

# Lower Thames Crossing

## 5.1 Consultation Report (4 of 6)

APFP Regulation 5(2)(q)

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# Lower Thames Crossing

## 5.1 Consultation Report (4 of 6)

### List of contents

	<b>Page number</b>
<b>13 Response to the Design Refinement Consultation .....</b>	<b>3356</b>
13.1 Analysis of responses .....	3356
13.2 Geographical distribution of responses .....	3363
13.3 Data from respondents .....	3366
13.4 The Applicant's responses to issues raised during the Design Refinement Consultation .....	3384
13.5 Summary of changes made after the Design Refinement Consultation.....	3804
13.6 Design Refinement Consultation late responses .....	3818

## List of plates

	<b>Page number</b>
Plate 13.1 Geographical distribution of responses: nationwide.....	3364
Plate 13.2 Geographical distribution of responses: regional (near the proposed location for the Project) .....	3365
Plate 13.3 How respondents use the transport network in the area that may be affected by the Lower Thames Crossing .....	3366
Plate 13.4 How respondents heard about the consultation.....	3367
Plate 13.5 Gender identity of respondents.....	3368
Plate 13.6 Disability status of respondents .....	3368
Plate 13.7 Ethnic background of respondents .....	3369
Plate 13.8 Age range of respondents .....	3369
Plate 13.9 Answers from members of the public and other non-prescribed organisations to Q1a (n=754).....	3370
Plate 13.10 Answers from PILs to Q1a (n=83).....	3370
Plate 13.11 Answers from prescribed consultees and local authorities to Q1a (n=7) ....	3371
Plate 13.12 Answers from members of the public and other non-prescribed organisations to Q1c (n=695).....	3371
Plate 13.13 Answers from PILs to Q1c (n=82).....	3372
Plate 13.14 Answers from prescribed consultees to Q1c (n=6) .....	3372
Plate 13.15 Answers from members of the public and other non-prescribed organisations to Q1e (n=693).....	3373
Plate 13.16 Answers from PILs to Q1e (n=85).....	3373
Plate 13.17 Answers from prescribed consultees to Q1e (n=6) .....	3374
Plate 13.18 Answers from members of the public and other non-prescribed organisations to Q1g (n=693).....	3374
Plate 13.19 Answers from PILs to Q1g (n=85).....	3375
Plate 13.20 Answers from prescribed consultees to Q1g (n=6) .....	3375
Plate 13.21 Answers from members of the public and other non-prescribed organisations to Q1i (n=681).....	3376
Plate 13.22 Answers from PILs to Q1i (n=85).....	3376
Plate 13.23 Answers from prescribed consultees and local authorities to Q1i (n=7) .....	3377
Plate 13.24 Answers from members of the public and other non-prescribed organisations to Q2a (n=674).....	3377
Plate 13.25 Answers from PILs to Q2a (n=96).....	3378
Plate 13.26 Responses to Q2a from prescribed consultees and local authorities (n=7) .....	3378
Plate 13.27 Responses to Q2c from members of the public and non-prescribed organisations (n=657) .....	3379
Plate 13.28 Responses to Q2c from PILs (n=84).....	3379
Plate 13.29 Responses to Q2c from prescribed consultees and local authorities (n=7) .....	3380

Plate 13.30 Responses to Q3a from members of the public and non-prescribed organisations (n=690) .....	3380
Plate 13.31 Responses to Q3a from PILs (n=95) .....	3381
Plate 13.32 Responses to Q3a from prescribed consultees and local authorities (n=7) .....	3381
Plate 13.33 Responses to Q5 closed questions from members of the public and non-prescribed organisations and local authorities .....	3382
Plate 13.34 Responses to Q5 closed questions from PILs .....	3383
Plate 13.35 Responses to Q5 closed questions from prescribed consultees and local authorities .....	3384

### List of tables

	<b>Page number</b>
Table 13.1 List of questions on the consultation response form .....	3357
Table 13.2 Extract from Traverse's analysis code framework.....	3359
Table 13.3 Breakdown of consultee category .....	3362
Table 13.4 Section 42(1)(a)-(c) consultees who responded to the consultation .....	3362
Table 13.5 The 9 tables setting out the responses to issues raised during the Design Refinement Consultation .....	3385
Table 13.6 Summary of issues raised relating to the proposals south of the River Thames and the Applicant's responses .....	3387
Table 13.7 Summary of issues raised relating to the proposals near Tilbury and the Applicant's responses .....	3441
Table 13.8 Summary of issues raised relating to the proposed A13/A1089/A122 Lower Thames Crossing junction and the Applicant's responses .....	3464
Table 13.9 Summary of issues raised relating to the proposed A122 Lower Thames Crossing/M25 junction and the Applicant's responses .....	3499
Table 13.10 Summary of issues raised relating to the proposals for junction 29 and the Applicant's responses .....	3525
Table 13.11 Summary of issues raised relating to proposed land use and the Applicant's responses .....	3543
Table 13.12 Summary of issues raised relating to the environment and the Applicant's responses .....	3570
Table 13.13 Summary of issues arising from general topics and the Applicant's responses .....	3704
Table 13.14 Summary of issues raised relating to the Design Refinement Consultation and the Applicant's responses .....	3776
Table 13.15 Summary of Project changes: road and junction design .....	3806
Table 13.16 Summary of Project changes: environmental impacts and mitigation .....	3807
Table 13.17 Summary of Project changes: Order Limits and property .....	3810
Table 13.18 Summary of Project changes: walking, cycling and horse-riding route provision .....	3811
Table 13.19 Summary of Project changes: construction and utilities .....	3812

Table 13.20 Summary Project changes: amenities.....	3815
Table 13.21 Summary of Project changes: Landscaping.....	3816
Table 13.22 Summary of Project changes: Consultation and engagement .....	3816
Table 13.23 Provision of information .....	3817
Table 13.24. Summary of issues raised relating to the proposed A13/A1089 junction ..	3820
Table 13.25. Summary of issues raised relating to the construction of the Project.....	3821
Table.13.26 Summary of issues raised relating to the Design Refinement Consultation .....	3822
Table 13.27 Summary of issues raised relating to land use.....	3824
Table 13.28. Summary of issues raised relating to the economic case for the Project, including charging.....	3826
Table 13.29. Summary of issues raised relating to the environment .....	3827
Table 13.30. Summary of issues raised relating to general topics.....	3830
Table 13.31. Summary of issues raised relating to the proposed changes to junction 29 .....	3833
Table 13.32. Summary of issues raised relating to the proposed M25 junction .....	3833
Table 13.33. Summary of issues raised relating to the proposals south of the River Thames.....	3834
Table 13.34. Summary of issues raised relating to the Project near Tilbury .....	3835
Table 13.35. Summary of issues raised relating to proposal for utility works.....	3836
Table 13.36. Summary of issues raised relating to walking, cycling and horse-riding ...	3836

## 13 Response to the Design Refinement Consultation

### 13.1 Analysis of responses

#### Introduction

- 13.1.1 Section 49 of the Planning Act 2008 sets out 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 Planning Inspectorate's advice notes and in the former DCLG's (currently the DLHC) Guidance on the pre-application process document. 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 would for a statutory consultation.
- 13.1.2 This chapter of the report explains the way in which the Applicant has complied with its statutory requirements in respect of responses to the Design Refinement Consultation described in Chapter 7 of the report. It begins with an explanation of the way in which Design Refinement Consultation responses were received, categorised, analysed and considered by the Applicant.
- 13.1.3 The chapter then sets out the answers provided in response to closed questions on the Design Refinement 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.
- 13.1.4 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.
- 13.1.5 The remainder of Chapter 13 provides a summary of the changes made to the Project proposals in response to feedback provided by consultees in response to the Design Refinement Consultation. It then provides an explanation of the way in which the Applicant has dealt with responses submitted after the stated deadline for the Design Refinement Consultation.

