necessity of protective	Cadent, Health and Safety Executive, National Grid, Shorne Parish Council	Kent County Council	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
	provisions and agreements with utilities companies. Consultees also suggest alternative gas diversions, particularly the pipeline below the hard shoulder of the A2, with the aim of minimising the impacts.					For more information, see the Consents and Agreements Position Statement (Application Document 3.3). All proposals for utility works have been determined after extensive design development and engagement with the relevant utility company and asset owners. The gas pipeline diversions north of the A2/M2 would require the temporary use and permanent acquisition of rights over some land north of the A2/M2. It would not be possible to restrict these diversions to the hard shoulder of the A2 because current gas industry design standards, codes and regulations state that the pipeline cannot run longitudinally under a road with the classification of the A2 because it would impede the operation and maintenance of the pipeline and the highway. Any work required to the pipeline in the future would severely impact the use of the highway, via lane closures, if located in the hard shoulder to ensure safe separation for the public and the workforce.	
UTL42	Suggestions that utility works should include upgrades to broadband, 5G and other communications infrastructure.	-	Thurrock Council	0	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.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
UTL43	Suggestions that currently separate utilities infrastructure should be co-located close to the Project to reduce land use. Some consultees also suggest the introduction of charging points for electric vehicles.	Health and Safety Executive	-	2	2	<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 the cabling and other infrastructure to provide high-bandwidth connectivity, should this be needed in the future.</p> <p>The Applicant is not proposing to carry out general upgrades and improvements to communications and other infrastructure, which are beyond the scope of the Project.</p>	No
UTL44	General comments suggesting that local infrastructure should be upgraded or futureproofed as part of the utility works.	-	-	0	6	<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>This does, however, mean that there are currently no electric vehicle (EV) charging points within the proposed design.</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.</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>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 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>	
UTL45	Suggestions that pylons and overhead power lines should either be removed or replaced with underground cabling to reduce their visual impact.	-	-	3	8	<p>Undergrounding powerlines is not possible at all locations because of factors including impacts to cultural heritage and environmentally sensitive locations, land availability, the need to maintain network resilience, local geology, accessibility for maintenance, cost, and the requirements of the relevant utilities company. Where practicable, the Applicant would explore opportunities to place overhead power lines underground in a small number of locations across the Project following further discussion with utility companies, asset owners, stakeholders and additional design investigation. For more information about proposed utility works, refer to Environmental Statement (ES) Chapter 2:</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 Description (Application Document 6.1).</p> <p>There would also be a reduction in the number of pylons across the Project, with 34 pylons being removed and 31 new ones being installed, resulting in three fewer pylons. ES Chapter 7: Landscape and Visual (Application Document 6.1) presents the assessment of the visual impact of the Project, including utilities, on the landscape during construction and operation, including any mitigation measures deemed appropriate.</p> <p>The Applicant has engaged with utility companies 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 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.</p>	
UTL46	Suggestions of locations for the proposed substation	Historic England,	Kent County Council	0	6	At Supplementary Consultation in January 2020, the Applicant consulted on three	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	near the South Portal, including preferences for one of the three options presented during Supplementary Consultation, as well as alternative locations such as the embankment alongside the road connecting the South Portal and the M2/A2/A122 Lower Thames Crossing junction.	Kent Downs AONB Unit, Shorne Parish Council				<p>locations for an electricity substation near the South Portal. Having considered responses to the consultation, the Applicant is progressing option two, which is located away from residential areas and St Mary's Church, Chalk. This was the preferred option of the utility company and was chosen as a result of consideration of several factors, including safety, access and ease of mitigating its visual impact.</p> <p>After further investigation and consideration of the feedback from Supplementary Consultation, the Applicant has developed the landscaping proposals around the electricity substation at the South Portal to help integrate the infrastructure into the existing landscape, with proposed woodland planting providing visual screening. These proposals were consulted on during the Design Refinement Consultation in July 2020.</p> <p>Locating the substation on the verge near the South Portal was not considered because this would have presented a safety risk due to the presence of high-speed traffic nearby. It would also have been more difficult to mitigate the substation's visual impact, and its maintenance could have required closing lanes along the route.</p>	
UTL47	Comments expressing concern about the viability of the proposed drainage	Essex and Suffolk Water Limited,	-	1	2	The Project, including proposed utility works, has been assessed for its potential impact on the water environment. 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
	arrangements, including the possible diversion of a sewer and the impact this could have on properties and businesses. This includes comments raising concern about disruption and local access during maintenance works for the water pipe along Medebridge Road included in the proposed utility works. Consultees also express concern about the potential impact on groundwater and flood risk.	Shorne Parish Council				methodologies and findings of these assessments have been reviewed by the Environment Agency and appropriate action taken in response to their views. An Environmental Impact Assessment (EIA) has been carried out to assess the wider impact of the Project's construction and operation on flood risk and water management. These assessments are documented in Environmental Statement (ES) Chapter 14: Road Drainage and the Water Environment (Application Document 6.1). The ES sets out details of any measures that are considered necessary and appropriate to mitigate any adverse effects of the Project on flood risk and water management. The Applicant would continue to work with the relevant utilities companies to minimise any potential impacts resulting from diversion of sewers and other utilities, including disruption to supply.	
UTL48	Suggestions about water and sewage infrastructure, including requests for upgrades, alternative locations for water and sewage infrastructure, and requests for protection of groundwater sources.	Essex and Suffolk Water Limited	-	1	4	Church Lane no longer requires sewerage works and so the proposal to install sewerage networks from Ockendon Road to St Marys Lane via the B186 has been reduced. A wastewater connection 1.4km long would be needed from the M25 Compound and the Medebridge Compound along the B186, connecting to the existing sewer network 560m north of Ockendon 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
						<p>Any impacts as a result of works on the water supply near the A2/M2, Tilbury or near Ockendon would also be minimised, and access to properties would be maintained during works, except in an emergency.</p> <p>The Applicant is aware of the groundwater source at Linford operated by Essex and Suffolk Water (ESW) and has engaged with them in relation to this. The Applicant is finalising a programme of comprehensive ground investigation in that area, and should any potential impacts on their assets be identified from the investigations, these would be discussed with ESW, along with any proposed mitigation measures.</p> <p>The Applicant is also aware of the multi-works utilities, which include a water pipe, along Medebridge Road. The Applicant is in discussions with the relevant utility companies and asset owners with a view to reducing disruption, wherever practicable. These discussions would continue as the Project progresses.</p> <p>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. The Applicant is not proposing to carry out general upgrades and improvements to water, sewage or other infrastructure that is beyond the scope of the Project.</p>	

Issues raised in response to open Question 7b

- 12.4.115 Table 12.16 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:
- 12.4.116 *Q7b: Please let us know the reasons for your response to Q7a and any other comments on how the changes to the Lower Thames Crossing would affect traffic conditions on the surrounding road network.*
- 12.4.117 For reference, the closed Question 7a referred to in Q7b above was as follows:
- 12.4.118 *Q7a: Taking into account the updated traffic information included within the supplementary consultation, do you support or oppose the view that the Lower Thames Crossing would improve traffic conditions on the surrounding road network?*
- 12.4.119 For more information about Q7a and how consultees responded to it and the other closed questions in the consultation response form, see Section 12.3 of this report.
- 12.4.120 The issues raised that relate to traffic modelling are summarised in Table 12.16 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.
- 12.4.121 The Applicant has fully considered all of the responses received, Table 12.16 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.
- 12.4.122 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to with a combined response.

Information presented in Table 12.16

- 12.4.123 The information presented in Table 12.16 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 the Supplementary 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

12.4.124 Table 12.16 below summarises the issues raised relating to traffic modelling and the Applicant's responses to those issues raised.

Table 12.16 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
TRA1	Comments supporting the changes to the traffic modelling forecasts since Statutory Consultation.	-	-	0	4	These comments have been noted.	No
TRA2	Comments supporting the traffic modelling forecasts.	-	Brentwood Borough Council	0	23		No
TRA3	Comments supporting the Project, saying it would help to reduce congestion.	East Kent Hospitals NHS Trust, Transport for London	Ashford Borough Council, Canterbury City Council, Essex County Council, London Borough of Havering, Folkestone and Hythe District Council	3	445		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
TRA4	General comments supporting the Project on the basis that it would improve traffic on local roads, including comments that it would reduce rat-running and Heavy Goods Vehicles (HGVs) on local roads.	-	-	1	30		No
TRA5	Comments supporting the Project because consultees say that it would relieve traffic congestion at other River Thames crossings (not including Dartford), particularly at the Blackwall Tunnel.	-	Essex County Council	0	9		No
TRA6	Comments in support of the Project from consultees who say it would help to relieve traffic problems at the Dartford Crossing. Consultees say the existing congestion at the Dartford Crossing shows the need for another crossing.	-	Brentwood Borough Council, Dover District Council, Essex County Council, Gravesham Borough Council, Tonbridge & Malling	5	405		No

Code	Summary of issue(s) 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				
TRA7	Comments supporting the Project from consultees who say an additional crossing is needed to increase resilience for traffic in the event of an incident or congestion at the Dartford Crossing.	-	-	0	3		No
TRA8	A comment supporting the Project, saying it would improve emergency service response times.	-	-	0	1		No
TRA9	Comments expressing concern that the traffic modelling forecasts do not account for the impact of collisions, roads closures or delays, including those at the Dartford Crossing. Consultees say the forecasts do not reflect the real circumstances or account for the potential for both crossings to be closed at the same time.	Cobham Parish Council	Thurrock Council	10	34	<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 at 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 incidents or road closures, including 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</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>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> <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 improve resilience at both crossings.</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).</p>	
TRA10	<p>Consultees expressing concern that the Project's traffic modelling does not account for the impacts of UK's exit from the EU, including uncertainties related to Brexit around demand for the new crossing.</p>	-	-	0	6	<p>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).</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
TRA11	Comments expressing concern that the traffic modelling forecasts do not account for the effect of Heavy Goods Vehicle (HGV) movements or any additional construction traffic. Some consultees say the information presented on HGV traffic has insufficient detail for them to understand the predicted impacts on the road network.	RWE Generation UK plc	Gravesham Borough Council, Kent County Council	2	11	The Project's traffic modelling forecasts are based on data provided by the Department for Transport. This is used in the model and informs the predicted volume of freight using the Project once it is in operation. The Applicant has assessed the impact of construction traffic on the road network, which is reported in the Transport Assessment (Application Document 7.9). The information on traffic presented at Statutory Consultation in October 2018 and Supplementary Consultation in January 2020 contained a level of detail that was appropriate for that phase of the Project and which enabled consultees to submit informed responses to the proposals. Throughout the development of the Project, including phases of non-statutory and Statutory Consultation in October 2018, the modelling has followed the Department for Transport's Transport Analysis Guidance in terms of the approach taken and describing the predicted traffic impacts of the proposed new road.	No
TRA12	Comments expressing concern that the traffic modelling is based on flawed or outdated data, including concerns about the use of mobile data and Transport Analysis Guidance. Some consultees are concerned	-	Kent County Council, Thurrock Council	7	26	The Applicant's traffic modelling has been carried out according to the latest Transport Analysis Guidance from the Department for Transport (DfT) (2021b) and using the most reliable data available, which is from 2016. Due to changes in traffic flows as a result of the COVID-19 pandemic, data from after 2019 would not have been suitable 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
	about the modelled peak hours, saying they do not reflect the peak hours on the road network.					<p>Applicant's traffic modelling. According to DfT guidance, there is no time limit after which traffic data is considered unsuitable. The peak hours were chosen on the basis of existing peak traffic flows on main roads in the affected area, and traffic data accounts for seasonal fluctuations. Carrying out traffic modelling in line with the latest Government guidance means opportunities for underestimating traffic flows are minimised and the predictions provide a robust basis upon which to design the Project for expected requirements on opening and for the foreseeable future. While the Project is forecast to 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. The Applicant's transport model covers in detail the roads in Kent, Thurrock, Essex and Havering, as well as the eastern part of Greater London, extending out to major roads within the area around the entire M25, and including a wider road network that extends across the whole of England, Scotland and Wales. This area is appropriate because it models all of the primary roads likely to be affected by the Project. While the modelling includes</p>	
TRA13	Comments expressing concern that the Project's traffic modelling forecasts do not accurately capture the flow of traffic on local roads, despite consultees raising these concerns at Statutory Consultation.	Cobham Parish Council, Shorne Parish Council, Transport for London	Thurrock Council	1	5		No
TRA14	Consultees express concern about aspects of the modelling they consider to be flawed or absent, including the monitoring of traffic flows at different times of the day and days of the year, and whether the modelling has included the impact of new trips as a result of the implementation of the Project.	Higham Parish Council, Port of London Authority, RWE Generation UK plc, Shorne Parish Council	Kent County Council, Thurrock Council, Tonbridge & Malling Borough Council	5	37		No
TRA15	Comments expressing concern that the traffic modelling forecasts underestimate the volume of traffic on the road network, including references to previous projects that	RWE Generation UK plc	Kent County Council, Swale Borough Council, Tonbridge & Malling	9	43		No

Code	Summary of issue(s) 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 have underestimated demand, such as other similar projects including the Dartford Crossing, which they say have generated traffic levels that have not aligned with forecasted flows.		Borough Council			forecasts for some minor roads, it is outside the scope of this type of strategic road network modelling to provide street-by-street predictions of how traffic flows would change once the Project is operational. 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).	
TRA16	Comments expressing concern that the traffic modelling will quickly become outdated.	-	-	5	29		No
TRA17	Comments expressing concern that the Applicant has not published traffic modelling data concerning the Project. Consultees say that without access to this data it is hard to understand the impacts of the Project. Consultees also suggest that traffic modelling data is being withheld by the Applicant to hide information.	Shorne Parish Council	Thurrock Council	1	5	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. The Applicant also published two technical reports: the Local Model Validation Report and the Traffic Forecasting Report. 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.	No
TRA18	General comments challenging the traffic modelling that has been carried out for the Project.	Cobham Parish Council	-	5	27	Having made changes to the Project after Statutory Consultation, the Applicant published updated traffic modelling	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>forecasts for Supplementary Consultation in January 2020.</p> <p>Having made further changes to the Project after Supplementary Consultation in January 2020, an additional phase of traffic modelling was carried out, which was published during the Community Impacts Consultation in July 2021 in the Operations Update and the Ward Impact Summaries. More information on these documents can be found in Appendix S of this report.</p> <p>The modelling submitted as part of the application for development consent forecasts that the Project would remain free-flowing for the foreseeable future.</p> <p>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.</p>	
TRA19	Comments expressing concern that the traffic modelling forecasts do not account for increasing use of electric and autonomous vehicles, or other changing patterns of road use.	-	Thurrock Council	2	9	The Applicant has considered that future use of the road network could have changed by the time the Project opens. 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	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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 the crossing's restrictions on non-motorway traffic, which would be in place because of the predicted high volumes of high-speed traffic using the route.</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 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). The Applicant consulted on draft Design Principles during the Community Impacts Consultation in July 2021 (see Chapter 8 of this report).</p>	
TRA20	Comments expressing concern that the traffic modelling forecasts do not account for additional traffic that would be attracted to the area, including local roads, by the Project. Areas	-	Kent County Council	5	29	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 and local roads, with some roads predicted to see a decrease in traffic and others an increase. For more information about these predicted changes	No

Code	Summary of issue(s) 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 concern include the A127, A128, Henhurst Road, Cobhambury Road, Peartree Lane and Thong Lane.					to traffic, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).	
TRA21	Comments expressing concern that the Project would attract new traffic to the area, and that traffic volumes would expand to fill the available capacity. Some consultees are concerned about the impact of this on local roads and pollution.	-	Dover District Council, Essex County Council, Kent County Council, Thurrock Council	14	138	<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>The A127 east of the M25 and the A128 are forecast to experience a reduction in traffic once the Project is operational. The A127 west of the M25 is predicted to see an increase. Henhurst Road, Cobhambury Road, Peartree Lane and Thong Lane are forecast to experience increases in traffic.</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</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>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</p>	

Code	Summary of issue(s) raised	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 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 traffic impacts on local roads is available in the Transport Assessment (Application Document 7.9). Information about the traffic forecasts and impacts is also available in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p>	
TRA22	Comments expressing concern that the Project's traffic modelling forecasts do not consider the impact of new housing developments on road usage, including concerns that local plans and the London Plan are not accounted for.	Cobham Parish Council, Shorne Parish Council	Dartford Borough Council, Gravesham Borough Council, Medway Council, Thurrock Council	0	19	The Applicant's traffic modelling forecasts 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 determined by Department for Transport's Transport Analysis Guidance. The traffic modelling does include new developments at Tilbury Power Station and Bluewater	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
TRA23	Comments expressing concern that the Project's traffic modelling forecasts do not account for other large-scale developments likely to take place in the area, including the London Resort leisure development and Tilbury Power Station, as well as the expansion of Bluewater Shopping Centre.	RWE Generation UK plc	Thurrock Council	2	14	Shopping Centre, which have been granted planning consent, but not the London Resort, which at the time of carrying out the Project's traffic modelling assessment did not have an application for development consent. 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 Department for Transport guidance.	No
TRA24	Comments expressing concern that the benefit of the crossing is not significant according to the traffic modelling, on the grounds that only 22% of traffic using the current Dartford Crossing would use the new crossing. These consultees say the Dartford Crossing would remain over capacity.	-	-	10	36	The traffic modelling submitted as part of the application for development consent forecasts that, compared to the situation without the new crossing, the 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 reliability increased. The improved connectivity would benefit local economic growth and employment by	No
TRA25	Comments expressing concern about whether the Project would solve existing	Cobham Parish Council,	Gravesham Borough Council,	26	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
	issues at the Dartford Crossing, including comments from consultees who say that by the time the Project is built, the volume of traffic at the Dartford Crossing would have increased to such an extent that traffic conditions there would be no better than at present.	Shorne Parish Council, Transport for London	Thurrock Council			making it easier for local businesses to interact with their customers and suppliers, and for them to retain and attract workers. For more information about the traffic forecasts, 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 which is the Economic Appraisal Package (EAP). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, and the Economic Appraisal Report provides more information about the appraisal methods and results.	
TRA26	General comments expressing concern that the Project would not address existing congestion issues.	-	-	20	81		No
TRA27	Comments expressing concern that the Project would not address existing congestion issues on the M25, including suggestions that junctions 2 and 3 would not be relieved by the Project.	Shorne Parish Council	-	6	18	The Applicant's traffic modelling forecasts that the section of the M25/A282 between junction 3 and the proposed A122 Lower Thames Crossing/M25 junction (south of junction 29), which includes the Dartford Crossing, would see a significant reduction in traffic volumes. As a result of the Project, parts of the M25 to the north of junction 29 are forecast to have increased traffic.	No
TRA28	Comments expressing concern that the Project would not sufficiently improve traffic conditions, including comments from consultees who say that the Project would not deliver	-	Dartford Borough Council, Thurrock Council	16	61	The Applicant presented assessments to the Department for Transport as to why some parts of the M25 might be suitable for upgrading once the Project is operational. Any proposed upgrades would be considered alongside other calls for investment in the road network and would be subject to the decision-making process	No

Code	Summary of issue(s) 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 benefits in relation to its impact or cost.					set out in the Government's Roads Investment Strategy Post-2020. 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 EAP, which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7).	
TRA29	Comments expressing concern about the inability of some Heavy Goods Vehicles (HGVs) to pass through the Dartford tunnels without closing lanes to other traffic, including suggestions that this issue would not be resolved by building the Project.	-	-	0	4	<p>The tunnels for the Project 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.</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 lane widths in both directions, so it would be easier for motorists to maintain speed and pass vehicles in other lanes. This would help traffic flow more freely through the tunnels. There would be no restrictions on</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
						overtaking within the tunnel, except that Heavy Goods Vehicles (HGVs) would be prohibited from using lane three. For more information about the tunnel design, see the Project Design Report (Application Document 7.4).	
TRA30	Comments expressing concern that the Project would relocate traffic problems, rather than solve them, including concerns that it would move traffic on to the A13 and junction 29 of the M25.	-	-	2	14	As well as providing benefits on some roads, including the Dartford Crossing and its approaches, the implementation of the Project is expected to see some roads in the area experience an increase in traffic and congestion. Where these forecast increases are on the strategic road network (SRN), the roads for which the Applicant is responsible, an assessment has been presented to the Department for Transport as to which locations might be suitable for upgrading. Any proposed upgrades would be considered alongside other calls for investment in the SRN and subject to the decision-making process set out in the Road Investment Strategy post-2020 or those processes governing local road funding bids.	No
TRA31	General comments expressing concern that the Project would cause congestion and lead to increased journey times.	Transport for London	Gravesham Borough Council	27	236	While M25 junction 29 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 be sufficient to accommodate the increased traffic for the foreseeable 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
						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 River Thames. The A13 east of the Project would see an increase in traffic.	
TRA32	Comments expressing concern about the impact of the Project on local roads, including concerns about the creation of rat-runs and the impact that this would have on local people. Consultees are concerned that there has not been proper assessment of the impact on the local roads, or appropriate mitigation proposed.	Higham Parish Council, RWE Generation UK plc	Folkestone and Hythe District Council, Gravesham Borough Council, London Borough of Havering, Kent County Council, Tonbridge & Malling Borough Council, Thurrock Council	53	236	<p>The Project would connect directly to the key points on the strategic road network (A2/M2, A13/A1089 and M25) and there would be limited connection onto the local road network. This approach has been taken to reduce the likelihood of motorists using local roads to access the new crossing.</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</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>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</p>	

Code	Summary of issue(s) raised	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 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)). National Highways will continue to deliver against this obligation in its collaborative work with local authorities.</p> <p>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.</p> <p>More information on the traffic impacts on local roads is available in the Transport Assessment (Application Document 7.9). 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>	
TRA33	Comments expressing concern that the proposals do not adequately account for future traffic, limiting the potential benefits of the	-	-	1	17	Traffic modelling presented 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-	No

Code	Summary of issue(s) 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. Some consultees are concerned there would not be enough lanes and that the proposed removal of a lane southbound between the M25 and A13 is driven by a desire to save money.					flowing for the foreseeable future, and that there would be improvements at the Dartford Crossing which would not be realised unless the Project was implemented. The modelling confirms that the Project would reduce congestion at the Dartford Crossing, in line with the Scheme Objectives set out in the Need for the Project (Application Document 7.1).	
TRA34	Comments expressing concern about the number of lanes. Consultees say reducing the number of lanes would cause congestion and these lanes would only need to be added in the future, causing further disruption and cost.	-	-	2	24	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 proposals presented at Statutory Consultation in October 2018.	No
TRA35	Suggestions that Project proposals should allow for traffic growth, so as to avoid the need for improvements to be made to the route in future.	-	Thurrock Council	1	3	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 A122 Lower Thames Crossing/M25 junction and the A13/A1089/A122 Lower Thames Crossing junction from three lanes to two, while still maintaining free-flowing traffic. As described in the materials published for the Supplementary Consultation in January 2020, this would reduce the footprint 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>route at this location, thereby reducing its environmental impact and cost.</p> <p>The proposed number of lanes and junction configurations are designed to accommodate these predicted future traffic flows, so no upgrades or improvements are expected to be required during the modelled period.</p> <p>More information on the 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 the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). Information about the traffic modelling can be found in the Transport Model Package, which is Appendix B of the Combined Modelling and Appraisal Report (Application Document 7.7).</p>	
TRA36	Comments expressing concern that Heavy Goods Vehicles (HGVs) would be attracted to the Project, and the potential this has to negatively impact local communities. Consultees are also concerned that more HGVs on the crossing would lead to more traffic and collisions.	-	-	6	25	<p>The Project has been designed with high-quality links to key points on the strategic road network, with only limited direct links to the local road network. 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>Local roads near the Dartford Crossing that are currently affected by congestion are forecast to see less traffic because</p>	No

					<p>congestion at that crossing and its approaches are relieved by the implementation of 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, with high standards of safety, including for Heavy Goods Vehicles (HGVs). The route's design would encourage safe lane changes, merging and demerging, would provide optimum lanes for its intended capacity, and include the necessary signage and traffic management systems to reduce the risk of collisions for all vehicles. The proposed tunnels would not have the same restrictions on dangerous goods vehicles, which contribute to congestion at the approach to the Dartford Crossing northbound. The new road would be designed without junctions near the tunnel entrances, 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</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
						Dartford Crossing. They would have three full lane widths in both directions, so it would be easier for drivers to maintain speed and pass vehicles in other lanes. This would help traffic flow more freely through the tunnels. For more 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 draft Design Principles during the Community Impacts Consultation in July 2021 (see Chapter 8 of this report).	
TRA37	Comments expressing concern about the proposed junctions. Consultees say the junctions are confusing and difficult to understand, which could result in collisions or lead to more congestion.	-	-	2	9	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, including its junctions, would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design, including free-flowing junctions, slip roads and connections, layouts that encourage safe lane changes, and sufficient lane widths. 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	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>causing incidents along the new route. This would improve safety and result in a more efficient and reliable driving experience for all road users.</p> <p>The Applicant would install sufficient 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. The route 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 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 (see Chapter 8 of this report).</p>	
TRA38	<p>Comments expressing concern that the Project would not provide traffic benefits for local people. These consultees say that although the Project passes through their local area, they would not be able to access it easily.</p>	Shorne Parish Council	Thurrock Council	17	58	<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</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 their performance by providing free-flowing north–south capacity. A further objective is 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 the locations for junctions and the connections they should provide.</p> <p>The Applicant is proposing only selected local connections to the Project. However, 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 Gravesend.</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 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 information about the removal of the A226 junction, 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). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, and the Economic Appraisal Report provides more information about the appraisal methods and results.</p>	

Code	Summary of issue(s) 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 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 would accrue from trips that begin and/or end in local authorities within the SELEP area. SELEP local authorities are forecast to receive significant transport user benefits (mainly journey time savings) and productivity benefits. For more information about benefits to SELEP local authorities, see the EAP.	
TRA39	Comments expressing concern about the potential impact of the construction and operation of the Project on public transport networks, including concerns about bus routes in Thurrock and Gravesend and the rail network.	-	Thurrock Council	1	1	With regards to impacts on buses, 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	No

					<p>safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of temporary 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 forecast impacts of the Project during construction on local roads and the public transport network, including buses and trains, are presented in the Transport Assessment (Application Document 7.9).</p> <p>Out-of-hours working would take place for some works on the road and rail networks to reduce disruption. Prior notice and information would be given for planned works outside of core hours. For information about the core working hours, see the Code of Construction Practice (Application Document 6.3, Environmental Statement Appendix 2.2). To reduce disruption from utility works, trenchless technologies would be used where practicable in locations such as beneath railways and major roads.</p> <p>Once operational, 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</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
						<p>the Dartford Crossing or for local bus routes affected by the current performance of the Dartford Crossing.</p> <p>There are no predicted impacts on users of the rail network once the Project is in operation and access to Ebbsfleet International Station may be improved in some areas as a result of opening the Project.</p> <p>The impact of the Project on the existing public transport system was consulted on during the Community Impacts Consultation in July 2021. For more information, see the Transport Assessment (Application Document 7.9).</p>	
TRA40	Comments expressing concern about traffic flow between the Dartford Crossing and the Project in the event of the temporary closure of the Dartford Crossing. Consultees say traffic would be pushed on to local roads causing congestion on both sides of the river.	Shorne Parish Council	-	8	25	<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. 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</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>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. With both the Dartford Crossing and the Project operational, there would be an alternative if one were disrupted, 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>Improving safety is one of the Scheme Objectives. Not only would the new tunnel and roads be designed and built to the highest safety standards recommended today, but the Applicant would continue to adapt the design to incorporate advances in design and technology that emerge in the years ahead.</p> <p>Existing plans and agreements are in place between the Applicant and the emergency services for accessing incidents on such roads. These would be extended to the Project to ensure the safety of road users in the event of an incident.</p>	

Code	Summary of issue(s) raised	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 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 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>It would be possible to help emergency services to access incidents in the tunnels by using technology. This includes signage that can be changed to alert road users of lane closures, speed restrictions and incidents ahead. 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.</p> <p>For more information about the signage and technology used in 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 (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
TRA41	Comments expressing concern about the classification of the Project, which consultees say should be clarified to help them understand which vehicles and drivers are eligible to use the road, the extent of any restrictions, and how they would be managed and enforced.	Essex Police	-	0	2	The route 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 HGV movements along the route. Although the route is not a motorway, similar restrictions would apply for safety reasons, so pedestrians, unaccompanied learner drivers, low-powered motorcycles, 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.	No
TRA42	Suggestions that the Project should be classified in such a way that learner drivers would be able to use the crossing.	-	-	0	18	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. 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 6 of the draft DCO. Reference points are shown on the plans, which are referenced in the schedules.	No

Code	Summary of issue(s) 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 existing roads within the Order Limits, the classification would remain the same. For proposed roads, the classification would follow Department for Transport guidance. The Applicant presented information about the classification of the road during Design Refinement Consultation in July 2020. For more about this consultation, see Chapter 7 of this report.	
TRA43	Comments expressing concern about safety across the route, including concerns about emergency service access and the possibility of more frequent incidents.	-	Thurrock Council	5	25	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). 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
TRA44	Comments expressing concern about the use of smart technology and the omission of hard shoulders from the Project. Consultees are concerned that smart technology is unsafe and question whether the Applicant has accounted for the recent Department for Transport review into smart motorways.	Higham Parish Council	Thurrock Council	16	80	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	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
TRA45	Suggestions for various specific measures to improve safety on the crossing. Examples include reducing the speed limit to 60mph, providing street lighting, emergency areas and good signage, using smart detection systems, and developing clear incident management plans.	-	-	1	2	<p>technology interventions for a dual carriageway A-road.</p> <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>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<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 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>	

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						<p>The proposed tunnels would be significantly larger than the existing tunnels at the Dartford Crossing, with three full-width lane widths 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>Improving safety is one of the Scheme Objectives. Not only would the new tunnel and roads be designed and built to the highest safety standards recommended today, but the Applicant would continue to adapt the design to incorporate advances in design and technology that emerge in the years ahead.</p> <p>Existing plans and agreements are in place between the Applicant and the emergency services for accessing and managing incidents on such roads. These would be extended and adapted to the Project to ensure the safety of road users in the event of an incident.</p> <p>The new road's safety features would include vehicle detection, emergency areas, CCTV, variable mandatory speed limits and lane closure signals in the event of an incident, such as a vehicle breakdown or collision. Control measures across the route, including</p>	

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						<p>in the tunnel, would identify vehicles stopping in a live lane and allow for rapid changes of traffic management to minimise risk to road users. The tunnel would operate with enhanced safety systems including dedicated traffic officer response. Free vehicle recovery would also be provided in the tunnel for any stopped vehicles to escort them to a place of safety.</p> <p>Emergency services' access to incidents in the tunnels and open road would be supported by using technology and purpose-built emergency access routes. This includes signage that can be changed to alert road users of lane closures, speed restrictions and incidents ahead. 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.</p> <p>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.</p> <p>Lighting would be provided in accordance with guidance in the DMRB, with lighting at</p>	

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						appropriate locations such as junctions to improve road safety. Elsewhere, the route would be unlit to reduce the visual impact of the Project on the surrounding landscape. 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 Contractor would have to adhere, to maintain safety at all 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).	
TRA46	Comments requesting specific information from the Applicant about traffic flows and modelling.	RWE Generation UK plc, Shorne Parish Council	London Borough of Bexley, Gravesham Borough Council, Kent County Council, Southend-on-Sea City Council	4	1	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 detailed 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 in October 2018, including consultation materials, see Chapter 4 of this report.	No
TRA47	Specific suggestions relating to the traffic modelling and forecasts, including assessments that should be	Shorne Parish Council,	Essex County Council, Gravesham	2	0		No

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	<p>carried out. It was also suggested that the Project should produce a Transport Assessment, including the local highway network.</p>	<p>Transport for London</p>	<p>Borough Council, Medway Council, Thurrock Council</p>			<p>Having made changes to the Project after Statutory Consultation, the Applicant carried out an additional phase of traffic modelling, 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 that informed the material presented at Statutory, Supplementary and Community Impacts Consultations followed the relevant Transport Analysis Guidance by the Department for Transport. 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, which reflects the latest changes to the Project, updated guidance and the most recent planning data. This document is</p>	

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						<p>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 produced, which includes information about the construction impact of the Project on walking, cycling and horse riding. Impacts on walking, cycling and horse riding were included by the Applicant in 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.</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 stakeholder bodies.</p>	
TRA48	<p>Suggestions for measures that could be put in place to minimise congestion. Examples include promoting the use of public transport,</p>	Transport for London	-	2	6	<p>The traffic modelling submitted as part of the application for development consent forecasts that, compared to the situation without the new crossing, traffic using 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
	reducing the number of slip roads, providing appropriate signage, restricting Heavy Goods Vehicles (HGVs), and providing specific lanes for HGVs.					<p>Dartford Crossing would fall by 19% in 2030.</p> <p>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.</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. This would provide safe and free-flowing slip roads, appropriate signage, with the road and tunnel designed to accommodate Heavy Goods Vehicles (HGVs) safely and efficiently. HGVs would be prohibited from using lane three on the Project, but there would be no other restrictions on freight, except oversized Heavy Goods Vehicles (HGVs) The Project is forecast to remain free-flowing for the foreseeable future.</p> <p>Buses and coaches would be able to use the new crossing and the Dartford Crossing,</p>	

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						<p>benefiting from improved journey times. Strategic reviews and upgrades of the public transport network are the responsibility of the Department for Transport.</p> <p>For more information about the route's 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 traffic modelling, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7).</p>	

Issues raised in response to open Question 8

- 12.4.125 Table 12.17 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q8 in the consultation response form, which was as follows:
- 12.4.126 *Q8: We would welcome any other comments you would like to make about the Lower Thames Crossing.*
- 12.4.127 The issues raised that arise from general comments are summarised in Table 12.17 below. The Applicant has fully considered all of the responses received, Table 12.17 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.
- 12.4.128 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 12.17

- 12.4.129 The information presented in Table 12.17 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 Q8 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 the Supplementary 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 arising from general topics and the Applicant's responses

12.4.130 Table 12.17 below summarises the issues arising from general topics and the Applicant's responses to those issues raised.