#### Method of analysis

- 13.1.6 It was possible to respond to the Design Refinement Consultation using any of the following dedicated response channels:
- A Royal Mail Freepost address
  - An email address
  - An online response form, accessed through the Project consultation website

- 13.1.7 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 Design Refinement Consultation.
- 13.1.8 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.
- 13.1.9 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 included in Appendix Q and Table 13.1 lists each of the questions on the Project proposals that it contained.

**Table 13.1 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 proposed changes in the Tilbury area?	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 proposed changes around the Tilbury area.	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 you have on the proposed changes in the area around the Lower Thames Crossing and its junction with the M25.	N/A
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



Question reference	Question	Closed question options
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
Q2c	Do you support or oppose the proposals put forward regarding special category land and sports clubs?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q2d	Please let us know the reasons for your response to Q2c and any other comments you have on the proposals regarding special category land and sports clubs.	N/A
Q3a	Do you support or oppose the changes to the environmental impacts of the Lower Thames Crossing?	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 the environmental impacts of the proposed changes to the Lower Thames Crossing.	N/A
Q4a	We welcome any other comments you would like to make about the Lower Thames Crossing.	N/A
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	Was the information presented clearly and was it easy to understand?	Very good / Good / Average / Poor / Very Poor / Not applicable
Q5b	Was the online exhibition easy to navigate?	Very good / Good / Average / Poor / Very Poor / Not applicable
Q5c	Were the online webinars useful for understanding our latest proposals?	Very good / Good / Average / Poor / Very Poor / Not applicable
Q5d	Did the telephone surgery answer your questions about our latest proposals?	Very good / Good / Average / Poor / Very Poor / Not applicable



Question reference	Question	Closed question options
Q5e	Was the consultation promoted well and to the right people?	Very good / Good / Average / Poor / Very Poor / Not applicable
Q5f	Please let us know the reasons for your responses to Q5a – Q5e and any other comments you have on the delivery of this consultation.	N/A

13.1.10 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 they received. Table 13.2 provides an illustration of the approach to developing codes.

**Table 13.2 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

13.1.11 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 13 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 13.1 also provide an explanation of 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

13.1.12 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 or not the issue each code represented should lead to a change in the Project proposals.

- 13.1.13 The Project Team members involved in this task were instructed to approach each potential Project change with an open mind and to consider its potential advantages and disadvantages in comparison to those of the existing Project proposals. All decisions made in this way – whether to accept or to reject a potential change – were subject to internal review and approval. A summary of the Applicant's response and the decision taken for each code in the codeframe is provided in the column titled 'The Applicant's response' of each table in Section 13.1.

### Classifying respondents

- 13.1.14 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.
- 13.1.15 In line with this advice, and whilst noting that the Design Refinement Consultation was undertaken on a non-statutory basis, each respondent was categorised within one of the following consultation strands and this terminology is used below and elsewhere in this report for ease of reference:
- 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
- 13.1.16 The categorisation of responses was completed by Traverse and quality assured by the Applicant. Traverse was provided with a copy of the database used to organise delivery of letters to all section 42 consultees at Design Refinement Consultation.
- 13.1.17 The names of all individuals and organisations submitting responses to the consultation were checked against this database and any matches were appropriately logged by Traverse.
- 13.1.18 In addition to this database, Traverse examined closely the answers provided in response to questions on the section of the response form where consultees were invited to explain how they had heard about the consultation and whether they held an interest in land which would potentially be affected by the Project. This information was also used by Traverse to categorise consultees, and any

questionable cases were referred to the Applicant for a decision on how they should be categorised.

- 13.1.19 If a response could not be positively identified as a section 42 response it was included with the section 47 consultees.
- 13.1.20 In Section 13.1 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'. 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, a consultee is only listed once, under their primary consultee strand (for example s42(1)(b) for a local authority that is also within s42(1)(d)).
- 13.1.21 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

- 13.1.22 There were 1,206 responses to the Design Refinement Consultation. Plate 13.1 provides a breakdown of the types of responses received.

**Plate 13.1 Breakdown of response type**



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

13.1.24 Table 13.3 indicates the number of responses received for each category.

**Table 13.3 Breakdown of consultee category**

<b>Consultee type</b>	<b>Count</b>
S42(1)(a) – prescribed statutory organisations	21
S42(1)(aa) – the Marine Management Organisation	1
S42(1)(b) – local authorities	13
S42(1)(c) – the Greater London Authority	0
S42(1)(d) – PILs	172
S47 and S48 – Public	999
<b>Total</b>	<b>1206</b>

13.1.25 Table 13.4 includes the names of the section 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 Plate 13.4, since there was no response received from the Greater London Authority.

**Table 13.4 Section 42(1)(a)-(c) consultees who responded to the consultation**

<b>Organisation</b>	<b>Consultee strand</b>
Anglian Water	s42(1)(a)
Brentwood Borough Council	s42(1)(b)
Canterbury City Council	s42(1)(b)
Chelmsford City Council	s42(1)(b)
Cobham Parish Council	s42(1)(a)
Dartford Borough Council	s42(1)(b)
Dover District Council	s42(1)(b)
Environment Agency	s42(1)(a)
Essex and Suffolk Water	s42(1)(a)
Essex County Council	s42(1)(b)
Essex Police	s42(1)(a)
Forestry Commission	s42(1)(a)
Forestry Commission England	s42(1)(a)
Gravesham Borough Council	s42(1)(b)
Health and Safety Executive	s42(1)(a)
Historic England	s42(1)(a)
Kent County Council	s42(1)(b)
Kent Downs AONB Unit	s42(1)(a)

Organisation	Consultee strand
London Borough of Havering	s42(1)(b)
Maidstone Borough Council	s42(1)(b)
Marine Management Organisation	s42(1)(aa)
Mayor's Office for Policing and Crime	s42(1)(a)
Medway Council	s42(1)(b)
National Grid	s42(1)(a)
NATS	s42(1)(a)
Natural England	s42(1)(a)
Port of London Authority	s42(1)(a)
Port of Tilbury London Limited	s42(1)(a)
Public Health England	s42(1)(a)
Royal Mail Group	s42(1)(a)
Shorne Parish Council	s42(1)(a)
Thames Water Utilities Limited	s42(1)(a)
Thurrock Council	s42(1)(b)
Tonbridge & Malling Borough Council	s42(1)(b)
Transport for London	s42(1)(a)

13.1.26 The names of the organisations categorised as section 47 consultees that responded to the Design Refinement Consultation are included in Appendix I of the Consultation Report.

## 13.2 Geographical distribution of responses

13.2.1 The consultation response form asked consultees to provide their postcode to enable a better understanding of where interest in the proposals was strongest as well as the way in which attitudes towards the Project changed from place to place. It was possible to respond to the consultation without providing a postcode. Approximately 1,200 respondents provided a valid UK postcode.