Table 12.17 Summary of issues arising from general topics 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
GEN1	Comments supporting the Project.	Kent Police, National Grid, Port of London Authority, RWE Generation UK plc	Ashford Borough Council, Basildon Borough Council, Brentwood Borough Council, Dartford Borough Council, Essex County Council, Folkestone and Hythe District Council, Kent County Council, Southend-on-Sea City Council	5	248	These comments have been noted.	No
GEN2	Comments supporting the construction of the Project and encouraging it to be built promptly. Consultees say that such a project is long overdue and that the Project	East Kent Hospitals NHS Trust	-	1	575		No

Code	Summary of issue(s) 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 needed as soon as possible.						
GEN3	Suggestions that the crossing should be built near Canvey Island and link up with the A130. Consultees say that this would provide better connectivity with roads such as the A12 and M11, would move traffic away from the M25, and would have more local support.	-	-	17	76	<p>During the Project's design development to date, the Applicant and the Department for Transport 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 Department for Transport (see 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. The Secretary of State chose the route and the Applicant has subsequently designed the Project.</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 (Department for Transport, 2009). Traffic modelling showed that both of these locations were too far to the east, failing to provide the necessary relief to the Dartford Crossing, which was a key objective of the Project.</p> <p>In 2013, Option B, linking the A2 Swanscombe Peninsula with the A1089, was</p>	No
GEN4	Suggestions that the crossing should be built further east than is currently proposed. Consultees say that this would have less of an impact on residents living in the area of the currently proposed route, as well as providing better connectivity with traffic flows coming from Dover and the A120 and A127.	-	-	10	58		No
GEN5	Suggestions that the crossing should be built using the previously proposed Option A/A14 route. Some consultees express support for this	Kent Downs AONB Unit	-	22	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
	option because it is nearer the existing Dartford Crossing, which they say would minimise new impacts and increase use of the crossing.					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.	
GEN6	Suggestions that an additional tunnel or bridge should be added to the Dartford Crossing, rather than investments being made in a new road and crossing. Consultees say that improving the existing crossing would be less damaging and more economical than building a new one.	-	-	11	61	From 2014, the Applicant investigated engineering solutions for Option A (the Dartford area) and Option C (multiple locations east of Gravesend/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 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
GEN7	Comments opposed to use of Route C as the route of the Project.	Shorne Parish Council	Gravesham Borough Council	17	35	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, the Applicant concluded that a bored tunnel east of Gravesend and Tilbury was the only viable crossing solution.	No

Code	Summary of issue(s) raised	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 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, the Applicant consulted on options at Location 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> <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 current preferred route. 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>South of the River Thames, the preferred route uses the Western Southern Link, would offer 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>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>North of the River Thames, the preferred route follows 'Route 3' – and 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.</p> <p>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 Statutory Consultation. More information about the Approach to Design, Construction and Operations document can be found in Appendix M of this report. The process is also described in the Planning Statement (Application Document 7.2).</p>	
GEN8	Comments opposed to the Project being routed through Thurrock, with some consultees concerned about the cumulative impact of the Dartford Crossing and the new crossing on congestion and pollution in the area.	-	-	12	69	<p>Project traffic modelling forecasts that the route would remain free-flowing for the foreseeable future and that improvements at the Dartford Crossing would mean the volumes of traffic using that crossing would remain below current levels for the foreseeable future. More information about traffic modelling can be found in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids</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>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). 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. 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>	

Code	Summary of issue(s) raised	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 impacts 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>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>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 mitigation measures in place, the air quality impacts in relation to human health of the Project during construction are not expected to be significant.</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 operation of the Project is expected to affect air quality as a result of changes 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>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 presented in ES Chapter 5 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, no mitigation for air quality human health effects is required.</p> <p>The operational impacts on air quality formed part of the Community Impacts Consultation in July 2021, with information 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
						ward level in the Ward Impact Summaries (see Appendix S of this report).	
GEN9	Suggestions for other alternative locations for the crossing, including specific locations, such as Woolwich, as well as general statements that the route should be located somewhere else.	-	-	32	162	<p>During the Project's design development to date, numerous options for alternative locations for crossings have been considered. The proposals presented for the application for development consent are those that fulfil the Scheme Objectives agreed with the Department for Transport, including the core objective to provide relief at the Dartford Crossing. The options appraisal process was summarised in the Guide to Statutory Consultation in October 2018, with more information in Chapter 9 of the Approach to Design, Construction and Operation document, also published for Statutory Consultation. For more information about the process and the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>A road crossing at Woolwich would not be a viable solution to relieve congestion at the Dartford Crossing because motorists would have to take a substantial diversion away from the A282/M25 to use it.</p>	No
GEN10	Suggestions that measures should be taken to reduce road traffic rather than constructing a new crossing to increase road capacity, with some consultees highlighting the	-	Swale Borough Council	8	116	The Applicant is responsible for managing the strategic road network (SRN) in England. The objectives for the Project were agreed between the Applicant and the Department for Transport and are recorded in the Scheme Objectives (see the Need for the Project (Application Document 7.1)). These	No

Code	Summary of issue(s) 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 benefits of reducing road travel, such as lower carbon emissions. Some consultees also suggest that money should be invested in the promotion of home-working and travelling off-peak.					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. The traffic impacts of the Project have been forecast using traffic modelling, which predicts that traffic would remain below its current level at the Dartford Crossing for the foreseeable future. The Applicant is not currently planning to implement another crossing of the River Thames. There is no evidence to suggest that the promotion of home-working would remove the need to deliver the Project or affect the Project's ability to meet the Scheme Objectives. 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.	
GEN11	Suggestions that measures should be taken to reduce road traffic through investment in public transport infrastructure and incentives to promote its use, rather than constructing a new crossing to increase road capacity. Consultees feel that this would have environmental benefits.	-	-	5	109		No
GEN12	Suggestions that the Applicant should be planning additional crossings as well as the Project. Consultees say more than one new crossing is needed.	-	-	0	16	The impact of the Project on the public transport network was consulted on during the Community Impact Consultation in July 2021, with information presented in the Ward Impact Summaries (see Appendix S of this report). An assessment was undertaken by the Department for Transport in 2009 which found that, accounting for both passenger and freight provision, the inclusion of rail	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>infrastructure within the Project would not provide value for money. More information about this assessment can be found in the Planning Statement (Application Document 7.2).</p> <p>Road user charging at the new crossing 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>	
GEN13	Suggestions that the money allocated to the Project should instead be invested in existing roads and infrastructure, with some consultees suggesting that improvements to local road networks are needed to realise the potential benefits of the Project. Suggestions include investing in specific roads or junctions, such as at the Dartford Crossing to	-	Basildon Borough Council, Dover District Council	9	61	<p>In developing the Project proposals, the Applicant had regards 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.</p> <p>The opening of the Project in 2030 would see a 19% reduction in traffic using the Dartford Crossing as some motorists divert to the new crossing. Dartford would continue to see benefits for future years, with levels of traffic using that crossing remaining below current levels for the foreseeable future. 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>improve Heavy Goods Vehicle (HGV) traffic flow and breakdown response, and on the M2, M25, A13, A128 and Tilbury Dock Approach Road, or in local roads more generally.</p>					<p>reduction in traffic at the Dartford Crossing and its approaches is expected to improve journey times and reduce the risk of collisions.</p> <p>The existing congestion at Dartford is a result of several factors: close proximity of junctions to the crossing increasing the risk of collisions on the approaches; reduced speed limits; the need for some Heavy Goods Vehicles (HGVs) to be escorted through the tunnel; the propensity of some drivers of oversized HGVs to use the wrong lanes, blocking the approach; and the southbound bridge closing wholly or partially due to high winds.</p> <p>During the Project's design development phase, the Applicant investigated numerous options for adding capacity at the Dartford Crossing, but these were all rejected in favour of options that provided more effective congestion relief in that area and greater economic benefits across the region at a lower cost. For more information about the options consideration phase of the Project, see the Planning Statement (Application Document 7.2).</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</p>	

Code	Summary of issue(s) raised	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 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,</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<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> <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)). National Highways will continue to deliver against this obligation in its collaborative work with local authorities.</p> <p>More information on the traffic impacts on local roads is available in the Transport Assessment (Application Document 7.9).</p>	
GEN14	Suggestions that the Project should provide more connections to the local road network.	-	Brentwood Borough Council, Dover District Council	1	6	<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 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</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>require the Project to relieve the congested Dartford Crossing and approach roads. The Project is also required 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 where junctions should be situated and the connections these should provide. The Need for the Project (Application Document 7.1) provides an explanation for why the Project is needed, including the Scheme Objectives.</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>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 Gravesend.</p>	

Code	Summary of issue(s) raised	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 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 A122 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 design principles, see the Design Principles (Application Document 7.5). For more about traffic modelling, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7).</p>	
GEN15	Suggestions that the money allocated to the Project should instead be invested in other projects or put towards other causes, including investment in the NHS or local businesses during the COVID-19 crisis,	-	-	7	46	<p>The Scheme Objectives were agreed between the Applicant and the Department for Transport 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. National policies regarding investment in the NHS, dealing</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
	as well as investment in tackling climate change.					with COVID-19, and supporting local businesses are the responsibility of the Government, including the Department of Health and the Department for Business, Energy and Industrial Strategy. Improved connectivity provided by the Project 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. Further information about the economic benefits of the Project can be found in the Economic Appraisal Package, which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7).	
GEN16	Suggestions that the money allocated to the Project should instead be invested in alternative road projects in Essex, Kent, and other parts of the UK.	-	-	1	27	<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</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
						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).	
GEN17	General comments opposing the Project.	RWE Generation UK plc, Shorne Parish Council	Gravesham Borough Council, Swale Borough Council, Thurrock Council	108	3,813	The Scheme Objectives for the Project were agreed between the Applicant and the Department for Transport 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. The Project proposals have been assessed as the optimal response to the objectives set.	No
GEN18	Comments opposing the need case for the Project.	Natural England	-	14	83	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), with the Project representing positive value for money because its expected benefits exceed the costs. 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. The Project has been designed to address all the Scheme Objectives, including value for money, focusing on how public resources	No

Code	Summary of issue(s) 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 used to create and maximise public value.	
GEN19	General comments opposed to the proposed route of the Project.	Kent Downs AONB Unit, Shorne Parish Council	Medway Council	37	168	<p>During 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, and route option identification and selection is explained in the Need for the Project (Application Document 7.1).</p> <p>Traffic modelling submitted as part of the application for development consent forecasts that the location of the preferred route would attract traffic away from the Dartford Crossing, providing relief at Dartford and contributing to the fulfilment of the other Scheme Objectives (see the Need for the Project). For more information, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8), which highlights the benefits the Project would bring to the Dartford Crossing. Information about traffic modelling was presented at Community Impacts Consultation in July 2021.</p>	No
GEN20	Comments opposing the need for the Project on the basis that changes in	-	-	1	22	The Applicant has considered that use of the road network could have changed by the time the Project opens. The Project's traffic	No

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	Government regulations concerning the use of diesel and petrol fuelled vehicles would remove the need for an additional crossing.					<p>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. As the future of car usage, ownership and even fuel type are not certain, the Project has been designed to allow for future changes and would not exclude the use of any vehicles that currently use the network.</p> <p>For more information about the traffic forecasts, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7). For more 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).</p>	
GEN21	Comments opposing the need case for the Project for various specific reasons, including consultees who say the Project is unnecessary in light of current economic uncertainty due to COVID-19 and Brexit, and comments that there is reduced demand for a new crossing due to increased	-	-	3	12	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 or COVID-19 remove the need for the Project or negates its benefits. For more information	No

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	recognition of a climate emergency.					<p>about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>The Applicant's traffic modelling forecasts include development and highway scheme assumptions supplied by local planning and highway authorities. As the Project has been developed over time, the traffic modelling has been updated to account for developments to the Project's design, as well as the most recent planning data, and changes to the Department for Transport's (2021b) Transport Analysis Guidance. Information about what information has 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 (Application Document 7.7).</p> <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</p>	

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						<p>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 framework within which</p>	

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						<p>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>	
GEN22	Comments expressing concern about issues at the Dartford Crossing, such as height restrictions and the need to escort vehicles.	-	-	2	7	The height restrictions and escorts for some Heavy Goods Vehicles (HGVs) at the Dartford Crossing are in place because the tunnels are not designed in accordance with the latest highway standards. As part of the	No

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						<p>options investigated for the Project, the Applicant considered multiple alternatives, with many of these involving upgrades to the Dartford Crossing. A new crossing at Dartford, designed in accordance with the standards set out in the Design Manual for Roads and Bridges, would remove the need for height restrictions or escorts.</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>As part of the Project's development, options at Dartford were tested against various factors and for 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, rather than an upgrade to the existing Dartford Crossing.</p> <p>There is no currently planned additional investment at Dartford, beyond any changes that might be possible to improve flow</p>	

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						<p>through the existing tunnels and bridge. However, building the Project is expected to bring about significant improvements in journey time reliability at Dartford.</p> <p>For more information about the options process, see the Planning Statement (Application Document 7.2) 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, and the Economic Appraisal Report provides more information about the appraisal methods and results, as well as the options process.</p>	
GEN23	Comments requesting specific information from the Applicant about the Project proposals.	-	-	0	4	<p>During Supplementary Consultation in January 2020, the Applicant presented information about the proposed revisions to the Project, and also made available information that was published during Statutory Consultation in October 2018. This information included detailed explanations of the revised road layout, as well as an updated description of the Project's potential impacts on the environment and the proposed mitigations. Updates were also provided on traffic modelling for the Project and on required changes to utilities infrastructure. The Applicant held 17 in-person consultation events where staff were available to answer questions on the Project,</p>	Yes

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						<p>as well as two telephone sessions and six webinars to provide further opportunities to speak with members of the Project Team during the COVID-19 restrictions. The Applicant's correspondence team was also available throughout the consultation and answered queries from members of the public. Four consultation events had to be cancelled owing to changes in Covid-19 guidance.</p> <p>Comments in consultation responses concerning the availability of information or requests for specific information informed the Project's development of material for the subsequent Design Refinement Consultation held in July 2020, the Community Impacts Consultation in July 2021, and the Local Refinement Consultation in May 2022.</p> <p>More information about Supplementary Consultation materials and promotional activities is provided in Chapter 6 and Appendix Q of this report.</p>	
GEN24	Suggestions that the proposals should promote electric vehicles. Consultees say that this could be done by providing more charging points, having lanes specifically for electric vehicles, only allowing electric vehicles to use the crossing, or making the	-	Kent County Council	2	13	There are no plans to make electric vehicles (EVs) exempt from crossing charges 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 charging was modelled, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and	No

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	crossing free for electric vehicles.					<p>Appraisal Report (Application Document 7.7). Information about the rationale behind the charge can be found in the Road User Charging Statement (Application Document 7.6).</p> <p>After further investigation and consideration of the issues raised during 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. This means there are currently no charging points for electric vehicles within the proposed design.</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 EV charging points.</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>Although promoting the use of EVs is not a specific objective of the Project, consideration will be given to the use of EVs for the construction of the Project. Once the Contractor is appointed, plant and equipment would be selected and EVs would be considered for certain operations.</p>	
GEN25	Suggestions that the current design for the Project should be modified to include provisions for public transport, such as cross-river bus and train links.	Transport for London	Essex County Council, Southend-on-Sea City Council, Thurrock Council	2	26	<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.</p> <p>The impact of the Project on public transport was consulted on during the Community Impacts Consultation in July 2021, with</p>	No

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						<p>information in the Ward Impact Summaries (see Appendix S of this report).</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 can be found in the Need for the Project.</p>	
GEN26	<p>Suggestions that the route, including the tunnel, should be planned and constructed in such a way that it accommodates future technologies, including self-driving vehicles. Other comments suggest the use of live signage to manage traffic flow and indicate travel times across the Dartford Crossing and Project.</p>	-	-	1	9	<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. This would include design features to encourage safe lane changes and adequate capacity for predicted traffic levels. For more information about the design of the route, see the Project Design Report (Application Document 7.4). The Design Principles (Application Document 7.5) explains the signage and technology across the route, and the tunnel design.</p> <p>There is uncertainty as to what vehicle and fuel types would be most popular in the future, but the route would be designed to</p>	No

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						<p>allow for any of the current types of vehicles allowed on motorways to operate safely along its route.</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 would be the cabling and other infrastructure to provide high-bandwidth connectivity, should this be needed in the future.</p> <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 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>It would be possible to help emergency services to access incidents in the tunnels by using technology, and signage would be installed to ensure the route performs safely and provides motorists with timely notifications of road layouts and destinations. Digital signage would enable the route to make use of variable speed limits to manage traffic flow and maintain safety. They would also provide real-time journey information on</p>	

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						the approaches to the route, including details of any incidents and journey times for the Dartford Crossing and the Project, so motorists could make informed decisions about their route.	
GEN27	Suggestions about safety measures that should be included in the proposals for the crossing, including plans to manage traffic if there is an incident and assessments of the risk of crime around the Project.	Essex Police	Thurrock Council	1	9	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). 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
GEN28	Suggestions about the use of smart motorway technologies along the Project route, with comments both in support and opposition to smart technology.	-	-	1	1	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. 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	No

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						<p>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 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,</p>	

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						<p>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 lane widths 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>All proposed bridges in the design would be built to the required standard, with parapets</p>	

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						<p>at the appropriate height for designated users to maintain safety.</p> <p>In the event of a major incident where one carriageway became completely blocked, emergency vehicles could access incidents via the opposite carriageway. 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>Emergency services were consulted in the design of the route, and in response to feedback received during Statutory Consultation in October 2018, additional direct access points would be provided so emergency vehicles could access the Project more quickly from the local road network. Close engagement would continue with the police and other emergency services would ensure the roads are safe and equipped to deal with threats such as terrorism.</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 safety and the tunnel, refer to the Project Design Report</p>	

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						(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, as presented in Chapter 8 of this report.	
GEN29	Suggestions that the Project should include a bridge rather than a tunnel to cross the River Thames.	-	-	0	5	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, which are wetlands of international importance. 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. For more information about the Project's options consideration process, 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, with the Economic Appraisal Report providing more information about the appraisal methods and results. Traffic forecasts are available in the Transport Forecasting Package, which is	No

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						Appendix C of the Combined Modelling and Appraisal Report.	
GEN30	Suggestions for rules and restrictions that consultees say should be placed on Heavy Goods Vehicles (HGVs), including the suggestion that they could only use either the Project or the Dartford Crossing, or that they could only use the crossing at certain times of day.	-	-	0	26	<p>The Project proposals have been 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 HGV movements 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.</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 6 of the 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, while the classification for proposed roads follows Department for Transport (2012) guidance.</p>	No
GEN31	Suggestions for how the junctions should support the smooth flow of traffic, including avoiding the use of traffic lights or roundabouts.	-	-	1	2	The Applicant has designed the Project's proposals with free-flowing connections with the 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	No

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						<p>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.</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, including all new junctions, 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 proposals include the appropriate use of slip roads and structures to maintain safety and traffic flow.</p> <p>For more information about design the route for future use, 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>	
GEN32	Suggestions to increase the Project's number of lanes to provide adequate capacity for future traffic levels.	-	-	0	18	The number of lanes along the Project's route has been adjusted as part of the ongoing design development process. In the main, the route has three lanes in each	No

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						<p>direction, which would be sufficient for the forecast traffic flows. Updated traffic modelling led to the conclusion that the number of lanes on the southbound section of the route between the proposed A122 Lower Thames Crossing/M25 junction and the A13/A1089/A122 Lower Thames Crossing junction could be reduced from three to two while still managing forecast traffic demand. This reduces the footprint, impacts and costs of the route along this section. The Project is forecast to remain free-flowing for the foreseeable future.</p> <p>This version of the route was presented at Supplementary Consultation in January 2020. 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 the draft Design Principles during the Community Impacts Consultation in July 2021. 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>	
GEN33	Specific suggestions relating to design aspects of the Project, including making the route as straight as possible and installing traffic management systems.	-	-	0	6	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	No

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						<p>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 Project's proposals have been designed as an all-purpose trunk road, which means it would not have a hard shoulder. It would be designed in accordance with the latest standards set out in the Design Manual for Roads and Bridges, including design features to encourage safe lane changes and adequate capacity for predicted traffic levels. The proposals avoid major population centres, but the default speed limit for the route would be the national speed limit to provide safe and efficient journeys.</p> <p>As well as radar vehicle detection, the Project would include other safety features, such as emergency areas, along with signage advising motorists of variable mandatory speed limits, lane closures and incidents.</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), which includes an explanation of the signage and technology across the route. The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	

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GEN34	Suggestions to make greater use of tunnels or viaducts, including the suggestion that the whole route should be tunnelled.	-	-	11	17	<p>The Applicant has designed the route in accordance with the Scheme Objectives agreed with the Department for Transport, which are set out in the Need for the Project (Application Document 7.1). One of the objectives was to ensure the Project provides value for money. Putting the road entirely or even substantially underground would make the costs of construction prohibitive and the Project unviable.</p> <p>The section of the route that is in a tunnel has been chosen so 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 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 a further 350m south after Statutory Consultation and its new location was consulted on during Supplementary Consultation, meaning that the South Portal has been moved 950m in total. The location of the South Portal 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 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>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 in this location.</p> <p>For more information about the route design, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5).</p>	

Issues raised in response to open Question 9e

- 12.4.131 Table 12.18 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q9e in the consultation response form, which was as follows:
- 12.4.132 *Q9e: Please let us know the reasons for your responses to Q9a–9d and any other comments you have on the delivery of this consultation.*
- 12.4.133 For reference, the closed Questions 9a–9d referred to in Q9e above were as follows:
- 12.4.134 *Q9a: Was the information presented clearly and easy to understand?*
- 12.4.135 *Q9b: Were the events of good quality?*
- 12.4.136 *Q9c: Were the events suitably located?*
- 12.4.137 *Q9d: Was the consultation promoted well and to the right people?*
- 12.4.138 For more information about Q9a–9d and how consultees responded to them and the other closed questions in the consultation response form, see Section 12.3 of this report.
- 12.4.139 The issues raised that relate to the Supplementary Consultation are summarised in Table 12.18 below. Where issues were raised in response to Q9e that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 12.4.140 The Applicant has fully considered all of the responses received, Table 12.18 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.
- 12.4.141 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 12.18

- 12.4.142 The information presented in Table 12.18 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 Q9e 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.

- 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 the Supplementary 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 Supplementary Consultation and the Applicant's responses

12.4.143 Table 12.18 below summarises the issues raised relating to the Supplementary Consultation and the Applicant's responses to those issues raised.

Table 12.18 Summary of issues raised relating to the Supplementary 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
CON1	Comments supporting the updated proposals, with some consultees saying that the reported improvements are evidence their concerns have been considered.	-	-	0	17	These comments have been noted.	No
CON2	Comments supporting the documents and information produced for the Supplementary Consultation. Comments include those saying that the information is concise and informative.	Transport for London	Dartford Borough Council	1	107		No
CON3	Comments supporting the documents and saying that information is clear and easy to understand.	East Kent Hospitals NHS Trust	-	2	69		No
CON4	Comments supporting the online questionnaire with consultees saying it is easy to use.	-	-	0	2		No
CON5	Comments supporting the consultation events, with consultees saying they were informative and well presented.	-	-	3	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
CON6	Comments supporting the locations of the consultation events.	-	-	2	9		No
CON7	Comments supporting the staff at the consultation events. Consultees say that the staff were well informed and helpful in responding to requests for information.	Shorne Parish Council	-	13	31		No
CON8	Comments supporting the decision to extend the consultation timeframe in response to the COVID-19 pandemic.	Shorne Parish Council	-	0	4		No
CON9	Comments supporting the engagement of the Applicant with relevant bodies.	-	Kent County Council	0	3		No
CON10	General comments supporting the consultation process.	-	Essex County Council	3	117		No
CON11	Comments supporting the opportunity to share their views, including consultees who feel that their views have been listened to.	Essex Police	-	2	67		No
CON12	Comments supporting the promotion of the consultation. Consultees	-	-	2	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
	mention having learnt about the consultation from social media, radio, or emails.						
CON13	Comments expressing concern that consultation information was not easily available, including concerns about the availability of information in libraries and online.	Natural England, Shorne Parish Council, Transport for London	Thurrock Council	16	81	All consultation materials were available to view online, with printed copies available at consultation events and at eight deposit locations near the Project. The consultation website followed a typical format, presenting information on multiple pages as text and images, using simple navigation and with documents available to download as PDFs for those who wanted additional information. The online survey was clearly signposted and allowed consultees to answer as many or few questions as they chose. The Guide to Supplementary Consultation from January 2020 and response form were available to take away from consultation events, deposit locations and information points, as well as from the mobile information centre events. Consultees could request printed copies of the Guide to Supplementary Consultation and response form free of charge. They could also request a complete set of printed consultation materials at a cost of £110, including postage and packing. In addition, they could request USB sticks containing electronic consultation materials free of charge. There were, therefore, numerous ways in which those without access to the internet could view the consultation	No
CON14	Comments expressing concern that those without internet access could not access the online consultation. Consultees say this is a particular issue following the closure of libraries and cancellation of events due to COVID-19.	-	-	1	7		No
CON15	Comments expressing concern that telephone consultations have not been an adequate replacement for the cancelled events. Consultees raise concerns about the limitations of telephone consultation or say that they cannot replace access to paper maps and consultation documents.	-	London Borough of Havering	8	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
CON16	Comments expressing concern about the impact of cancelling events due to the COVID-19 pandemic. These consultees say that the cancellations will have impacted on people's ability to understand and assess the proposals. Other consultees are concerned that events that were not cancelled did not make use of safety precautions to prevent COVID-19 transmission.	Essex Police, Shorne Parish Council	London Borough of Havering	23	59	materials and provide feedback on the proposals. While public-facing events were being held, the Applicant followed Government advice and implemented additional measures to reduce the risk of COVID-19 being spread. Staff were briefed on Government guidance, hand sanitiser was provided for members of the public and staff, and additional signage was displayed in toilets advising hand-washing. Extra cleaning of tables and other surfaces was also carried out during the events. On 16 March 2020, the UK Government announced that people should stop non-essential travel and non-essential contact with others to control the spread of COVID-19.	No
CON17	Comments expressing concern about the consultation website. This includes comments from consultees who say the website was at times unavailable to use, including periods on launch day. Consultees also raise concerns about how user-friendly the website was, saying that older people or those who do not use computers may not be able to access the website.	-	-	6	41	Following this, the Applicant announced on the same day, via social media and the Project website, that the last four events would be cancelled. This followed the successful completion of 17 consultation events in the local area. As an alternative to face-to-face events, the Applicant offered two telephone consultation events for those who had not yet had a chance to attend an event. During these events, anyone could phone the Project helpline and speak to a member of the Project Team. The events were publicised using on the consultation website and via social media.	No

Code	Summary of issue(s) raised	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 event, if a consultee's question could not be answered on the phone immediately, a time was arranged when a Project specialist would call back to discuss the concern. The first telephone event was held on Monday 23 March 2020 from 14:00 to 20:00 and the second was held two days later on Wednesday 25 March 2020 from 14:00 to 20:00. A total of 17 calls were received across the two dates. Three of these were made outside of opening hours, so they were diverted to a message informing callers of the dates and hours that the service was available. Of the 14 calls received, six had their questions answered immediately, while eight calls were followed up by call-backs from a specialist in the Project Team.</p> <p>The consultation was also extended by a week from the original closing date of 25 March 2020 to Thursday 2 April 2020, in order to provide consultees with additional time to submit their responses. Those who did not already have printed copies of the consultation documents could request to be sent copies of these by post. The measures put in place to mitigate the necessary cancellation of consultation events offered meaningful opportunities to engage with the consultation material and prepare informed responses to the proposals.</p>	

Code	Summary of issue(s) 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 how the Applicant responded to COVID-19 during this consultation, see Chapter 6 of this report. It was necessary to carry out maintenance on the consultation website on the night of Wednesday 29 January 2020, meaning it was unavailable to access for a period of approximately 20 minutes. Such maintenance activities are always scheduled, where possible, to occur during night-time hours when usage is expected to be low. Analytics showed that two users were seeking to access the site when it was offline but would have been able to access the site for the remainder of the consultation period. For those not able to access the information online, there were several ways to view the consultation information as described above.	
CON18	Comments expressing concern about the equalities and monitoring section of the questionnaire, including comments that some consultees' preferred ethnic classification was not available to them. Consultees also question the purpose of collecting this data.	-	-	3	6	The ethnicity categories included in the Supplementary Consultation in January 2020 questionnaire were based on standard categories used by the Applicant. The form allowed consultees to choose 'Other ethnic group' if that was their preference. The information provided in response to demographic questions is useful to the Applicant because it provides an indication as to the diversity of people who take part in consultations, enabling consideration of different engagement methods for the future.	No
CON19	Comments expressing concern about the number	-	-	8	17	For projects of this scale, it is common for consultation to be undertaken on a phased	No

Code	Summary of issue(s) 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 changes to the proposals at this stage in the process.					<p>basis, as design development progresses, encompassing an initial statutory consultation followed by further rounds of non-statutory consultation. The former Department for Communities and Local Government's guidance on the pre-application process (March 2015) encourages such an approach. Paragraph 70 states that '...applicants are encouraged to consider an iterative, phased consultation consisting of two (or more) stages, especially for large projects with long development periods'.</p> <p>The revised proposals presented at Supplementary Consultation in January 2020 were the product of over a year's worth of further design development, assessments and engagement. The scale of the changes indicates the extent to which the Applicant considered feedback from the nearly 29,000 responses received during Statutory Consultation in October 2018. The Applicant also provided a consultation period of eight weeks (which was subsequently increased to nine weeks as a result of the COVID-19 pandemic) for consultees to consider the revised proposals.</p> <p>It should also be noted that, following Statutory Consultation, the location of the route and its connections to the existing strategic road network remained the same.</p>	
CON20	Comments expressing concern about the accuracy	Historic England, Port	Thurrock Council	14	64	Rigorous measures were put in place to ensure the information sent to stakeholders,	No

Code	Summary of issue(s) 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 information provided in consultation documents. Consultees say that information was out of date or challenge the accuracy of data used to make assessments, for example the traffic modelling. Some comments referred to letters that were considered to contain errors and others referred to inaccurate descriptions in the Guide to Supplementary Consultation.	of London Authority				including notification letters to people with an interest in land, were accurate and timely. The Applicant acknowledges that occasional errors or delays occurred and, once identified, sought to rectify these as soon as possible. Chapter 6 of this report sets out how the Applicant handled sending the section 42 letters to people with an interest in land. All information and data provided during Supplementary Consultation in January 2020 was accurate and up to date, including that provided in relation to traffic modelling and environmental updates. Traffic modelling has been carried out according to the latest Transport Analysis Guidance from the Department for Transport (2021b). For more information about how the Applicant produced traffic modelling forecasts, see Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7). A summary of the methodology is included in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).	
CON21	Comments expressing concern that not enough information was provided, or that details were left out of the information, making it hard to assess the potential impacts of the Project.	Cobham Parish Council, Environment Agency, Essex and Suffolk Water Ltd, Essex Police,	Essex County Council, Gravesham Borough Council, Kent County Council, Medway	66	3,583	For Supplementary Consultation in January 2020, the Applicant published over 500 pages of information about the proposed changes to the Project. The information included updated traffic forecasts and construction road impacts. With regards to environmental impacts of the changes, the Applicant produced a detailed 140-page Environmental Impacts Update that set out how the proposed	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
		Forestry Commission, Historic England, Kent Downs AONB Unit, Port of London Authority, Natural England, Shorne Parish Council, Transport for London	Council, Thurrock Council			<p>changes to the Project affected the interim environmental assessments provided in the Preliminary Environmental Information Report published for Statutory Consultation in October 2018.</p> <p>As well as being available online and to order in print format, the consultation materials were made available in a range of accessible formats such as 'Easy Read'. For Supplementary Consultation in January 2020, the Applicant also organised an extensive programme of consultation events, which allowed those near the proposals to meet Project staff face to face and ask questions. Telephone events were also set up in response to the restrictions placed on public events due to COVID-19, which provided another opportunity for consultees to seek clarification on any issues they were uncertain about.</p> <p>The consultation generated a high volume of informed and detailed responses representing a wide range of interests. This emphasised that the information published was appropriate to the size and complexity of the Project and that it provided enough material for people to reach an informed view on the proposals.</p> <p>A list of the materials published for Supplementary Consultation in January 2020 and the Community Impacts Consultation in July 2021 can be found in Appendices Q 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
CON22	Comments expressing concern that not enough 'before and after' plans were produced for the consultation. Consultees say that the consultation lacked clarity as a result.	-	-	0	5	<p>Before and after images depicting the predicted setting of the Project from different viewpoints were produced for Statutory Consultation in October 2018 and for Supplementary Consultation in January 2020. In total 19 viewpoints, showing before and after images along the route, were produced for Supplementary Consultation. They were intended to complement the other materials produced for consultation and to provide consultees with an alternative to traditional text descriptions or maps of the proposals. The number of before and after images produced for the consultation was considered to be appropriate for the application. The before and after photos compared the latest proposals with the existing situation and the proposals at Statutory Consultation in October 2018, so consultees could see how the Applicant's plans had evolved.</p> <p>A description of the consultation materials can be found in Appendix Q of this report.</p>	No
CON23	Comments expressing concern that information was misleading or biased, including comments that the questionnaire did not give any opportunity to oppose the Project as a whole.	Natural England	-	23	79	<p>The response form was designed to encourage consultees to comment on the areas where changes were proposed, or on updated information that had been provided. Care was taken to follow best practice and avoid phrasing questions in a leading way. There was not a question about the need for the Project because this was covered during Statutory Consultation in October 2018. However, consultees could use question 8 ('other</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>comments') to provide any other comments about the Project, including whether it is needed or not. Many consultees did use that opportunity to comment on the need for the Project and other issues in respect of which there were not specific questions.</p> <p>A copy of the response form can be found in Appendix Q of this report.</p>	
CON24	<p>Comments expressing concern that the questionnaire was poorly formatted or unnecessarily complex in appearance. Some consultees specifically referred to the online response form, saying they found it confusing and difficult to navigate between documents and the survey questions.</p>	-	<p>Dartford Borough Council, Gravesham Borough Council</p>	5	65	<p>The online response form was constructed in a way that allowed consultees to answer as many or as few of the questions as they chose. It also allowed them to answer some of the geographically specific questions and not others, which many chose to do. In order to allow consultees this flexibility, the survey presented the questions in a non-linear way. Given the number of consultees who chose to answer only some of the questions, it appears the non-linear format was popular. Consultees were able to save their questionnaire and go back to it later if they wanted. It was also possible to have the questionnaire and the consultation website open in two separate browser windows to allow consultees to refer between the two web pages. The online response form provided a short description of the changes and referred consultees to the relevant chapter of the Guide to Supplementary Consultation in January 2020 for further information.</p> <p>The paper response form also provided a short description of the changes and referred</p>	No
CON25	<p>Comments suggesting that a summary of relevant information should have been provided beside each question on the questionnaire to make responding easier. Consultees also say that the questions should have been linked to the relevant information online or should</p>	-	-	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
	have provided a reference to where the information can be found.					consultees to the relevant chapter of the Guide for further information. Information about the changes being consulted on was presented with 'before and after' viewpoints, as well as text and maps, and in varying levels of detail from a summary in the Guide to Supplementary Consultation, to map books and more detailed update documents.	
CON26	Comments expressing concern that the consultation documents contained too much information, and that this might discourage people from responding. Some consultees believe that this was done deliberately to confuse consultees or dissuade them from responding.	-	-	5	28	The Supplementary Consultation in January 2020 materials were extensive, owing to the scale and relative complexity of the proposals, but care was taken to ensure that they catered to the different requirements and expectations of all consultees. The Guide to Supplementary Consultation was the main document describing changes made since Statutory Consultation in October 2018. It included maps, photos, timelines, infographics, visualisations, illustrations and tables intended to make the proposals easy to understand by non-technical readers and those with limited time to consider the proposals.	No
CON27	Comments expressing concern that the information presented at consultation was unclear or confusing. Some consultees say the maps were poorly presented and other say materials were purposefully vague to mislead consultees.	Higham Parish Council, Natural England, Port of London Authority, RWE Generation UK plc,	Kent County Council, Thurrock Council	49	237	Large-scale maps were also made available, which showed the full extent of the proposals against a satellite view of the area around the Project. A table-top size version of this map was available at the public information events, where Project staff could answer questions about the proposals from consultees.	No

Code	Summary of issue(s) 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 line with accessibility guidelines and the wishes of local authorities, the Applicant also produced an Easy Read version of the Guide to Supplementary Consultation in January 2020, which was aimed at those with learning difficulties.</p> <p>Other documents, such as those describing the potential traffic and environmental 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. The Utilities Update explained the proposals for utility diversions with maps, including photographs and explanations of techniques to carry out the works.</p> <p>Considerable care was taken to ensure the consultation materials were clear and understandable, provided an appropriate level of detail about the proposals, and were suitable for both technical and non-technical audiences.</p> <p>Some of the maps produced for consultation were relatively complex because of the need to convey information about the design, utilities and topography of the land affected. The map books included in the consultation pack were designed to offer an in-depth look at the design of the Project, and feedback from previous consultations and events has indicated that they were useful to affected parties.</p>	

Code	Summary of issue(s) raised	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 feedback received from local authorities, the Applicant made some changes to the design of the junction connections maps used in the Guide to Supplementary Consultation in January 2020 compared with those produced for Statutory Consultation in October 2018. This was to make the permitted junction movements easier to understand for consultees. Changes included adding arrows to show how traffic would travel through a junction.</p> <p>The consultation website included links to all documents, as well as hosting visual aids such as the before and after photos.</p> <p>A description of the Supplementary Consultation materials can be found in Appendix Q of this report.</p>	
CON29	Comments expressing concern that some events were not accessible to people without their own transport or were not accessible for people with disabilities.	Cobham Parish Council	-	6	29	<p>The range of venues for public information events was such that there was a balance between high-capacity venues that were not necessarily in the immediate proximity of the proposed route, and smaller venues that were as close as possible to affected communities.</p> <p>All such venues were assessed in advance so that they were accessible to people with disabilities. The Applicant engaged with local authorities before Supplementary Consultation launched, sharing proposed venues and dates for the consultation events. This engagement established that all key locations where events should take place were covered. Where practicable, events took</p>	No
CON30	Consultees expressing concern about the locations of events, including concerns that some locations were missed and that some venues were not	-	-	10	65	<p>The Applicant engaged with local authorities before Supplementary Consultation launched, sharing proposed venues and dates for the consultation events. This engagement established that all key locations where events should take place were covered. Where practicable, events took</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
	large enough to host the events.					place in venues that were served by public transport links, although this was not always possible given the other requirements for venues such as location and size. In addition to these events, a number of 'mobile information centre' events were held, often in smaller communities where a venue was otherwise unavailable. None of the consultation events had capacity issues. More information on the delivery of engagement events for the Supplementary Consultation in January 2020 is provided in Chapter 6 of this report.	
CON31	Comments expressing concern about the quality of the consultation events.	-	-	9	37	<p>All consultation events were organised by a dedicated events team within the Applicant's Project Team, with support from specialist event companies.</p> <p>Feedback received during previous consultations was used to shape event planning for the Supplementary Consultation in January 2020, including feedback on venues and timing but also the type of information on display. The Applicant also engaged with local authorities on the approach to consultation and their comments were accounted for in planning the event programme.</p> <p>For more information about the events organised for Supplementary Consultation, see Chapter 6 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
CON32	Comments expressing concern that there were not enough consultation events.	-	-	7	35	<p>The Applicant planned to hold eight public information events at venues on or near the proposed route in Kent, Thurrock Havering and Essex. The locations were all easily accessible and were chosen after consultation with local authorities and using feedback and experience from previous consultations. The mobile information centre was also scheduled to visit 13 locations to enable the public to find out about the Project and ask questions of staff. The event programme was scheduled so that the largest venues hosted the first events north and south of the river, based on the tendency at Statutory Consultation in October 2018 for the first events in the schedule to attract the highest number of visitors.</p> <p>Owing to the COVID-19 restrictions brought into effect towards the end of the Supplementary Consultation in January 2020, it was necessary to cancel the last four consultation events (one public information event and three mobile information centre events). However, over the course of 17 completed events, there were over 4,000 attendees, indicating that the provision of events was broadly proportionate to the level of interest among local people.</p> <p>As an alternative to face-to-face events, the Applicant offered two telephone consultation events for those who had not yet had a chance to attend an event. During these events, anyone could phone the Project</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>helpline and speak to a member of the Project Team. The events were publicised using the consultation website and via social media.</p> <p>During the telephone events, if a consultee's question could not be answered on the phone immediately, a time was arranged when a Project specialist would call back to discuss the concern. The first telephone event was held on Monday 23 March 2020 from 14:00 to 20:00 and the second was held two days later on Wednesday 25 March 2020 from 14:00 to 20:00. A total of 17 calls were received across the two dates. Three of these were made outside of opening hours, so they were diverted to a message informing callers of the dates and hours that the service was available. Of the 14 calls received, six had their questions answered immediately, while eight were followed up by call-backs from a specialist in the Project Team.</p> <p>The consultation was also extended by a week from the original closing date of 25 March 2020 to Thursday 2 April 2020, in order to provide consultees with additional time to submit their responses. Consultees could request printed copies of the Guide to Supplementary Consultation in January 2020, response form and Freepost envelope free of charge. They could also request a complete set of printed consultation materials at a cost of £110, including postage and packing. In addition, they could request USB sticks</p>	