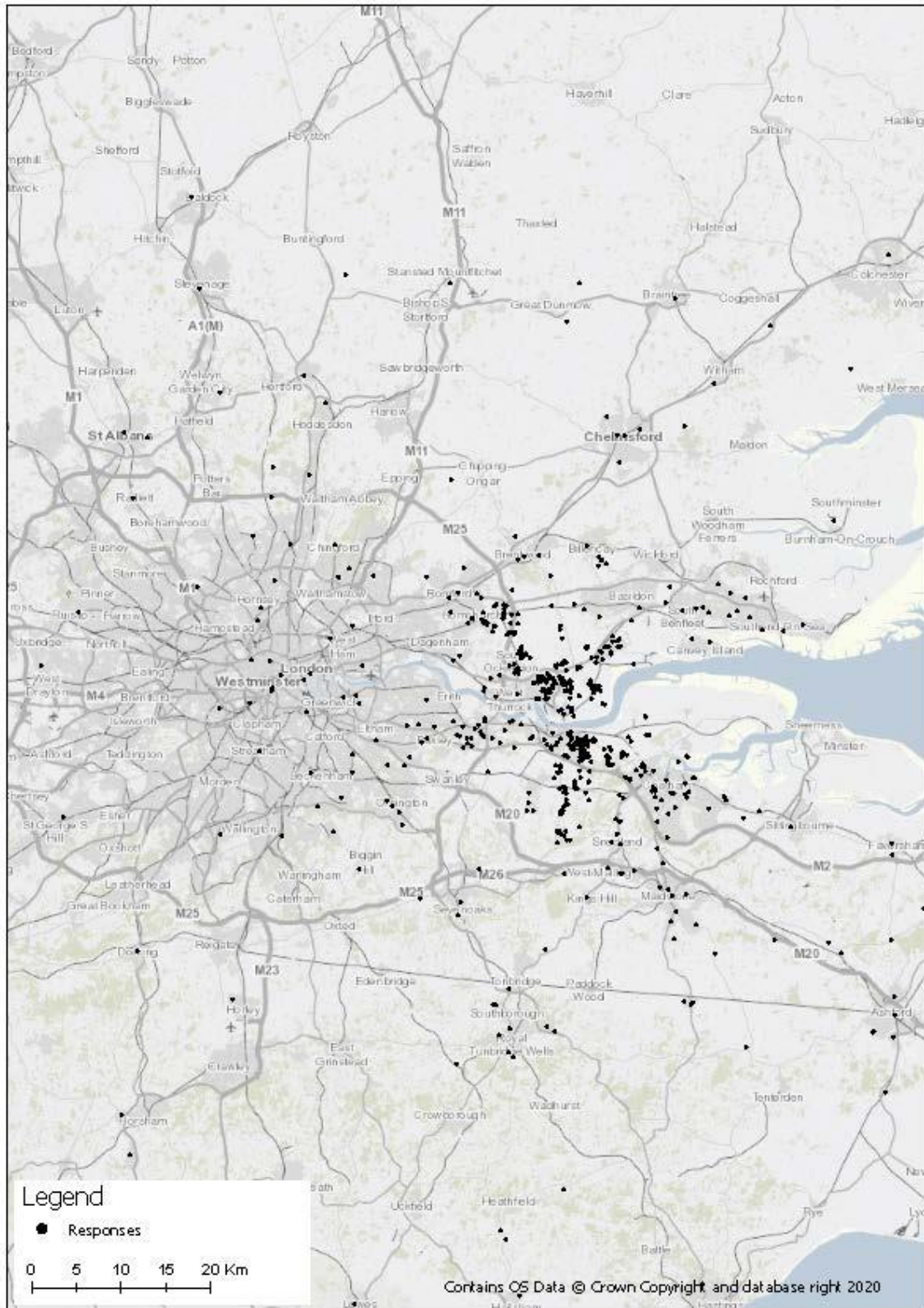
13.2.2 Plate 13.2 shows the distribution of responses at a national level and Plate 13.3 shows the distribution of responses in the South East region of the UK.

**Plate 13.2 Geographical distribution of responses: nationwide**





**Plate 13.3 Geographical distribution of responses: regional (near the proposed location for the Project)**





## 13.3 Data from respondents

13.3.1 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

13.3.2 Question 6 in the identification section asked, '*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. Plate 13.4 shows the results of that question.

**Plate 13.4 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."



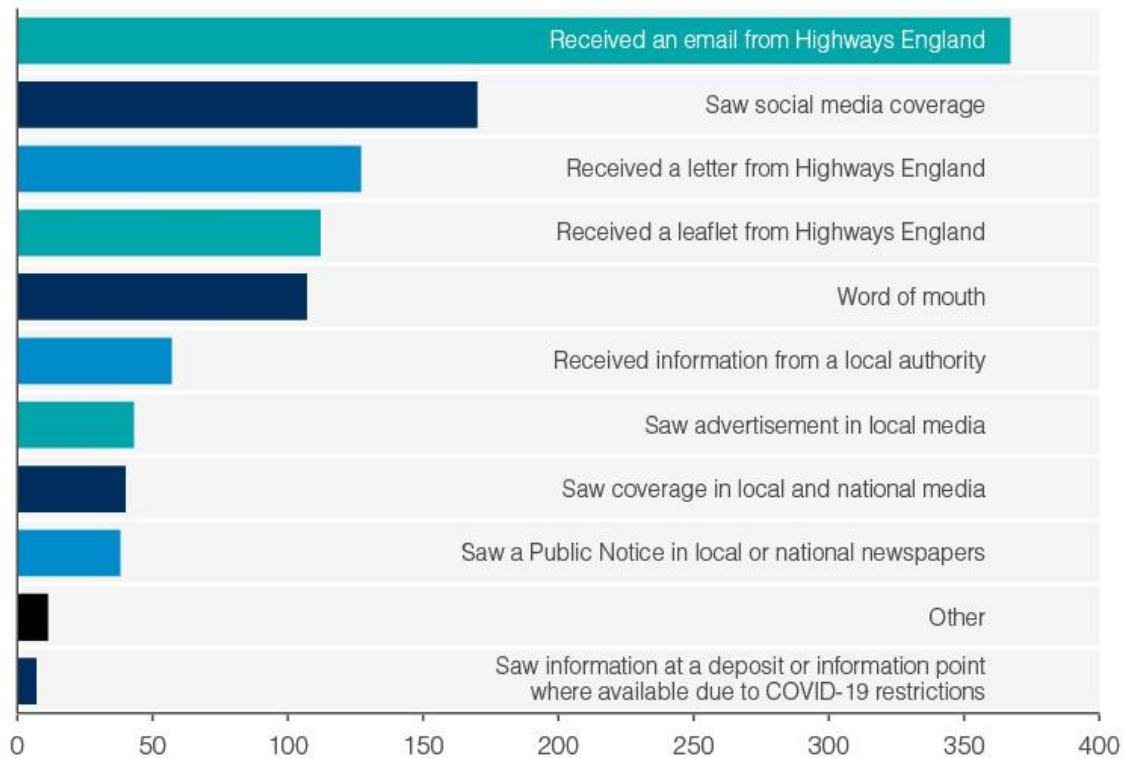
13.3.3 Respondents selecting the 'Other' option were invited to explain the way in which they use the surrounding transport network. Because of an error in the online response form, it was only possible to select one option from the list of potential answers to Question 6, although the wording of the question indicated that multiple selections would be possible. Some consultees used the 'Other' field to provide their additional answers to Question 6, including information about the reasons why they use the transport network – for example to commute to work or for leisure purposes. Other respondents used the 'Other' field to draw attention to the mistake affecting the selection of choices for Question 6, including complaints that this had made it difficult to fully complete the online questionnaire. The Applicant concluded that the error affecting Question 6 of the online response form would not have impeded consultees from submitting a full response to the consultation, on the basis that it was possible to use the 'Other' field or other sections of the consultation response form to expand on answers provided to Question 6.