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						<p>containing electronic consultation materials free of charge.</p> <p>The measures put in place to mitigate the necessary cancellation of consultation events offered meaningful opportunities to engage with the consultation material and prepare informed responses to the proposals. For more information about how the Applicant responded to COVID-19 and about the delivery of public engagement activities for Supplementary Consultation in January 2020, see Chapter 6 of this report.</p>	
CON33	Comments expressing concern that consultation events were not adequately promoted. Consultees say people may have missed out on information because they did not know about events, which some consultees say could have been done deliberately.	-	-	8	22	<p>The Applicant's efforts to make the public and stakeholders aware of the consultation, including all consultation events, were substantial and proportionate to the scale of the Project. The promotional activities used were discussed with local authorities before the launch of consultation and, where appropriate, their views were taken into account in finalising the approach.</p> <p>Publicity included the distribution of a leaflet across a wide area; 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 engagement, including meeting businesses and organisations. Non-statutory notices were also published in numerous</p>	No
CON34	Comments expressing concern about the promotion of the consultation. Consultees say they found out about the consultation late or through indirect means or say that people affected by the	-	-	15	176		No

Code	Summary of issue(s) 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 may have been unaware of the consultation.					<p>publications in the period around the launch of Supplementary Consultation in January 2020. The newspaper notices publication schedule can be found in Chapter 6 of this report. The promotion of consultation events at Supplementary Consultation in January 2020 was therefore extensive.</p> <p>During Supplementary Consultation, over 4,000 people attended the 17 events that were held and 17 calls were received across two telephone consultation events. One public information event and three mobile information centre visits were cancelled due to Government restrictions on public gatherings as a response to the COVID-19 pandemic.</p> <p>The number of people who attended consultation events, responded to the consultation and visited the website during the consultation suggests that public awareness of the activity was high. Details of the promotional activities that the Applicant carried out are presented in Chapter 6 and Appendix Q of this report.</p>	
CON35	Comments expressing concern about the staff at events. Consultees say staff were unhelpful, uninformed, or lacked local knowledge. Some consultees say that their questions could not be answered by staff or that they received different	-	-	47	111	<p>The events were organised by the Applicant's dedicated events team, with support from specialist event companies.</p> <p>All public-facing staff at events were existing representatives of the Applicant's Project Team, rather than people brought in specifically to take part in the events. Events included staff that had a detailed specialist</p>	No

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	answers from different staff members.					knowledge about the Project, with representatives of core technical disciplines. All staff received extensive training before the events to ensure they had a strong knowledge of the proposals and were informed about event safety.	
CON36	Comments expressing concern that events were held at inconvenient times. Consultees suggest that there should have been some variation in event times to allow for different people's work patterns.	-	-	0	27	The hours chosen for the consultation events were decided after considering feedback and event attendance from previous consultations and after consulting with the relevant local authorities. Public information events were frequently open until 20:00 on weekday evenings so that, if necessary, individuals could finish their working day, commute home and still have time to attend an event if they wanted. There were also two events held on a Saturday between midday and 18:00. In addition, the Applicant held a number of mobile information centre events on weekdays and weekends, covering a range of times. One planned Saturday mobile information centre event in Grays town centre had to be cancelled because of COVID-19 restrictions. More information about these events can be found in Chapter 6 of this report.	No
CON37	Comments expressing concern that it was difficult to ask questions at events because they were overcrowded and staff members were routinely	-	-	1	7	Steps were taken to ensure that the number of staff members present at consultation events was sufficient and that there were enough representatives of relevant technical disciplines also in attendance. In general, it was not necessary for attendees to wait to	No

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	busy. Consultees say that the long wait to ask questions made the process of obtaining information difficult.					<p>speaking to a member of the event staff, although at peak times at some events it was necessary to wait for a short period for certain technical specialists to become available. Where necessary, additional steps were taken to manage demand for certain technical specialists. For example, an electronic queuing system was put in place for people who wanted to speak with a member of the Land and Property Team. This meant consultees could explore the rest of the event while waiting their turn to speak with a specialist. More information about the consultation events can be found in Chapter 6 of this report.</p>	
CON38	Comments expressing concern that feedback from previous consultations was not acted upon. Consultees say that their preferred routes were not brought forward, or that their response to the 2018 Statutory Consultation was not addressed satisfactorily.	-	Dover District Council, Gravesham Borough Council, Kent County Council	5	22	<p>The Applicant carefully considered feedback received during Statutory Consultation in October 2018 and, where appropriate, proposed changes to the Project in line with the feedback received. A number of these changes were presented at Supplementary Consultation in January 2020 and were a reflection of comments received from those who responded to the Statutory Consultation. The Supplementary Consultation material described the proposed changes to the route made as a result of feedback to Statutory Consultation as well as ongoing technical studies and further assessments. Inevitably, not all suggestions for changes to the Project were considered to be appropriate, balancing</p>	No

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						<p>the various factors that informed that decision-making process.</p> <p>In July 2021, the Applicant carried out a Community Impacts Consultation. The materials included a 'You said, we did' document which explained how feedback from previous consultations had informed the development of the Project. More information about the Community Impacts Consultation can be found in Chapter 8 of this report.</p> <p>Chapter 11 of this report (for Statutory Consultation responses) and Chapters 12, 13, 14 and 15 (for responses to subsequent non-statutory consultations), summarise the issues raised by consultees and explains how the Applicant has had regard to them.</p>	
CON39	Comments from consultees raising concerns about the quality of communication from the Applicant, including concerns about letters to affected landowners and the promptness and quality of correspondence.	Essex and Suffolk Water Ltd, Health and Safety Executive	Gravesham Borough Council	37	55	<p>The Applicant aims to respond to all correspondence at a time and in a manner that is appropriate to the issue being raised. During Supplementary Consultation in January 2020, 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 Correspondence Team responded to over 200 email queries during the consultation period, including over 20 requests for paper and electronic documentation.</p>	No

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						<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. It is acknowledged that occasional errors or delays occurred but, as soon as these were identified, the Applicant sought to rectify these as soon as possible.</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>	
CON40	Comments expressing concern that too much money has been spent on the consultation.	-	-	1	13	Appropriate 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	No

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						information and engagement from the local and regional communities. The Applicant considers that the consultation activity undertaken, which has necessarily been extensive, is proportionate to the scale of the Project and level of public interest in it. For more information about the consultation's promotional activities, see Chapter 6 of this report.	
CON41	Comments expressing concern that the one-week extension to the response deadline due to the COVID-19 pandemic was inadequate. Consultees say that the entire consultation should have been postponed until COVID-19 has passed.	-	London Borough of Havering, Thurrock Council	30	103	The majority of Supplementary Consultation in January 2020 was able to proceed as planned through February and March 2020. Deposit locations and information points remained open for eight weeks, while of the 21 planned consultation events (including public information events and mobile information centre visits), all except four went ahead as planned. As an alternative to face-to-face events, the Applicant offered two telephone consultation events for those who had not yet had a chance to attend an event. During these events, anyone could phone the Applicant's helpline and speak to a member of the Project Team. The events were publicised on the consultation website and via social media. During the event, if a consultee's question could not be answered on the phone immediately, a time was arranged when a Project specialist would call back to discuss the concern. The first telephone event was held on Monday 23 March 2020 from 14:00 to	No
CON42	Suggestions that the timeline should have been extended further because of COVID-19. Consultees say that the consultation should have remained open until events could be rescheduled, or that it should have been suspended until a later date.	-	-	2	12		No
CON43	Comments expressing concerns about other specific aspects of the	-	Thurrock Council	8	18		No

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	<p>consultation in light of the COVID-19 pandemic, including comments that correspondence sent by the Applicant during this period caused unnecessary additional stress, and concerns about the appropriateness of proceeding with the Project during the pandemic.</p>					<p>20:00 and the second was held two days later on Wednesday 25 March 2020 from 14:00 to 20:00. Overall, 17 calls were received across two telephone consultation events. One public information event and three mobile information centre visits were cancelled due to Government restrictions on public gatherings as a response to the COVID-19 pandemic.</p> <p>A week-long extension was considered to be appropriate to the circumstances surrounding the COVID-19 pandemic. In setting the duration of the extension, consideration was given to the need to provide sufficient time for responses to be submitted as well as the need to draw the consultation to a conclusion so that responses to the consultation could be taken into account.</p> <p>The Applicant stands by its decision to proceed with Supplementary Consultation in January 2020 because the measures put in place to mitigate the necessary cancellation of four consultation events offered meaningful opportunities to engage with the consultation material and prepare informed responses to the proposals.</p> <p>For more information about how the Applicant responded to COVID-19 during this consultation, see Chapter 6 of this report.</p> <p>On 16 March 2020, the Applicant's Land and Property Team sent out 1,067 Land Interest Questionnaires to those who had been identified as holding a land interest affected</p>	

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						<p>by the Project. A further 108 Land Interest Questionnaires were distributed to people who were recently identified as holding a land interest affected by the Project. This work is part of the ongoing process to collect information about those who own or have an interest in land along the route, including anyone who has a right to use it, so that those people have an opportunity to consider and respond to the 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>	

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CON44	Comments expressing concern that the Applicant's staff did not follow appropriate social distancing guidelines. Some consultees query whether it is appropriate for the Applicant's staff to be working during the lockdown, asking whether they are essential workers.	-	-	4	19	<p>The Applicant sets challenging health, safety and wellbeing targets aligned to National Highways' Home, Safe and Well strategy.</p> <p>Ground investigations, which continued during the period of social distancing, are preliminary works to analyse soil, rock and groundwater along the entire proposed Project route. The information gathered from these surveys is vital in designing and constructing the new road, giving the clearest possible picture of what would be involved in building the new road crossing, before planning consent is applied for.</p> <p>Following the initial Government announcement on 16 March 2020, site works on the Project were allowed to continue because construction and some other outdoor workers were given essential worker status by the Government. The work carried out was limited to essential survey and investigation work in the local area, in line with the stringent guidance to keep the public and Project personnel safe. The Applicant continued to follow and implement Government guidance as and when it was updated, and the health of the staff as well as any other person likely to come into contact with them remained a priority.</p>	No

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CON45	Comments expressing concern about the Applicant's decision-making process, including the selection of a preferred route.	Shorne Parish Council	Thurrock Council	12	25	<p>The approach taken to selecting the preferred route and developing the proposals for the Project has been rigorous. The process ensured that transport modelling, environmental assessments and economic appraisals were carried out on a fair and consistent basis. Information about how the Project complies with the National Policy Statement for National Networks (Department for Transport, 2014) are included in the Planning Statement (Application Document 7.2), including in the National Policy Statement Accordance Table.</p> <p>At appropriate stages during the development of the Project, the Applicant has held public consultations to ensure that all stakeholders have had an opportunity to provide feedback on the proposals. The consultation process is described throughout this report.</p> <p>For more information about the options process, see Chapter 3 of this report, 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

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CON46	Comments expressing concern about the leadership of the Project, including comments that a new Project Director had not been appointed following the resignation of the previous post-holder.	-	-	2	10	From July 2019, Alan Seywright led the Project Team as Interim Project Director. In June 2020, the Applicant appointed Shaun Pidcock as Project Director.	No
CON47	Comments expressing concern about the way the Applicant's workers conduct themselves when carrying out site work. Consultees say that workers leave roads and paths in poor condition or covered in mud, that they park on pavements and cycle paths and dazzle other road users with floodlights.	-	-	6	9	Contractors carrying out site investigations and surveys are required to leave every site as they found it – whether that means laying new turf or resurfacing a section of road. The Applicant also aims to schedule site investigations to minimise disturbance and is in regular communication with all appointed Contractors, ensuring they are aware of the high standards to which they are required to work. Any complaints received have been processed and acted on in accordance with the Applicant's normal procedures.	No
CON48	Comments expressing concern that there has been a lack of meaningful engagement with landowners and the public throughout the design and consultation process. Consultees question whether there has been proper local consultation on	Kent Downs AONB Unit	Thurrock Council	7	9	Throughout the design development of the Project to date, the Applicant has carried out extensive consultation with stakeholders at all levels, as set out in this report. In 2016, an eight-week options consultation was carried out, presenting three route options north of the River Thames and two to the south. This consultation received nearly 50,000 responses. A 10-week Statutory Consultation took place in 2018, based on a development of the preferred route, and this consultation received nearly 29,000 responses. In 2020,	No

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	key aspects of the proposals.					<p>the Applicant carried out two additional non-statutory consultations, including a nine-week Supplementary Consultation in January and a four-week Design Refinement Consultation in July. These consultations received over 6,000 and 1,000 responses respectively. In 2021, a further eight-week non-statutory Community Impacts Consultation was carried out, which received over 3,100 responses, which was followed by an additional consultation in May 2022, the Local Refinement Consultation, which received 2,297 responses.</p> <p>Each consultation has ensured that individuals and stakeholders have had an opportunity to comment on and influence the proposals throughout the Project's development. These consultations have included numerous events held at locations likely to be affected by the proposals, so that people living in those areas could attend and provide feedback. Each consultation has included extensive engagement with landowners, statutory bodies and other key stakeholders. The Applicant has also carried out an extensive programme of engagement with stakeholders, ensuring they were able to provide feedback, through face-to-face meetings and other channels, on the proposals at each stage of their development.</p> <p>The consultation and engagement of the Project is documented in detail in this report, along with information as to how the Applicant</p>	

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						has had regard to those consultation responses.	
CON49	Comments expressing concern from consultees who express a lack of trust in the Applicant due to previous failures or breaches of trust.	-	-	23	48	The Applicant is a regulated public body with defined objectives and a commitment to public service. All of the information published as part of the consultations has been subject to rigorous checks and assurances. To the extent that any minor errors were identified in any of the materials published, these were rectified as soon as reasonably practicable.	No
CON50	Comments expressing concern that local opinion has been ignored or has not been given regard. Consultees say the Applicant is too focused on reducing costs and is intent on building the crossing irrespective of local objections.	Cobham Parish Council, Shorne Parish Council	Brentwood Borough Council	31	126	<p>The Applicant has conscientiously considered all feedback during consultation and paid very close attention to responses commenting on local impacts and benefits. This is demonstrated in Chapters 11, 12, 13, 14 and 15 of this report. Consultation has led to numerous changes to the proposals (as referred to in those chapters).</p> <p>The Applicant also published a 'You said, we did' document during the Community Impacts Consultation in July 2021. This explained how feedback received during consultation has helped to influence the development of the Project.</p> <p>After the Community Impacts Consultation, the Applicant also published a Project Update, which explained how the feedback received during that consultation was considered and what regard the Applicant had to that feedback.</p>	No

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						<p>In addition, the 'You said, we did' document was updated and published as part of the Applicant's application for development consent. See Appendix T of this report for more information for an earlier version of this document which was published during the Local Refinement Consultation.</p> <p>The priority has been to develop a project that meets all of the Scheme Objectives agreed with the Department for Transport. These objectives include relieving the Dartford Crossing and its approach roads by providing additional free-flowing north-south capacity across the River Thames, while minimising adverse impacts on health and the environment and providing value for money. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p>	
CON51	Comments expressing concern that the Applicant would proceed with its favoured proposals regardless of public opinion and that views expressed as part of the consultation will not influence the design or decision-making process. Consultees comment that groundwork has already started in places and that construction companies are	Cobham Parish Council	-	22	112	<p>The Applicant has complied with its duty to have regard to views expressed by consultees in shaping the Project. Chapter 11 (in respect of Statutory Consultation in October 2018) and Chapters 12, 13, 14 and 15 (in respect of subsequent phases of non-statutory consultation) demonstrate how the Applicant has discharged this duty.</p> <p>Comments by consultees have influenced the Project, leading to a number of changes to the route proposals and the approach to other aspects of the Project, such as environmental mitigation. Information about comments that</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
	already holding recruitment events.					<p>have resulted in a change to the Project can be found in Chapters 11, 12, 13, 14 and 15 of this report.</p> <p>Ground investigations are preliminary works to analyse soil, rock and groundwater along the entire proposed route. The information gathered from these surveys is vital in designing and constructing the new road and to understanding the environmental impacts of the Project, giving the clearest possible picture of what would be involved in building the new road crossing before applying for development consent.</p> <p>Two recruitment events were held by one of the companies delivering the ground investigations to advertise current work opportunities and potential future opportunities should the Development Consent Order be granted. These events were part of the activities aimed at ensuring that local people and businesses are able to make the most of the opportunities that the investment in the area would create.</p> <p>In July 2021, the Applicant carried out a Community Impacts Consultation. The materials included a 'You said, we did' document which explained how feedback from previous consultations had informed the development of the Project. More information about the Community Impacts Consultation can be found in Chapter 8 of this report.</p>	

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CON52	Comments expressing concern that the consultation has been rushed. Consultees feel that decisions have been taken too quickly and express concern that surveys had not been completed.	-	Gravesham Borough Council, Thurrock Council	4	9	<p>In advance of the launch of Supplementary Consultation in January 2020, the Applicant engaged with the host local authorities (see the Planning Statement (Application Document 7.2)) regarding the approach to Supplementary Consultation. The duration of the consultation – which was set at eight weeks – formed part of this engagement activity. No formal comments were received expressing concern about the proposed duration of the Supplementary Consultation. To read more about this engagement activity, refer to Chapter 6 and Appendix Q of this report. The Applicant considers the eight-week consultation (which was subsequently extended by a further eight days as a result of the COVID-19 pandemic) to have been appropriate and commensurate with the nature and extent of the published consultation material.</p> <p>The Applicant has carried out extensive surveys, monitoring and investigations to help understand how the Project would affect the environment and its ecology, including in relation to factors such as air quality, noise, and the landscape. The surveys have been ongoing to make sure that as much information as possible is available to enable the right decisions to be made about the design and construction of the Project and to provide the information needed to reduce impacts on the environment. This is typical of many large</p>	No

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						<p>projects in their pre-application phase, where progressive surveys and other technical investigations help to inform decisions about the development of the proposals.</p> <p>For more information about the investigations and surveys carried out, see the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3), including ES Chapter 10: Geology and Soils, and ES Chapter 6: Cultural Heritage (Application Document 6.1).</p>	
CON53	Comments expressing concern that the timeline for returning responses was too short. This includes consultees who say that because some events were scheduled near the end of the consultation period, they have not had time to respond.	-	Gravesham Borough Council, Kent County Council	10	17	<p>The Supplementary Consultation started on 29 January 2020 and was planned to run for eight weeks. On 16 March 2020, the UK Government announced that people should stop non-essential travel and contact with others, to control the spread of COVID-19. Following this announcement, the Applicant announced on 16 March 2020 via social media and the Project website the cancellation of the last four physical consultation events. The Applicant had already held 17 consultation events in the local area, at the time of this announcement. As an alternative to the cancelled physical events, two telephone consultation events were offered for those who had not yet had a chance to attend an event. These were held on 23 and 25 March 2020 from 14:00 to 20:00. A total of 17 calls were received across the two dates. Three of these were made outside of opening hours, so they were</p>	No

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						<p>diverted to a message informing callers of the dates and hours that the service was available. Of the 14 calls received, six had their questions answered immediately, while eight were followed up by call-backs from a specialist in the Project Team.</p> <p>The consultation was also extended by eight days from the original closing date of 25 March 2020 to Thursday 2 April, so as to provide people with additional time to submit their responses.</p>	
CON54	Comments expressing concern that the consultation process is taking too long. Consultees say public consultation is unnecessary, or that the 2018 Statutory Consultation was sufficient.	-	-	2	62	<p>After carefully considering the feedback received to Statutory Consultation in October 2018, and following further assessments and engagement with stakeholders, a number of proposed changes to the Project were developed. It was, however, considered necessary, given the nature and scale of some of these changes, to allow people to consider and provide feedback on these changes, as part of a further consultation exercise. These changes were therefore presented at Supplementary Consultation in January 2020.</p> <p>The consultation generated over 6,000 responses, representing a wide range of interests. This is an indication that the consultation was a useful activity to gather views of stakeholders and members of the public on the proposed changes. The phased consultation process which has been undertaken in relation to the Project is</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>common for schemes on this scale. In this regard, the former Department for Communities and Local Government's guidance on the pre-application process (March 2015) confirms that 'applicants are encouraged to consider an iterative, phased consultation consisting of two (or more) stages, especially for large projects with long development periods'. The approach taken by the Applicant in this case accords with this guidance.</p> <p>To read more about the Supplementary Consultation in January 2020, see Chapter 6 of this report.</p>	
CON56	Comments from consultees who feel unable to comment on the quality of events because they did not attend any.	-	-	2	91	<p>The Applicant held 17 physical consultation events, covering a large number of locations in community venues across the wider area in which the Project is located. The events were publicised widely in advance using online and traditional media, and over 4,000 people attended them.</p> <p>The majority of events were held in areas that would be closest to 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 route 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 informed by prior engagement with the relevant local authorities in relation to the approach to 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>Supplementary Consultation in January 2020. Information about the promotion, location and types of consultation events that were held can be found in Chapter 6 of this report. The information about event locations that was shared with local authorities can be found in Appendix Q.</p> <p>On 16 March 2020, the UK Government announced that people should stop non-essential travel and non-essential contact with others to control the spread of COVID-19. Following this, the Applicant announced on the same day, via social media and the Project website, that the last four events would be cancelled.</p> <p>As an alternative to face-to-face events, the Applicant carried out two telephone consultation events for those who had not yet had a chance to attend an event. During these events, anyone could phone the Applicant's helpline and speak to a member of the Applicant's Project Team. The events were publicised using the consultation website and via social media.</p>	
CON57	Comments requesting specific information about various topics from the Applicant about the Project, for example the impact upon woodland and trees; health, wellbeing and equalities	Essex and Suffolk Water Ltd, Port of London Authority, Transport for London	Brentwood Borough Council, Gravesham Borough Council, Kent County Council,	9	14	The material produced for Supplementary Consultation in January 2020 necessarily focused on the changes being proposed to the plans presented at Statutory Consultation in October 2018. It provided appropriate detail for consultees to understand the extent of those changes, including environmental impacts and changes to utilities infrastructure.	No

Code	Summary of issue(s) 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; and traffic sensitivity tests.		Thurrock Council			<p>An Environmental Impact Update was published as part of the Supplementary Consultation materials, which included an assessment of the likely impacts of the proposals presented during that consultation on the environment.</p> <p>An Environmental Impact Assessment (EIA) has been carried out and submitted as part of the Development Consent Order application. The EIA is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3), which presents the impacts of construction and operation of the Project on the environment, including impacts on woodland and trees. ES Chapter 13: Population and Human Health (Application Document 6.1) describes how local communities could be affected by 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>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<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 the Ward Impact Summaries (see Appendix S of this report).</p> <p>A Traffic Modelling Update was also published during Supplementary Consultation in January 2020, which presented the updated traffic modelling, based on the revised proposals. This update included the latest traffic forecasts for the area most affected by the Project and provided comparisons with the forecasts presented during Statutory Consultation in October 2018. For more information about the Applicant's traffic modelling, see Appendices A, B and C of the Combined Modelling and Appraisal Report (Application Document 7.7) and the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p>	
CON58	Suggestions that the proposed layouts of various junctions could have been displayed more clearly. Consultees suggest the use	-	-	0	9	The consultation materials were produced in a way that allowed a wide range of consultees to take an informed view of the proposals. The Guide to Supplementary Consultation in January 2020 included simplified junction maps and before-and-after images. The three	No

Code	Summary of issue(s) 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 3D models and diagrams with cross-sections.					map books provided more technical representation of the proposals, which included diagrams of the cross-sections. Following feedback received from local authorities after Statutory Consultation in October 2018, the Applicant made some changes to the design of the junction connections maps for Supplementary Consultation in order to make them easier to understand. This included adding arrows to show how traffic would travel through the junctions. To read more about the materials produced for Supplementary Consultation, see Chapter 6 of this report, with links to the documentation in Appendix Q.	
CON59	Suggestions relating to the way in which the outcomes of the consultation should be conveyed, including suggestions that they should include a Consultation Report and a Statement of Community Involvement.	Essex Police	Medway Council	0	1	All views expressed in response to the Supplementary Consultation in January 2020, including the views of local and non-local people, have been considered as set out in this chapter of the Consultation Report. This Consultation Report also sets out all of the community engagement that has taken place on the Project.	No
CON60	A suggestion that there should have been an effort to engage with young people during the consultation.	-	-	0	1	Ahead of the Supplementary Consultation in January 2020, the Applicant launched a Facebook page and used paid-for advertising to promote this page with the intention of raising awareness of the Project 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
						<p>consultation with social media users, including younger people.</p> <p>Supplementary Consultation and its associated events were also promoted extensively on Twitter using the @LowerThames account and other Twitter accounts.</p> <p>Across all social media channels, the Applicant made extensive use of video to appeal to social media users, who are frequently in the younger age bracket.</p> <p>The consultation included a series of mobile information centre events. The locations were often in high-footfall areas such as town centres where the Applicant had the opportunity to engage with a broad spectrum of people, including younger people.</p>	
CON61	Suggestions about specific individuals and organisations to be included in further consultation and engagement during the planning period.	Environment Agency, Essex Police, Historic England, Natural England, Shorne Parish Council, Transport for London, Marine Management Organisation	Basildon Borough Council, Brentwood Borough Council, Canterbury City Council, Dartford Borough Council, Dover District Council, Essex County	8	25	Feedback on organisations and individuals that may wish to be involved in the Project or who may have a professional interest in it is very useful. Where appropriate, the Applicant has acted on suggestions to engage with additional parties, such as Kent Advanced Drivers, with whom Project staff arranged a meeting after the organisation contacted the Applicant during Supplementary Consultation in January 2020.	No

Code	Summary of issue(s) 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, Folkestone and Hythe District Council, London Borough of Havering, Kent County Council, Thurrock Council				
CON62	Suggestions that the opinions of local residents should be given greater weight than those of consultees who use the current Dartford Crossing but do not live nearby. Local residents feel that their opinions should be prioritised because they are most impacted by the proposals.	Shorne Parish Council	-	4	8	<p>The Applicant has considered all feedback equally and has taken into account all consultation responses while developing the Project proposals.</p> <p>The Applicant recognises that those who live in proximity to the route are likely to be more sensitive to the impacts of the Project and has listened and responded to comments that raised location-specific issues. In many instances, measures aimed at mitigating local impacts are being proposed.</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
CON63	Suggestions that the timeline for the consultation and the Development Consent Order submission should have been adjusted, extending the process to allow for additional work on the Project to take place. Comments refer to further work around utility diversions, analysis of consultation feedback and additional rounds of consultation.	Kent Downs AONB Unit	Brentwood Borough Council, Essex County Council	4	7	<p>Ensuring there was enough time to consider Supplementary Consultation in January 2020 responses, refine the proposals (where appropriate), and (where necessary) to consult further in relation to any proposed refinements, was central to the Applicant's project planning. The refinements that were subsequently presented as part of the Design Refinement Consultation in July 2020 included changes to the proposed utility diversions, which were informed by feedback from previous consultations and ongoing discussions with the relevant utility companies.</p> <p>Following the Design Refinement Consultation in July 2020, the Applicant submitted an application for development consent to the Planning Inspectorate in October 2020. However, based on early feedback, the Applicant withdrew the application in November 2020. The Applicant subsequently carried out two additional consultations, the Community Impacts Consultation in July 2021 and the Local Refinement Consultation in May 2022, before resubmitting the application for development consent.</p>	No

Issues raised in relation to the economics of the Project

- 12.4.144 Table 12.19 below presents the Applicant's responses to the issues raised. Feedback was received during consultation on various economic aspects and this was analysed using the ECN codes. No specific question about the economics of the Project was included in the response form.
- 12.4.145 The issues raised that relate to economic aspects of the Project are summarised in Table 12.19 below. The Applicant has fully considered all of the responses received, Table 12.19 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.
- 12.4.146 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 12.19

- 12.4.147 The information presented in Table 12.19 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 economic aspects or to a specific 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 the Supplementary 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 economic aspects of the Project and the Applicant's responses

12.4.148 Table 12.19 below summarises the issues raised relating to the economic aspects of the Project and the Applicant's responses to those issues raised.

Table 12.19 Summary of issues raised relating to economic aspects of 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
ECN1	Comments supporting measures to reduce Project costs since Statutory Consultation.	-	-	1	60	These comments have been noted.	No
ECN2	Comments supporting the employment opportunities associated with construction of the Project, including the potential benefits for local people.	-	Basildon Borough Council, Essex County Council	1	6		No
ECN3	Comments supporting the employment opportunities associated with the operation of the Project, including the opportunities that would be available as a result of better connectivity across the River Thames.	-	Essex County Council	1	5		No
ECN4	Comments supporting the proposals because consultees say it would benefit local businesses.	-	Basildon Borough Council, Dover District Council, Essex County Council	3	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
ECN5	Comments supporting the proposals because consultees say it would benefit the local economy and lead to regeneration of areas such as Tilbury, Kent, Medway and Havering. Consultees say improved connectivity would generate opportunities for business expansion, tourism and housing growth.	Transport for London	Dover District Council, Essex County Council, Folkestone and Hythe District Council, London Borough of Havering	3	17		No
ECN6	Comments supporting the proposals, saying that reduced congestion at the Dartford Crossing would boost local economies and productivity.	-	-	1	21		No
ECN7	Comments supporting the Project because of the potential for wider economic benefits, including for the South East and the UK.	Essex and Suffolk Water Ltd, Transport for London	Canterbury City Council, London Borough of Havering	2	21		No
ECN8	Comments expressing concern that decisions about the Project have been driven by a desire to save costs, rather than maximise benefits or reduce impacts.	-	-	4	21	The Project has been designed to meet all of 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 Scheme Objectives and benefits	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
ECN9	Comments expressing concern that the benefits of the Project are not proportionate to its costs.	-	Kent County Council	5	18	of the Project can be found in the Need for the Project (Application Document 7.1). More about the Project 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.	No
ECN10	Comments expressing concern based on the grounds that costs for the Project have increased since the original proposals, including concerns that these costs would continue to rise in the future. There were also concerns about the cost of upgrading existing routes that are not part of the Project, which consultees say would need to be completed to accommodate increased demand generated by the Project.	-	-	1	13	The Project's 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. The Department for Transport (DfT) and HM Treasury use a standard approach to estimate and appraise the costs and benefits of transport schemes in order to inform decisions about which projects provide the best value for money. Their approach involves expressing all costs and benefits in 2010 prices (removing inflation) and present values (which enables costs and benefits that arise in different years to be compared). This is an accurate way of	No
ECN11	Comments expressing concern about the cost of the Project overall, including	Shorne Parish Council	-	26	182		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>comparisons to other large infrastructure projects that have exceeded their planned cost, such as HS2. Some consultees say the most expensive route has been chosen.</p>					<p>assessing how estimates of a Project's costs and benefits have changed over time. The capital cost of the Project was estimated in 2013 at £3.1bn to £3.2bn (expressed in 2010 prices and present values) (DfT, 2013b).</p> <p>The latest capital cost estimate for the Project, expressed in 2010 prices and present values, is £3.3bn, which is between 2% and 6% higher than the 2013 cost estimate. This moderate increase is despite there being design improvements such as increasing the number of lanes in each direction across most of the Project from two to three.</p> <p>The £6.8bn capital cost estimate published during Statutory Consultation in October 2018 is the outturn cost of the Project and is not equivalent to the above cost figures. The outturn cost includes future inflation and is before the application of Treasury discount rates in order to express costs as present values. More information about the Government's appraisal approach for infrastructure projects can be found in The Green Book (HM Treasury, 2022).</p> <p>Before announcing the preferred route for the Project in 2017, the Applicant considered multiple alternative route options. All the alternative locations for the crossing were tested against relevant factors, including cost. As set out 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>Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7), the estimated cost of some of the alternative options considered as part of the route options appraisal process was greater than the preferred route subsequently announced by the Secretary of State. 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. For more information about the options process, see the Need for the Project (Application Document 7.1).</p> <p>The Applicant also 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 any lessons learned from those projects would be applied to the Project.</p>	
ECN12	Comments expressing concern about costs incurred as a result of changes being made to the proposals. This includes concern about the cost of consulting on new proposals and creating new designs, as well as concerns about the implications of design	-	-	6	20	<p>It is common for large schemes such as the Project to develop on an iterative basis as designs progress from initial concepts through to fully developed proposals. This is also a natural consequence of the consultation process. In this regard, the Applicant has considered views expressed throughout various consultations and made changes to the Project in response to feedback received from individuals 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>changes for local businesses trying to plan for the future. Some consultees are concerned that the Project would negate the current A13 improvement works.</p>					<p>stakeholders, as well as changes that reflect updates to technical assessments and continued reappraisal of the Project's performance against the Scheme Objectives.</p> <p>This process has involved extensive engagement with local businesses, business organisations and other stakeholders on the Project design, with a view to seeking to maximise business benefits and minimise uncertainties for businesses.</p> <p>The costs for the consultations carried out and design changes are part of the overall planning costs for the Project. These planning costs, as a percentage of total capital costs, are broadly in line with those for other highway projects.</p> <p>The proposed A13 widening works, which is a local project delivered by the local transport authority, would be completed before construction of the Project starts. The Applicant has developed proposals to align with the plans for the upgraded A13.</p> <p>More information about the costs of the Project can be found in the Appraisal Summary Table which summarises the Project's cost and benefits as part of the wider Economic Appraisal Report. Both can be found within the Economic Appraisal Package, 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
						<p>(Application Document 7.7). Information about the Scheme Objectives can be found in the Need for the Project (Application Document 7.1).</p> <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 any lessons learned from those projects would be applied to the Project.</p>	
ECN13	Comments expressing concern that disruption to roads and increased traffic during construction and operation of the Project would adversely impact the local economy and the productivity of local road users.	Transport for London	Thurrock Council	2	0	<p>The Project's design seeks to maximise local and national benefits and provide value for money for taxpayers. Traffic modelling submitted as part of the application for development consent shows that, compared to the situation without the Project, the overall level of traffic using the Dartford Crossing is forecast to fall by 19% in 2030 and remain free-flowing for the foreseeable future.</p> <p>Provision of new free-flowing north-south capacity across the River Thames 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 reliability increased. The improved connectivity and journey time reliability would 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</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>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). More information about 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), while the Appraisal Summary Table Report within the EAP summarises the Project's cost and benefits, and the Economic Appraisal Report provides information about the appraisal methods and results.</p> <p>As part of the construction phase of the Project, 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,</p>	