13.3.4 Question 7 in the identification section of the response form stated, '*Please let us know how you heard about this consultation by ticking one or more of the following boxes*' and provided a series of options. Plate 13.5 shows the results of that question.

### Plate 13.5 How respondents heard about the consultation

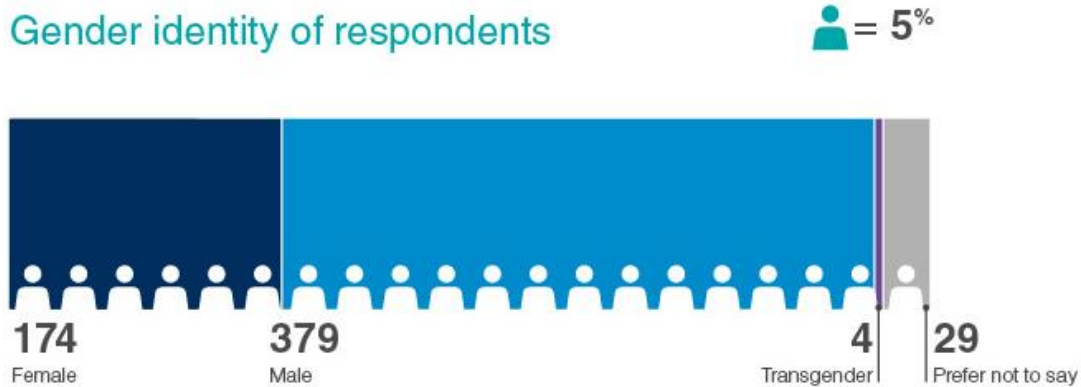
#### Identification question 7:

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



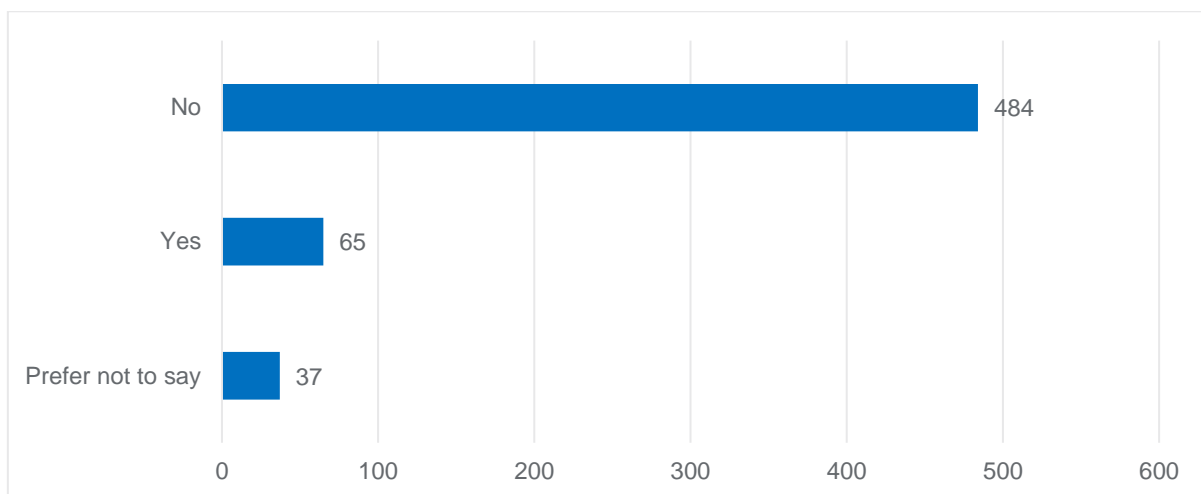
- 13.3.5 Respondents choosing the 'Other' option were invited to state the way in which they heard about the consultation. There was a wide range of answers to this question, including information viewed at a local library, from the local parish council and Facebook.
- 13.3.6 The response form included an equality and diversity' section, which began with a tick-box option for respondents to confirm that they gave their consent for the Applicant to process the special category data provided in response to the subsequent questions. In total, 586 respondents ticked this consent box and provided answers to some or all of the equality and diversity questions.
- 13.3.7 The answers provided to a question asking for respondents' gender identity is provided in Plate 13.6.

### Plate 13.6 Gender identity of respondents



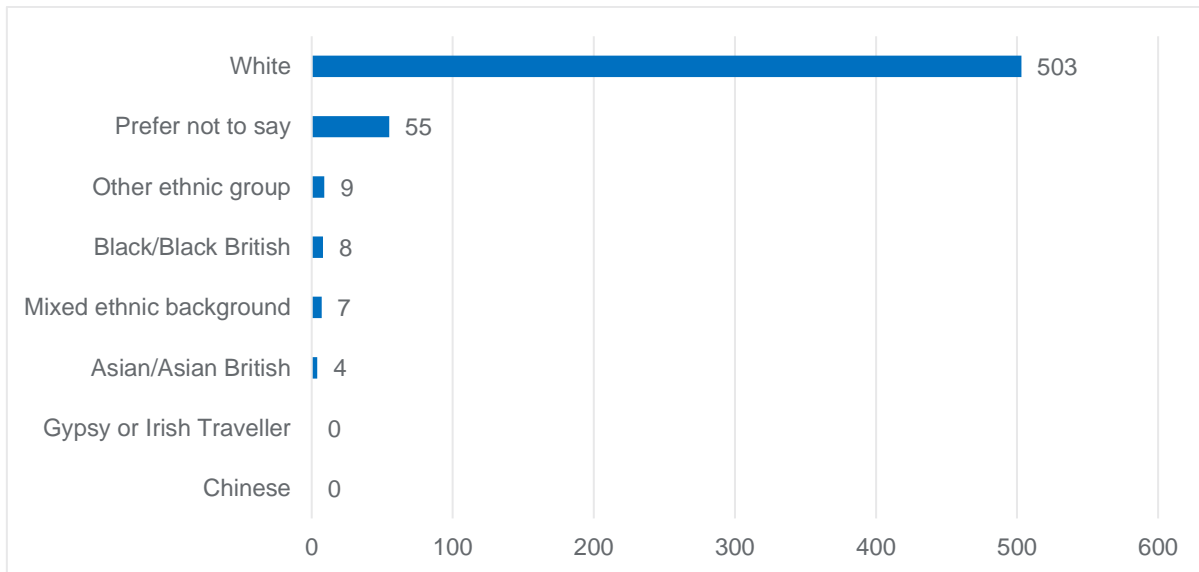
13.3.8 Respondents were asked to state whether they considered themselves to be ‘a person with a disability’ by selecting an answer from a list. The results of that question are provided in Plate 13.7.