Code	Summary of issue(s) raised	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 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 impacts of the Project on the strategic and local highway networks, road safety and sustainable transport are set out in the Transport Assessment (Application Document 7.9). This also includes information about the impacts of construction traffic on the road network.</p>	
ECN14	Comments expressing concern about potential job losses at businesses affected by the Project, including concerns about potential impacts on future job creation at locations such as Brentwood Enterprise Park. Some consultees are concerned that the Project would employ people from outside the local area, rather than	-	Brentwood Borough Council, Essex County Council, Thurrock Council	6	13	Road users in Kent, Thurrock, Essex and Havering, 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	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	providing employment opportunities locally.					<p>economic growth, with significant long-term benefits from the Project for businesses.</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 (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 local people and the environment. 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> <p>Where it is not feasible for businesses to continue operating during construction or after the Project is in place, then appropriate compensation may be payable, in accordance with the Compensation Code.</p>	

Code	Summary of issue(s) raised	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 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 near the Project can be found in the Interrelationships with Other Nationally Significant Infrastructure Projects and Major Development Schemes document (Application Document 7.17).</p>	

Code	Summary of issue(s) raised	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 of the Project have been assessed as part of the Environmental Impact Assessment (EIA), which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). The ES looks at the impacts and sets out any proposed mitigation for each area. ES Chapter 13: Population and Human Health (Application Document 6.1) includes an assessment of the impact of the Project on businesses, including farms, during the Project's 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. 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</p>	

Code	Summary of issue(s) raised	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 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. 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>Additional information about how the Project is expected to impact 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>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, including congestion, 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 ES contains the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2), which sets out the range of controls and mitigation measures that would be used to limit or avoid impacts on local communities, including local roads, and on the environment, during construction. The CoCP includes information about topics such as environmental management, community engagement, and traffic management around construction compounds.</p> <p>The Applicant would also 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</p>	

Code	Summary of issue(s) raised	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 (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>	
ECN14	Comments expressing concern about potential job losses at businesses affected by the Project, including concerns about potential impacts on future job creation at locations such as Brentwood Enterprise Park. Some consultees are concerned that the Project would employ people from outside the local area, rather than	-	Brentwood Borough Council, Essex County Council, Thurrock Council	6	13	Road users in Kent, Thurrock, Essex and Havering, 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	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	providing employment opportunities locally.					economic growth, with significant long-term benefits from the Project for businesses.	
ECN15	Comments expressing concern about the impact of the Project on local businesses, including comments that environmental impacts and traffic congestion would be detrimental to the local economy.	Cobham Parish Council, Forestry England, Port of London Authority, RWE Generation UK plc	Brentwood Borough Council, Gravesham Borough Council, Kent County Council, Swale Borough Council, Thurrock Council	26	50	<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 (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 local people and the environment. 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> <p>Where it is not feasible for businesses to continue operating during construction or after the Project is in place, then appropriate compensation may be payable, in accordance with the Compensation Code.</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 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 near the Project can be found in the Interrelationships with Other Nationally Significant Infrastructure Projects and Major Development Schemes document (Application Document 7.17).</p>	

Code	Summary of issue(s) raised	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 of the Project have been assessed as part of the Environmental Impact Assessment (EIA), which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). The ES looks at the impacts and sets out any proposed mitigation for each area. ES Chapter 13: Population and Human Health (Application Document 6.1) includes an assessment of the impact of the Project on businesses, including farms, during the Project's 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. 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</p>	

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						<p>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. 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>Additional information about how the Project is expected to impact 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>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, including congestion, 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 ES contains the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2), which sets out the range of controls and mitigation measures that would be used to limit or avoid impacts on local communities, including local roads, and on the environment, during construction. The CoCP includes information about topics such as environmental management, community engagement, and traffic management around construction compounds.</p> <p>The Applicant would also 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</p>	

Code	Summary of issue(s) raised	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 (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>	
ECN16	Comments expressing concern that the construction of the Project would have an impact on local residents' eligibility for housing insurance or that it would increase their premiums, particularly with regards to an increased risk of flooding.	-	-	3	0	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, 2014) to which it refers. This document 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	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>(CFSA). In these areas, the land would be lowered in order to be capable of accommodating any flood water displaced by the Project. In line with best practice, all flood assessments and mitigations include the projected effects of climate change.</p> <p>More information about the Applicant's assessment of the impact of the Project on water management and flooding can be found in Environmental Statement (ES) Chapter 14: Road Drainage and the Water Environment (Application Document 6.1), with additional information in ES Appendix 14.6: Flood Risk Assessment (Application Document 6.3).</p> <p>The Applicant is not aware of any evidence that implementation of the Project would increase insurance premiums due to flood risk or that the Project would affect eligibility for insurance.</p>	
ECN17	Comments expressing concern that the Project and its construction would devalue properties. Factors mentioned include the proximity of the new road to houses, the proposed relocation of the traveller site nearer to some properties, and potential air and noise pollution.	-	Thurrock Council	63	73	<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>The land required for the Project has been set out in the Land Plans (Application Document 2.2) and the reason each plot is required is explained in the Statement of Reasons, which lists land use against each plot (Application Document 4.1).</p>	No

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ECN18	Suggestions that the Applicant should provide compensation to local businesses that are negatively impacted by the Project.	-	-	0	2	<p>The Applicant would be required to pay compensation in line with the Compensation Code where land is proposed to be compulsorily acquired. Any claims for compensation would be considered on their 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>	No
ECN19	Comments requesting specific information from the Applicant, including requests for more information about the proposed Local Residents' Discount Scheme and whether crossing charges would be linked to the Dartford Crossing. Other questions included those asking which parts of the route would be subject to a charge and what would be the legacy	-	Essex County Council, Thurrock Council	2	2	<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 Project being equal to those at the Dartford Crossing.</p> <p>If granted, the 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,</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
	implications of the Project in terms of skills, training and employment.					<p>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 DCO includes powers enabling the Secretary of State to apply a local residents' 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>Replicating the established Dart Charge road user charging scheme at the new crossing 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>The Applicant's traffic modelling and other assessments show that the approach to road user charging would provide congestion relief at Dartford while 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>the Project affordable to Government and road users.</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 Residents' Discount Scheme, with additional information about how charges would be set. For more about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</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 issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
ECN20	Suggestions for other schemes that could be funded by the Project, such as Tilbury Passenger Terminal, Two Forts Way, Thameside Nature Park and Stanford Wharf.	Transport for London	Basildon Borough Council, Essex County Council	0	6	<p>In some instances, the Applicant is proposing to provide new facilities near the Project, such as the proposed Chalk Park near the South Portal, Tilbury Fields near the North Portal, as well as improved routes for walkers, cyclists and horse riders, to reduce the adverse impacts of the Project. There are, however, constraints on what the Applicant can achieve while still delivering a Project that is, in particular, affordable to Government and users in line with the Scheme Objectives agreed with the Department for Transport. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</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 and planned</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 the future by the Applicant in the local area of the Project to support local people and the environment.	
ECN21	Suggestions that the Applicant should seek to promote the development of the local area, including working with local authorities and other organisations to see how the Project could fit in with local plans.	-	Thurrock Council	2	8	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 development in the area, the Applicant has assessed plans for future development within local plans that are relevant and 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 Applicant continues to work closely with local authorities and those developing other Nationally Significant Infrastructure Projects (NSIPs) in the area to better understand the impacts of such plans. For further information on the consideration of other NSIPs, see the Interrelationships with Other Nationally Significant Infrastructure Projects and Major Development Schemes document (Application Document 7.17)	No
ECN22	Comments expressing concern about the charging infrastructure that would be	-	-	0	8	Taking account of the Scheme Objectives, responses to consultation, considerations regarding fairness, customer satisfaction	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>needed for the crossing, such as toll booths and signage. Some consultees are concerned with how the charging scheme would operate.</p>					<p>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 Project being equal to those at the Dartford Crossing.</p> <p>If granted, the 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 is intended that the Project's 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 also 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 expected there would be a prepayment system, as there is for the Dartford Crossing.</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</p>	

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						crossing capacity, so use of the Project would not need to be incentivised through reducing or removing the road user charges. 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).	
ECN23	Comments expressing concern that the Dartford Crossing continues to charge a toll despite previous assurances that charges would stop once the bridge had been paid for. These consultees do not want this to be the case with the Project.	-	-	0	26	If granted, the DCO would provide powers for the Secretary of State to impose road user charges under the Development Consent Order 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 Dartford. The Applicant's traffic modelling and other assessments show that the approach to road user charging would provide ongoing congestion relief at Dartford while making the Project affordable to Government and road users. The traffic modelling forecasts that the proposed charging system would help ensure the new crossing remains free-flowing for the foreseeable future. It is expected that, by lowering or removing the charge, more traffic would be likely to use the new route, with the potential for	No
ECN24	Suggestions that once the cost of building the Project has been paid for, charges for using the crossing should be removed.	-	-	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
						increased congestion at the crossing and its approaches, which would undermine the Scheme Objectives. As such, there are no proposals to remove the charge for the foreseeable future. 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 charge in 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).	
ECN25	Comments expressing concern about the proposed Local Residents' Discount Scheme, including concerns about which residents would qualify, whether residents of the London Borough of Havering would be eligible, and how 'local' would be defined.	-	London Borough of Havering, Thurrock Council	0	4	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 Project being equal to those at the Dartford Crossing. If granted, the 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	No
ECN26	Suggestions that local residents should be allowed to use the new crossing free of charge.	-	-	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
						<p>crossing would be the same as those in place at Dartford.</p> <p>The DCO includes powers enabling the Secretary of State to apply a local residents' 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>During Supplementary Consultation in January 2020, the Applicant received comments requesting that the discount should be extended to include the residents of the London Borough of Havering. Doing so would significantly increase the number of motorists eligible for low-cost crossings. As such, more traffic would be likely to use the new route, with the potential for increased congestion at the crossing and its approaches.</p> <p>Furthermore, including one neighbouring local authority would create an unfair position, making it hard to justify not expanding the discount scheme to other nearby local authorities, further diminishing</p>	

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						<p>the effectiveness of the charge in managing demand for the new 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 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>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. The Applicant's traffic modelling forecasts that the proposed charging system would help ensure the new crossing remains free-flowing for the foreseeable future.</p> <p>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), with information about the rationale behind the charge and the Local Residents' Discount Scheme in the Road User Charging Statement (Application Document 7.6).</p>	

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ECN27	Comments expressing concern about how the charges for the Project would be managed. This includes comments about management of the Dartford Crossing, and concerns that the charges would provide profits for a non-UK company.	-	-	1	9	<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> <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 French company. The payment that Emovis receives for providing the charging and enforcement services for the 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. A similar arrangement would be in place for the Project's road user charges.</p> <p>For information about how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6).</p>	No
ECN28	Comments expressing concern about non-payment of charges. Consultees say	-	-	0	14	Non-UK based drivers are required to pay for their crossings in the same way as UK based drivers. The Dart Charge compliance	No

Code	Summary of issue(s) raised	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 would be a particular challenge with regards to drivers from other countries.</p>					<p>rates show that the overwhelming majority of journeys are correctly paid for within the required timescales, by both UK and non-UK drivers. However, barrier-free, 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. The Development Consent Order (DCO) would, if granted, include powers to enforce road user charges imposed under the DCO, in the same way as the Dartford Crossing charges are enforced.</p> <p>As with domestic customers, the Applicant encourages compliance among non-UK customers and appropriate measures are taken to identify and pursue 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.</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</p>	

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						<p>proven to be 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), which includes information about non-compliance and enforcement.</p>	
ECN29	Comments opposing any charge for use of the proposed new crossing. Where consultees provide further comment, some say charges would discourage use of the crossing, limiting its effectiveness in reducing congestion.	-	-	2	34	<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>The Applicant's traffic modelling and other assessments show that the approach to road user charging would provide ongoing congestion relief at Dartford while making the Project affordable to Government and road users. The traffic modelling forecasts that the proposed charging system would help ensure the new crossing remains free-flowing for the foreseeable future.</p>	No
ECN30	Suggestions that the proposed new crossing should be free for all road users.	-	-	1	61	<p>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, which would undermine the Scheme Objectives. As such, there are no</p>	No
ECN31	Comments suggesting that the Dartford Crossing should be free to use.	-	-	2	10		No
ECN32	Comments expressing concern that charges to use the proposed new crossing would be excessively high. These consultees often support the principle of	-	-	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
	charging but would like the charge to be lower.					proposals to remove the charge for the foreseeable future.	
ECN33	Suggestions that the charge for the proposed new crossing should be the same as the Dartford Crossing to prevent motorists from choosing to use only the cheaper option.	-	Gravesham Borough Council, London Borough of Havering	0	14	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 charge in the Road User Charging Statement (Application Document 7.6). Information about the Scheme Objectives can be found in the Need for the Project (Application Document 7.1).	No
ECN34	Suggestions that charges for using the new crossing should vary based on different factors such as time of day, type of vehicle, and the need to split traffic between the Dartford Crossing and the new crossing.	-	Dartford Borough Council	1	13	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 Project's road user charging 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. It also means that road user charging at the new crossing would be based on the vehicle classifications in place 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>which are primarily 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.</p> <p>For more information about the Project's road user charges, see the Road User Charging Statement (Application Document 7.6).</p>	
ECN35	<p>Suggestions that charges at the Dartford Crossing should be increased, either to encourage the use of alternative transport modes, such as electric vehicles, or as a way to pay for the Project.</p>	-	-	0	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. 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 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>It is expected that, by lowering or removing the charge for electric vehicles, 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</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
						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 about the Project's road user charges, see the Road User Charging Statement (Application Document 7.6).	
ECN36	Suggestions that charges for the new crossing should be combined with the Dart Charge. Consultees say this would enable motorists to use both crossings without having to use different payment systems.	-	-	0	19	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 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.	No
ECN37	Suggestions that the proposed boundary for the Local Residents' Discount Scheme should be changed. This includes comments that the scheme should be enlarged to include all residents affected by construction, that it should use the same boundary as the Dartford Crossing, or that a fund should be created to invest in local community projects.	-	Gravesham Borough Council, Thurrock Council	3	29	The Development Consent Order (DCO) includes powers enabling the Secretary of State to apply a local residents' 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. The Project's traffic modelling forecasts that the proposed charging system would help	No

Code	Summary of issue(s) raised	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 new crossing remains free-flowing for the foreseeable future. Expanding the Local Residents' Discount Scheme to all those affected by the Project's construction would significantly increase the number of motorists eligible for low-cost crossings.</p> <p>It is expected that, by lowering the charge for more motorists, 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).</p> <p>It is not proposed to use the same boundary for eligibility for the Project's Local Residents' Discount Scheme as the Dartford Crossing because these schemes are intended to provide discounted journeys to residents that are local to a particular crossing, which is why different boundaries exist for the Project and for the Dartford Crossing.</p> <p>For information about how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6). This document explains the proposed charging regime, including the Local Residents' Discount</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Scheme, while also including information about how charges would be set and any changes made.</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). 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 local people and the environment.</p>	
ECN38	Specific suggestions about charging, including	Transport for London	-	0	6	The charging powers being sought in the Development Consent Order (DCO) include	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>suggestions about how charges should be implemented and the level of the charge. These included suspending charges if there was an incident at the Dartford Crossing, charging overseas motorists more, or that there should be toll booths for those who want to pay at the crossing.</p>					<p>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>If granted, the 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 the Project's road user charging system 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 Dartford while making the Project affordable to Government and road users. There is no intention to charge non-UK users more than UK users of the Project.</p> <p>Toll booths are not proposed because they would interrupt free-flowing traffic and therefore undermine one of the Scheme Objectives.</p> <p>It is intended that the Project's road user charging scheme would be a free-flow operation with Automatic Number Plate Recognition (ANPR) technology to detect</p>	

Code	Summary of issue(s) raised	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 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. This would include the payment channels which allow payment in cash at selected locations, or paying or setting up an account by post, online or on the phone. For more information about payment methods, visit the Dart Charge website (GOV.UK, 2022).</p> <p>An ANPR system would be capable of capturing both UK and non-UK vehicle registration marks for the purpose of enforcement. 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 to be successful on existing charged roads, including the Dartford Crossing, and would be replicated for the Project.</p> <p>For information about how the Project's charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6),</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
						which includes information about non-compliance and enforcement. This document sets out the exceptional circumstances when road user charges could be waived or suspended.	
ECN39	Suggestions about how the revenue generated from charges should be used, including suggestions that it should be invested in improving the crossing, used to provide facilities for the local area, or donated to charity.	-	Gravesham Borough Council	1	3	<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). 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>	No

12.5 Summary of changes made after the Supplementary Consultation

- 12.5.1 A number of the comments made by consultees at Supplementary Consultation resulted in or informed changes to the Project, many of which were then presented as part of the Design Refinement Consultation, Community Impacts Consultation and Local Refinement Consultation proposals. The Applicant had due regard to all responses made during the consultation.
- 12.5.2 If a request for a change to the proposals was adopted, this is indicated throughout Section 12.4 of this report with a 'Yes' in the final column (entitled 'Project change') of each table. More information regarding the changes and the reasons for adopting them, or not adopting them as the case may be, 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.
- 12.5.3 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.
- 12.5.4 Section 12.4 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.
- 12.5.5 The tables below provide summaries of nine Project changes made in response to feedback from Supplementary Consultation. These summaries may contain multiple changes some of which may have been proposed at either one of the three subsequent consultations. Any changes that are unnumbered with a "N/A" provide a signpost to a change made at a later stage.
- 12.5.6 Some of the key changes that were informed by consultees' feedback and which were made to the Project following Supplementary Consultation included reducing the land required for utility works, updated paths for walkers, cyclists and horse-riders and a new footbridge over the A127 to link existing footpaths.
- 12.5.7 In July 2021, for 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 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.
- 12.5.8 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

- 12.5.9 The following tables provide references to response codes in Section 12.4. However, this is not an exhaustive list of the response codes relevant to a given change.
- 12.5.10 The changes listed below focus on physical changes to the Project. 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 12.25 ‘Provision of information’, but have not been counted as changes as they are not physical changes that have been made to the Project.