### Plate 13.7 Disability status of respondents



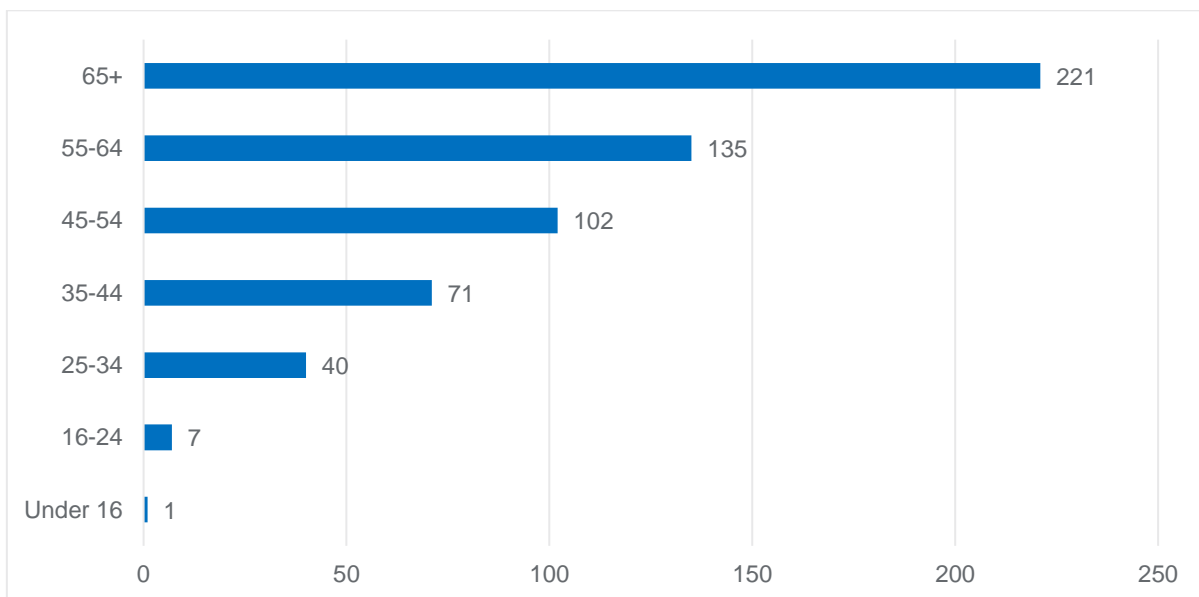
13.3.9 The next question in the equality and diversity section of the response form asked respondents to indicate their ethnic background by choosing from a list of options. The results are presented in Plate 13.8.

**Plate 13.8 Ethnic background of respondents**



13.3.10 The final question in the equality and diversity section of the response form asked respondents to indicate their age range by selecting an option from a list. The results are presented in Plate 13.9.

**Plate 13.9 Age range of respondents**



### Levels of agreement

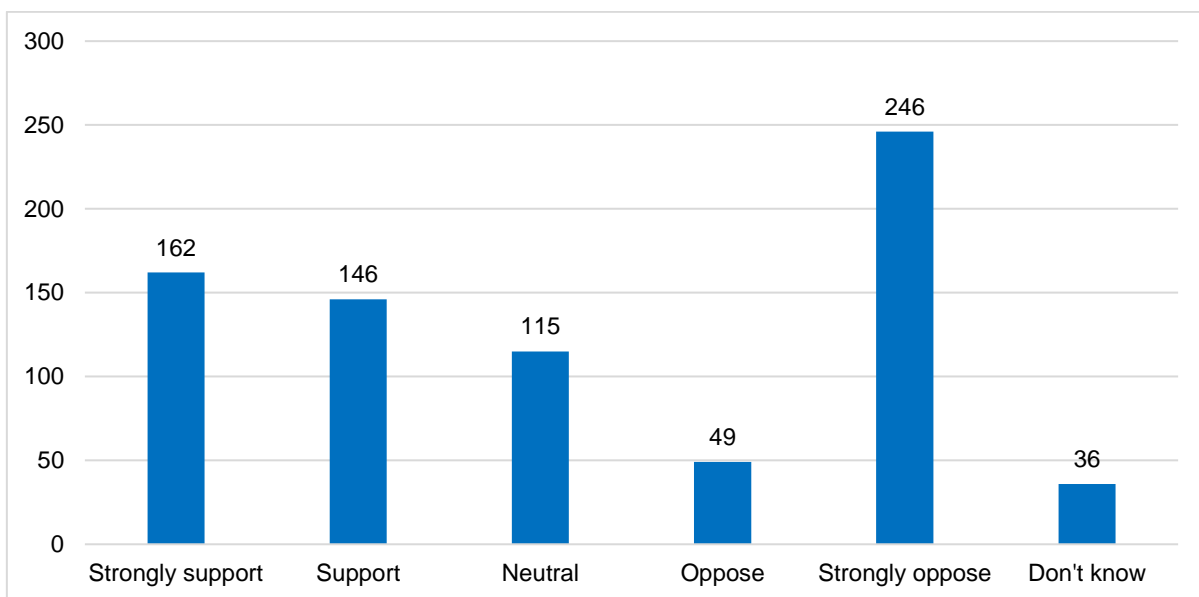
13.3.11 There were four questions on the consultation response form that dealt with different elements of the Project proposals. For each element there was an open question, asking for comments in any form that the respondent chose to use, as well as a corresponding closed question in which respondents 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 13.1 of this report.

13.3.12 The following plates provide a breakdown of the answers to the 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 consultees 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=754)'.

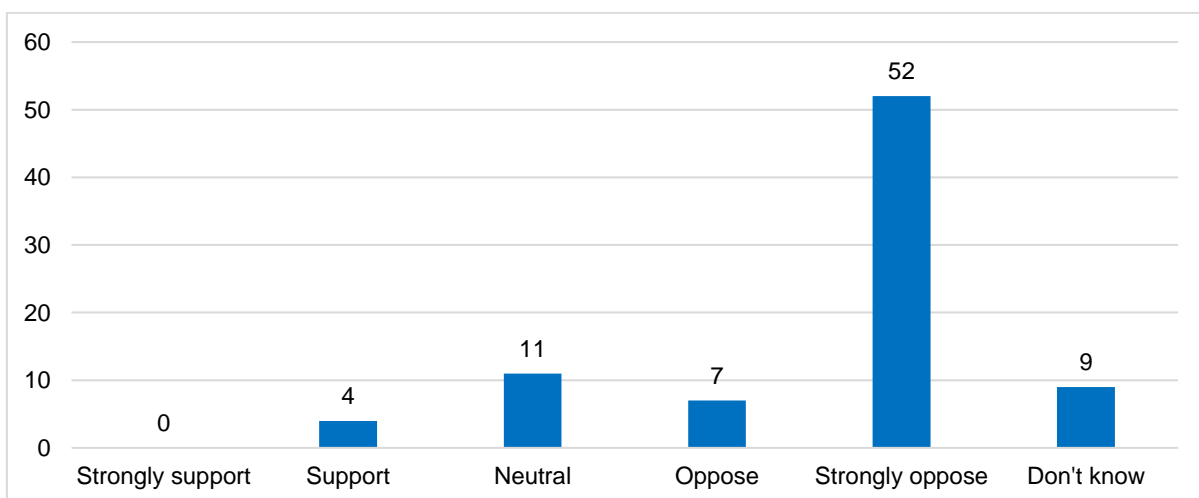
13.3.13 Q1a asked: 'Do you support or oppose the proposed changes south of the river?'