Table 12.20 Summary of Project change: environmental impacts and mitigation

Change No.	Project change	Summary of consultee comments	Relevant code in Section 12.4
1	<p>Following Supplementary Consultation in January 2020, the Applicant updated the proposals for open space around the North Portal (later known as Tilbury Fields) to provide an elevated landscaped area, similar to that proposed near the South Portal (Chalk Park). This change was presented in the Design Refinement Consultation.</p> <p>The Applicant proposed subsequent changes in this area which were presented at Community Impacts Consultation in July 2021 and Local Refinement Consultation in May 2022. See change 20 in Section 13.5 and change 9 in Section 14.5 of this report.</p>	<p>Suggestions that green space should be protected, replaced or provided as compensation in locations. Some consultees suggest that proposed green spaces, such as Chalk Park and the Thong Lane green bridges, should be expanded.</p>	<p>ENV78.</p>
N/A	<p>A change was made after the Community Impacts Consultation to Chalk Park, which involved permanently acquiring the remaining 8ha area of Southern Valley Golf Club, providing more land for public recreation.</p> <p>See change 8 in Section 14.5 of this report.</p>		
N/A	<p>A change was made after the Community Impacts Consultation to the proposed green bridge at Thong Lane over the M2/A2, which involved increasing the width over what was previously proposed by 10m.</p>		

Change No.	Project change	Summary of consultee comments	Relevant code in Section 12.4
	See change 4 in Section 14.5 of this report.		
2	<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 and which includes the use of cuttings and false cuttings. 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.</p> <p>The Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads at the Community Impacts Consultation in May 2022 and subsequent changes were made following the Local Refinement Consultation. See change 5 in Section 13.5 and change 1 in Section 15.5 of this report.</p>	<p>General comments from consultees saying the proposed M2/A2 junction and southern route would cause disruption to local communities, with concerns including the impacts of traffic noise.</p>	SOU39.

Order Limits and property

Table 12.21 Summary of Project changes: Order Limits and property

Change No.	Project change	Summary of consultee comments	Relevant code in Section 12.4
3	<p>Following Supplementary Consultation, the Applicant continued to work with stakeholders, including relevant utility companies, to refine the proposals and seek to minimise the land required for works. This process resulted in a reduction in the amount of land needed to build and operate the Project from that proposed at Supplementary Consultation (26km²), while remaining slightly above that proposed at Statutory Consultation (21km²).</p> <p>The revised Order Limits (23km²) were presented in the Design Refinement Consultation.</p>	<p>Concern about the revised Order Limits, including concern that the scale of land required for the Project is too extensive. Some consultees express concern about the increased land use compared with previous proposals.</p>	LND7 and LND8.
4	<p>Following Supplementary Consultation, the Applicant refined its proposals for utility works in order to further reduce their impact on local people. As described above, this resulted in a reduction in the size of the land within the Order Limits. This also reduced the number of properties impacted by utility works. At Supplementary Consultation, there were approximately 190 properties affected by works to move electricity pylons and power lines above those properties, whereas at the Design Refinement Consultation in July 2020 this figure had been reduced to 70.</p>	<p>Comments expressing concern that the changes made to the proposed utility works have been made to cut costs and may increase impacts on local communities.</p>	UTL14.
5	<p>Following further design work and feedback from the Supplementary Consultation, the Applicant proposed a new site for the Gammonfields Way travellers' site, adjacent to its current location, with access off Gammonfields Way.</p> <p>This change was presented in the Design Refinement Consultation. To view the proposed relocated travellers' site, please refer to the Land Plans (Application Document 2.2).</p>	<p>Concern and opposition to the proposed sites for the relocation of the Gammonfields Way travellers' site, including suggestions that a site near the current location would be preferable.</p>	A13-46, A13-47, A13-48, A13-49, A13-50 and A13-51.

Walking, cycling and horse-riding provision

Table 12.22 Summary of Project changes: walking, cycling and horse-riding provision

Change No.	Project change	Summary of consultee comments	Relevant code in Section 12.4
6	<p>After Supplementary Consultation, changes to several Public Rights of Way were proposed. North of the River Thames, the Applicant made changes to sections of FP61 and FP200 near Tilbury, removed a previously proposed footpath under the A13 between Stifford Clays Road and Long Lane, realigned FP136 and FP252 near Ockendon, and connected two existing paths where the M25 and the London, Tilbury and Southend railway line meet. These changes were presented in the Design Refinement Consultation.</p>	<p>Concerns about existing walking, cycling or horse-riding routes that may be severed by the Project or about proposed routes that consultees say would not provide adequate connectivity.</p>	<p>WCH12.</p>
7	<p>After Supplementary Consultation, in order to maintain continuity for the footway along the A127, the Applicant proposed a new dedicated walking-cycling bridge to the east of junction 29 of the M25, linking the existing east–west paths that run alongside the A127 on both sides. This change was presented in the Design Refinement Consultation.</p>	<p>Concerns about the continuity of the footpaths alongside the A127 at junction 29 of the M25. Other comments expressing concern about the safety of pedestrians in relation to the junction with the M25.</p>	<p>M25-42 and WCH26.</p>

Construction and utilities

Table 12.23 Summary of Project changes: construction and utilities

Change No.	Project change	Summary of consultee comments	Relevant code in Section 12.4
N/A	The Applicant consulted on revised proposals for HGV movements during the Community Impacts Consultation in July 2021 and Local Refinement Consultation in May 2022. See change 16 in Section 13.5 and change 16 in Section 14.5 of this report.	Comments expressing concern about disruption caused by construction in the area around the proposed A13/A1089 junction. This includes concerns about road closures and construction traffic impacting Orsett and affecting access to Chadwell St Mary. Consultees also say that the A13 widening scheme is already negatively impacting this area.	BLD18.
8	Following the Supplementary Consultation, the Applicant was able to refine the proposals for utilities near the M2/A2, including a gas main diversion, 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. This change was presented in the Design Refinement Consultation.	Concern about the proposals to divert gas mains near the M2/A2, with concerns about the amount of land needed, the impact on woodland and local amenities.	UTL12.
9	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 them away from Riverview Park. This revised proposal was consulted on during the Design Refinement Consultation in July 2020.	Comments expressing concern that the changes made to the proposed utility works may increase impacts on local communities.	UTL14.

Emergency access

Table 12.24 Summary of Project changes: emergency access

Change No.	Comment	Summary of consultee comments	Relevant code in Section 12.4
N/A	A change was made after the Community Impacts Consultation, which involved revising the locations of the rendezvous points located near the tunnel entrances, which allow controlled access for emergency services in the event of an incident. For details of this change see change 20 in Section 14.5 of this report.	A comment expressing concern that in the event of an emergency in the tunnel, if there is no junction at Tilbury to enable vehicles to leave the area, traffic would accumulate and could create congestion on the wider network.	TIL53.

Provision of information

12.5.11 Table 12.25 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 nine Project changes described in Table 12.20 through Table 12.24 above, as they are not physical changes that have been made to the Project.

Table 12.25 Provision of information

Provision of information	Summary of consultee comments	Relevant code in Section 12.4
Additional information on the proposals in the Tilbury area were presented in the Community Impacts Consultation undertaken in July 2021. Information about the comments received and how the Applicant had regard to those comments can be found in Chapter 14 of this report.	Requests for information from the Applicant about the Project's proposals around Tilbury. These include requests for more information about the design of the Tilbury Viaduct and emergency planning for tunnel evacuation.	TIL71.
Comments in consultation responses concerning the availability of information or requests for specific information informed the Project's development of material for the subsequent Design Refinement Consultation held in July 2020, the Community Impacts Consultation in July 2021, and the Local Refinement Consultation in May 2022.	Comments requesting specific information from the Applicant about the Project proposals.	GEN23.
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.	Suggestions as to how landscape and visual impacts might be compensated, including those affecting Areas of Outstanding Natural Beauty.	ENV92.
The Applicant consulted on the draft Outline Traffic Management Plan for Construction (oTMPfC), the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021.	Comments expressing concern about disruption caused by construction in the area around the proposed A13/A1089 junction. This includes concerns about road closures and construction traffic impacting Orsett and affecting access to Chadwell St Mary. Consultees also say that the A13 widening scheme is already negatively impacting this area.	BLD18.

Provision of information	Summary of consultee comments	Relevant code in Section 12.4
<p>In the July 2021 Community Impacts Consultation, the Applicant provided a draft outline Site Waste Management Plan and draft Outline Materials Handling Plan in the consultation materials.</p>	<p>A comment expressing concern about a lack of information on the use of rail and river to transport materials and waste.</p>	<p>BLD43.</p>
<p>The Applicant has presented analysis of worker accommodation in Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1) and 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, was consulted on in the draft Framework Construction Travel Plan (FCTP) during the Community Impacts Consultation in July 2021.</p>	<p>A comment expressing concern on the grounds that there is a lack of information in the proposals for workforce accommodation, and the need to mitigate any impacts that this might have on the local community. There were also suggestions for a comprehensive strategy for the safe and efficient movement of the construction workforce to minimise disruption to local roads.</p>	<p>BLD10 and BLD11.</p>
<p>The Applicant recognises the opportunity that the use of the river for material transportation presents for reducing impacts of vehicle movements. As such, the Applicant has committed to the use of the river 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. The existing East Tilbury jetty at Goshems Farm on the River Thames would be available for use, as would the facilities at Port of Tilbury and Tilbury2. The final decision would be taken by the appointed Contractor.</p>	<p>Suggestions as to how materials and waste should be transported, including use of river and rail. Some consultees suggest using the River Thames for deliveries and the removal of excavated materials from earthworks.</p>	<p>BLD58.</p>

12.6 Supplementary Consultation late responses

- 12.6.1 The Applicant received 11 responses that had been submitted after the stated deadline for the Supplementary Consultation. These responses were not analysed by Traverse and are not included within the tables in Section 12.4 in which the Applicant sets out its explanation of how each issue raised by respondents has been considered.
- 12.6.2 Notwithstanding the above, and separately to 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 12.26 to Table 12.32 below, each issue contained in the late responses has been listed, with corresponding references to the relevant entries in the tables contained in Section 12.4 where the Applicant's consideration of that issue – as raised in responses submitted before the deadline – is set out.
- 12.6.3 Following the end of the Supplementary Consultation period, the London Borough of Havering (LB Havering) resubmitted its consultation response which had been submitted within the deadline, explaining that the council had moved to a position of objecting to the proposed application.
- 12.6.4 The response which was submitted after the deadline re-stated the text used in the response submitted before the deadline and in some instances provided new text to substantiate or alter the stated position in the original response.
- 12.6.5 Table 12.26 to Table 12.32 below include references to sections of LB Havering's late response that were included in the late response but not in the original. For each issue, a reference is provided to an entry in Section 12.4 where similar concerns raised by other consultees or by LB Havering in their original response are listed, along with an explanation of how the Applicant has had regard to that issue.
- 12.6.6 The Applicant has considered and responded to all of the issues raised through consultation, including those raised by LB Havering in stating their opposition to the proposals. In addition to considering the issues raised through consultation by LB Havering and other local authorities, the Applicant has sought to continuously engage with affected authorities on all matters of concern to them and would continue to do so if the DCO is granted.
- 12.6.7 Table 12.26 below summarises the issues raised relating to the proposed A13/A1089 junction.

Table 12.26 Summary of issues raised relating to the proposed A13/A1089 junction

Respondent (User ID / organisation)	Consultee strand	Issues raised	Supplementary Consultation response text where the issue is addressed	Project change
LTCSUPCONLATE5	Public (s47)	Concern that proposed changes in the area around the A13/A1089 junction will cause bottlenecks and increased congestion.	A13-33	No
LTCSUPCONLATE6	PIL (s42(1)(d))	Opposition to A13/A1089 changes because of increased proximity of the Project to Linford and the impacts this will have on residents.	A13-24	No
LTCSUPCONLATE8	PIL (s42(1)(d))	Concern that A13/A1089 changes would move the route closer to Linford residents, increasing noise, dust and quality of life impacts.	A13-24	No
South East Local Enterprise Partnership (SELEP)	Public (s47)	Concern that A13/A1089 junction changes will remove direct access to the A13 westbound from the Project.	A13-12	No

12.6.8 Table 12.27 below summarises the issues raised relating to construction of the Project.

Table 12.27 Summary of issues raised relating to construction of the Project

Respondent (User ID / organisation)	Consultee strand	Issues raised	Supplementary Consultation response text where the issue is addressed	Project change
LTCSUPCONLATE1	Public (s47)	Concern about impacts on local communities during construction, saying the area is already affected by works.	BLD35	No
		Suggestion that affected residents should receive compensation for the disruption they will experience during construction.	BLD80	No
		Concern that works will be too close to residential areas.	BLD17	No
LTCSUPCONLATE4	PIL (s42(1)(d))	Concern about the impacts of a construction compound on nearby properties.	BLD9	No
		Concern about impacts of construction traffic on local roads and communities.	BLD22	No
		Concern that construction traffic to proposed compound site will restrict access to property.	BLD15	No
		Concern about light pollution and other visual impacts from construction works on nearby properties.	BLD9	No
		Concern about the impact of pollution from construction works on the health of nearby residents.	BLD33	No
		Concern about disruption and quality of life impacts on local residents as a result of construction works.	BLD35	No
		Request for further information and engagement with affected residents on construction proposals.	BLD72 BLD78	No No
LTCSUPCONLATE5	Public (s47)	Concern that construction proposals near the A1089 will increase traffic on local roads.	BLD18	No

Respondent (User ID / organisation)	Consultee strand	Issues raised	Supplementary Consultation response text where the issue is addressed	Project change
		Concern about the impacts of construction traffic on local residents, including congestion, noise and pollution.	BLD17	No
			BLD33	No
LTCSUPCONLATE6	PIL (s42(1)(d))	Concern about health and wellbeing impacts on local residents during construction, including noise and air pollution.	BLD33	No
		Concern about working hours increasing the impacts of construction on local residents, including noise, pollution and congestion on local roads.	BLD67	No
			BLD33	No
LTCSUPCONLATE7	Public (s47)	Support for general approach to building the Project but request more detail on proposals affecting specific areas.	BLD72	No
South East Local Enterprise Partnership (SELEP)	Public (s47)	Suggestion that all reasonable action be taken to mitigate impacts on affected areas.	BLD29	No

12.6.9 Table 12.28 below summarises the issues raised relating to Supplementary Consultation.

Table 12.28 Summary of issues raised relating to Supplementary Consultation

Respondent (User ID / organisation)	Consultee strand	Issues raised	Supplementary Consultation response text where the issue is addressed	Project change
LTCSUPCONLATE4	PIL (s42(1)(d))	Concern that proposals presented for consultation were not clear and that maps at consultation events did not show enough detail.	CON27	No
			CON21	No
		Concern that affected residents were not previously consulted or notified of changes presented for Supplementary Consultation.	CON48	No
LTCSUPCONLATE6	PIL (s42(1)(d))	Concern that there was a lack of clear information at consultation events and in Project communications.	CON21	No
LTCSUPCONLATE7	Public (s47)	Comment noting the lack of response to information requested during the consultation period.	CON39	No
LTCSUPCONLATE8	PIL (s42(1)(d))	Concern that the consultation process will not influence the outcome of the Project and that a decision has already been made.	CON51	No
		Concern that the drawings and language in consultation material were too technical and difficult to understand.	CON27	No
London Borough of Havering	Local authority (s42)	Concern that in the context of the COVID-19 pandemic, the time frame of the consultation did not allow for meaningful comment, and that online consultation excluded those without internet access. The council suggested that further consultation is needed.	CON42	No
			CON14	No
South East Local Enterprise Partnership (SELEP)	Public (s47)	Request for further engagement	CON61	No
		Comment noting that further consultation is expected to take place on the Project in 2020.	CON63	No

12.6.10 Table 12.29 below summarises the issues raised relating to the Order Limits.

Table 12.29 Summary of issues raised relating to the Order Limits

Respondent (User ID / organisation)	Consultee strand	Issues raised	Supplementary Consultation response text where the issue is addressed	Project change
LTCSUPCONLATE7	Public (s47)	Support for the proposed approach to return some land required on a temporary basis to farmland.	LND4	No
		Request for clarification on land that will be returned after temporary use.	LND12	No
LTCSUPCONLATE8	PIL (s42(1)(d))	Opposition to changes to Order Limits because they will impact residents in terms of increased traffic, noise and dust.	LND6	No
South East Local Enterprise Partnership (SELEP)	Public (s47)	Suggestion that the Project should benefit the local economy through skills and employment and the supply chain.	LND28	No

12.6.11 Table 12.30 below summarises the issues raised relating to the economic case for the Project, including charging.

Table 12.30 Summary of issues raised relating to the economic case for the Project, including charging

Respondent (User ID / organisation)	Consultee strand	Issues raised	Supplementary Consultation response text where the issue is addressed	Project change
London Borough of Havering	Local authority (s42)	The council reiterated concerns expressed in their initial response that Havering residents will be affected by the Project and should qualify for the Local Residents' Discount Scheme, like Thurrock and Gravesham. Concern that Havering's exclusion is unreasonable and that this has not been sufficiently justified.	ECN25	No
South East Local Enterprise Partnership (SELEP)	Public (s47)	Suggestion that consideration be given to including the London Borough of Havering in the Local Residents' Discount Scheme.	ECN25	No

12.6.12 Table 12.31 below summarises the issues raised relating to the environmental impact of the Project.

Table 12.31 Summary of issues raised relating to the environmental impact of the Project

Respondent (User ID / organisation)	Consultee strand	Issues raised	Supplementary Consultation response text where the issue is addressed	Project change
LTCSUPCONLATE1	Public (s47)	Suggestion that triple glazing should be provided for residents affected by noise during construction.	ENV126	No
LTCSUPCONLATE2	Public (s47)	Concern about the environmental impact of the Project.	ENV43	No
LTCSUPCONLATE4	PIL (s42(1)(d))	Concern about the impact of the Project on an area of natural beauty.	ENV91	No
LTCSUPCONLATE5	Public (s47)	Concern about the impact of the Project in terms of emissions and air quality, with reference to the walking, cycling and horse-riding proposals.	ENV68	No
		Concern about the safety of school children as a result of increased traffic and congestion on local roads.	ENV134	No
LTCSUPCONLATE6	PIL (s42(1)(d))	Support for efforts to reduce the impacts of the Project on the environment and local residents, in principle.	ENV19	No
LTCSUPCONLATE7	Public (s47)	Concern that more needs to be done in terms of reducing environmental impacts.	ENV44	No
LTCSUPCONLATE8	PIL (s42(1)(d))	Support for efforts to reduce the environmental impacts of the Project, in principle.	ENV19	No
London Borough of Havering	Local authority (s42)	Request for assurance that the Project will not adversely impact air quality on the local highway network in Havering.	ENV57	No

12.6.13 Table 12.32 below summarises the issues raised relating to proposals for junction 29 of the M25.

Table 12.32 Summary of issues raised relating to proposals for junction 29 of the M25

Respondent (User ID / organisation)	Consultee strand	Issues raised	Supplementary Consultation response text where the issue is addressed	Project change
LTCSUPCONLATE5	Public (s47)	Concern about the safety of the proposals for junction 29 of the M25, saying these will lead to accidents.	J29-18	No
South East Local Enterprise Partnership (SELEP)	Public (s47)	Concern about impact of the M25 junction 29 proposals on Brentwood Enterprise Park.	J29-27	No

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