13.3.14 In total, 844 respondents answered this question.

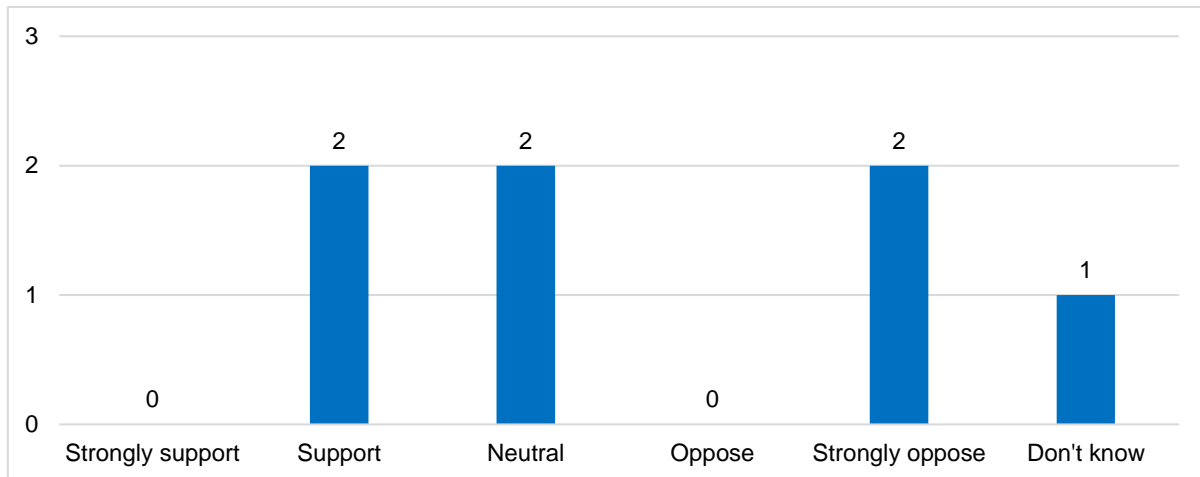
**Plate 13.10 Answers from members of the public and other non-prescribed organisations to Q1a (n=754)**



**Plate 13.11 Answers from PILs to Q1a (n=83)**



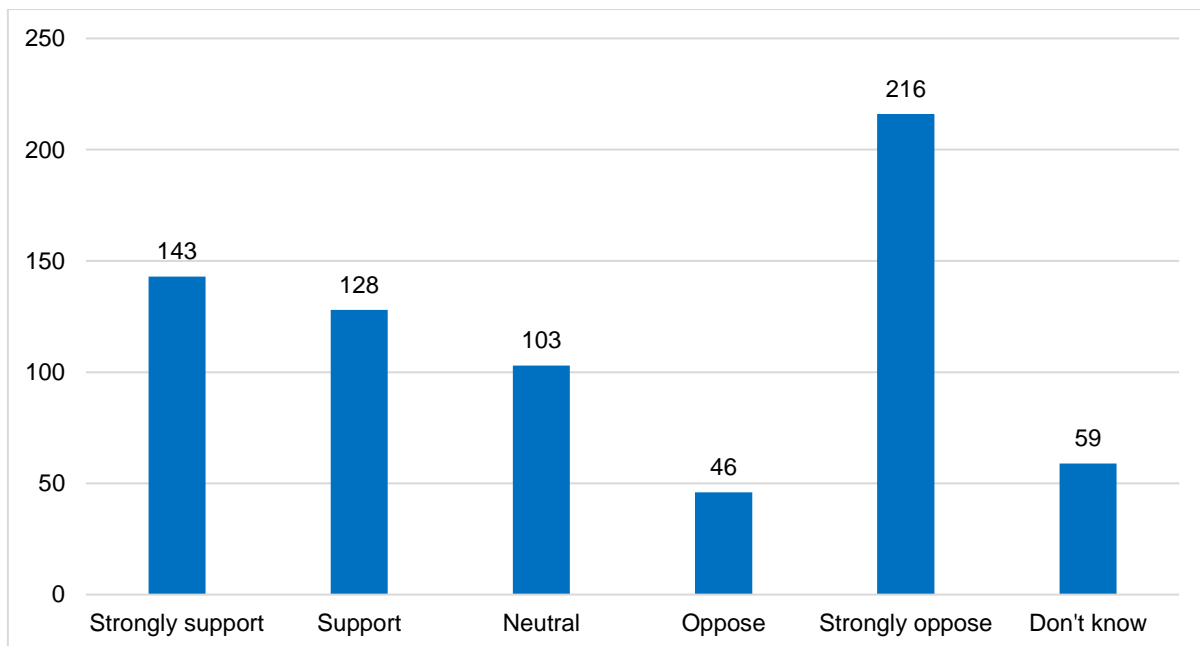
**Plate 13.12 Answers from prescribed consultees and local authorities to Q1a (n=7)**



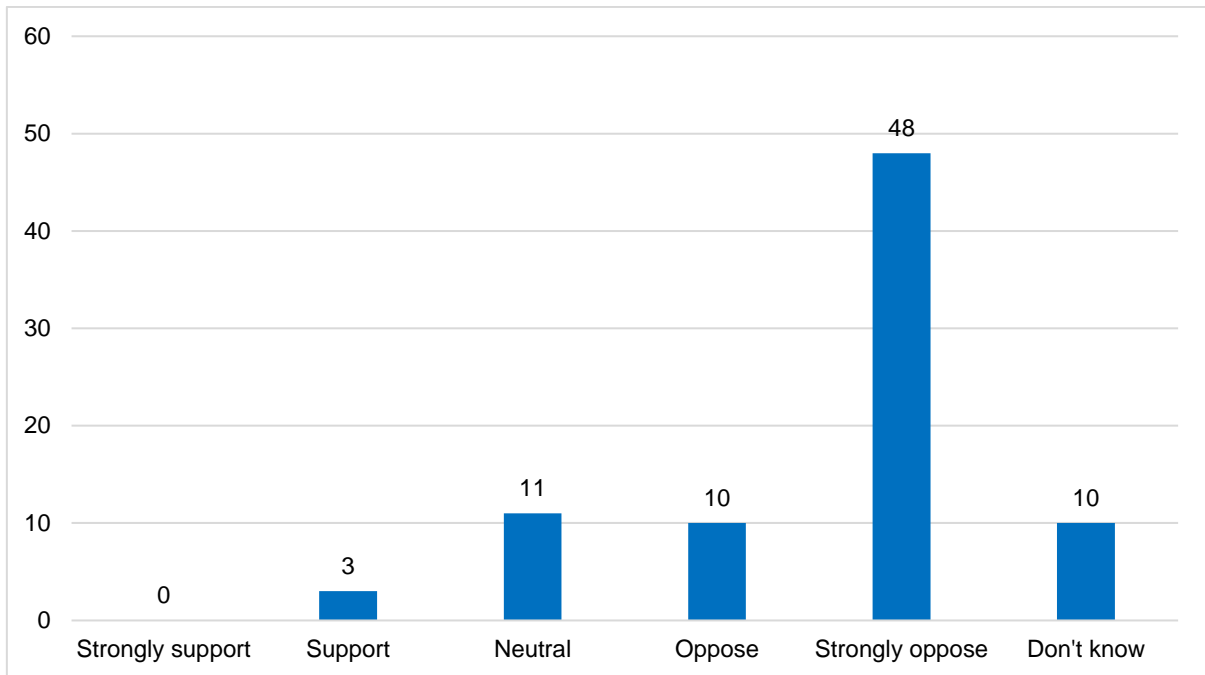
13.3.15 Q1c asked: 'Do you support or oppose the proposed changes in the Tilbury area?'

13.3.16 In total, 783 respondents answered this question.

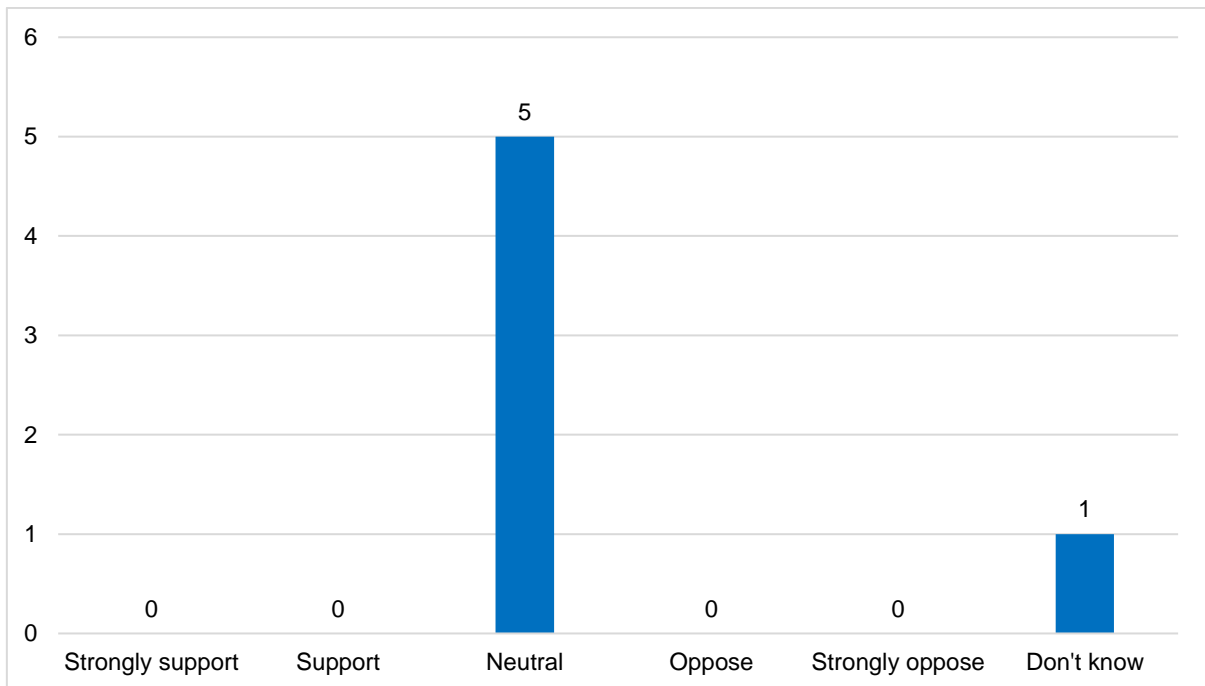
**Plate 13.13 Answers from members of the public and other non-prescribed organisations to Q1c (n=695)**



**Plate 13.14 Answers from PILs to Q1c (n=82)**



**Plate 13.15 Answers from prescribed consultees to Q1c (n=6)**

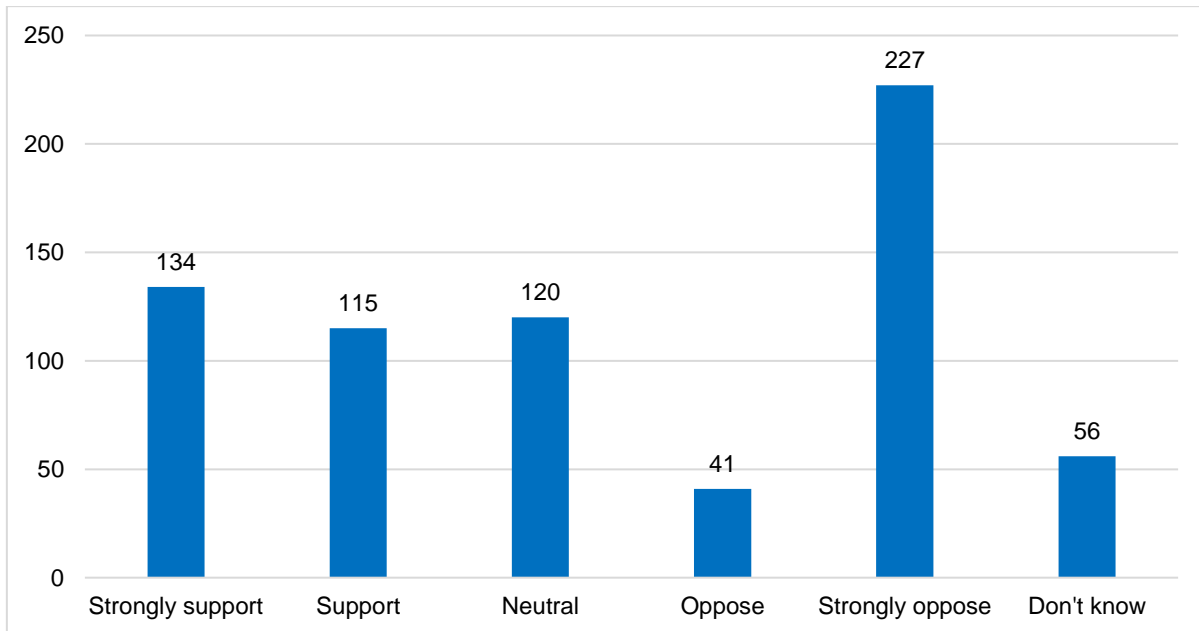




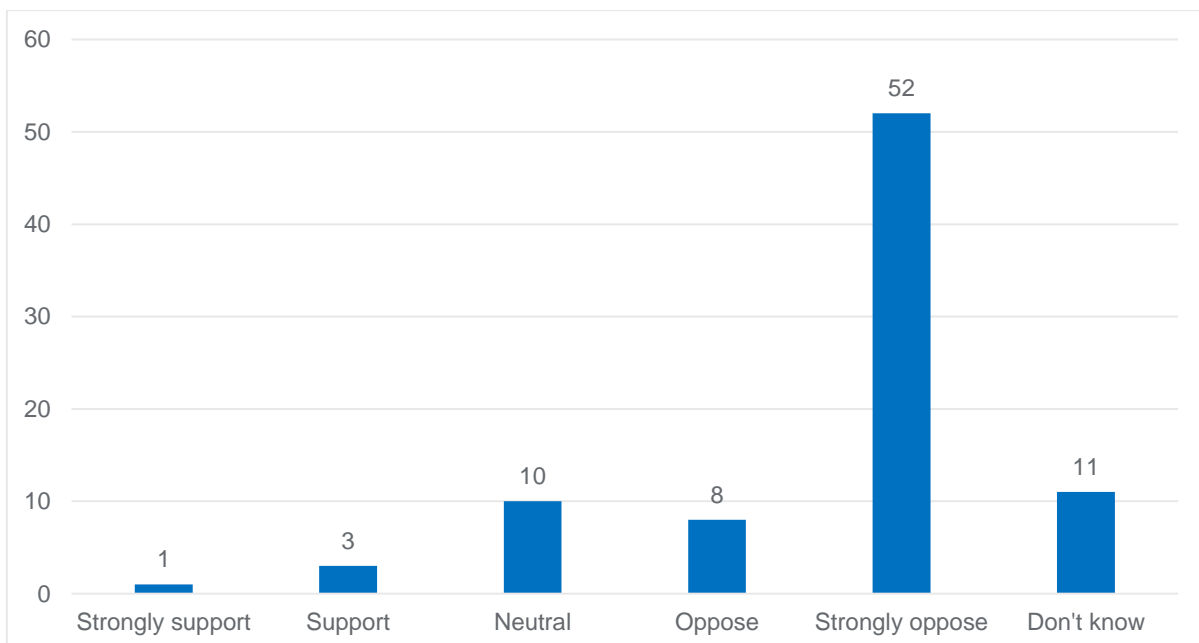
13.3.17 Q1e asked: 'Do you support or oppose the proposed changes in the area around the A13/A1089 junction?'

13.3.18 In total, 784 respondents answered this question.

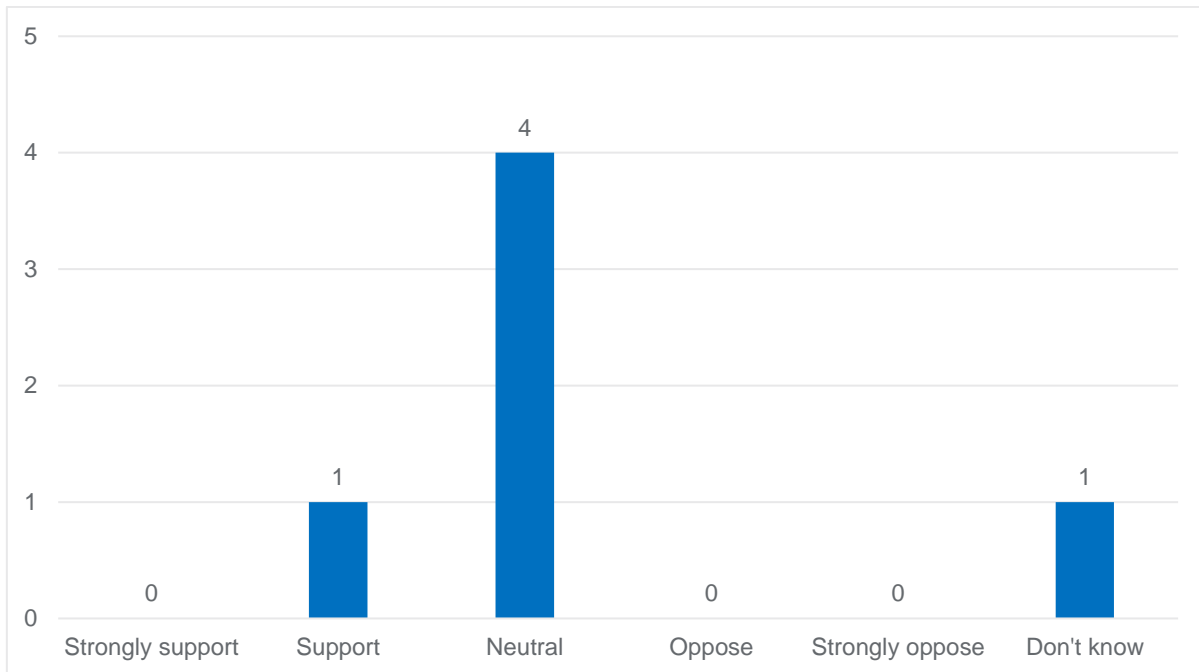
**Plate 13.16 Answers from members of the public and other non-prescribed organisations to Q1e (n=693)**



**Plate 13.17 Answers from PILs to Q1e (n=85)**



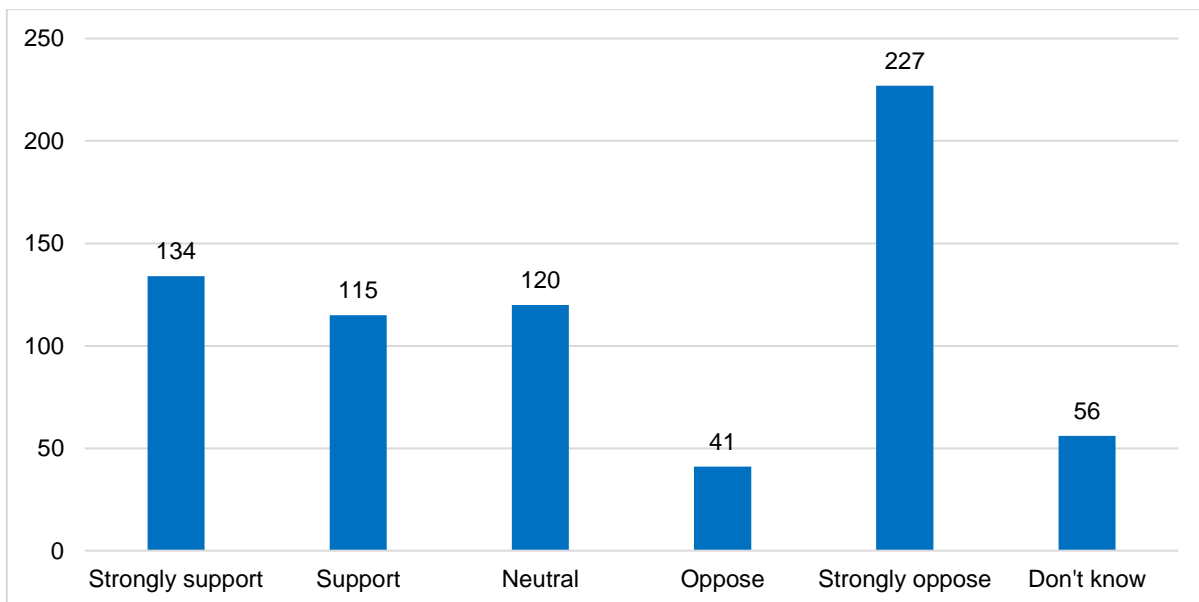
**Plate 13.18 Answers from prescribed consultees to Q1e (n=6)**



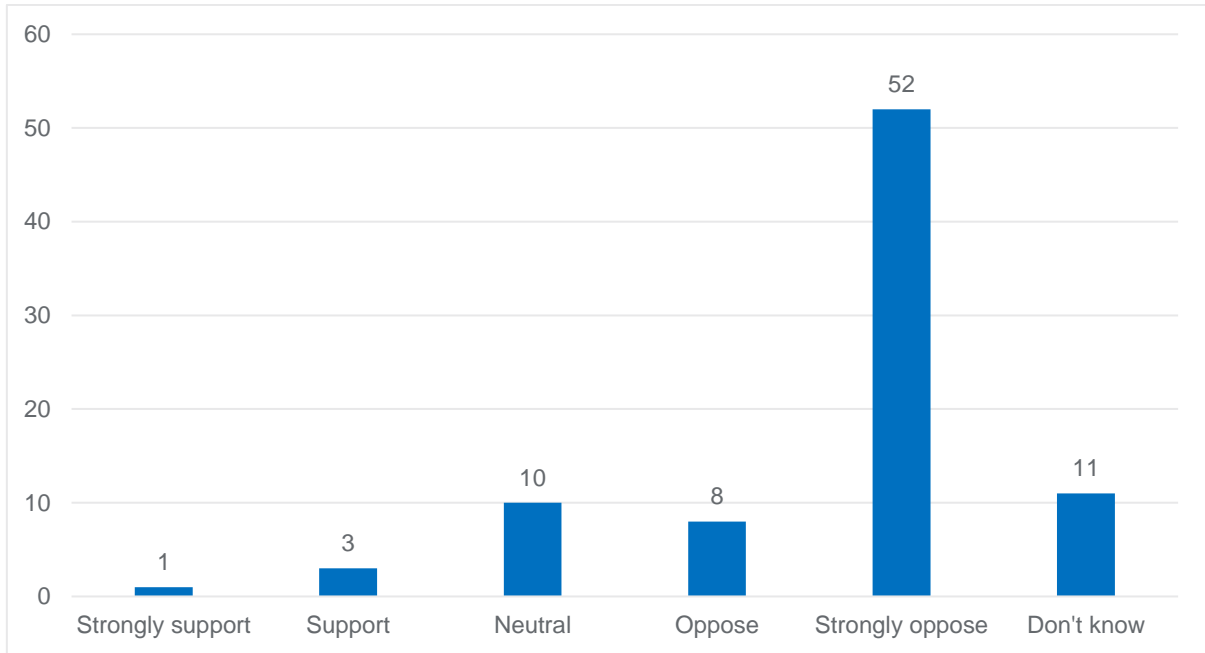
13.3.19 Q1g asked: *‘Do you support or oppose the proposed changes in the area around the Lower Thames Crossing and its junction with the M25?’*

13.3.20 In total, 684 respondents answered this question.

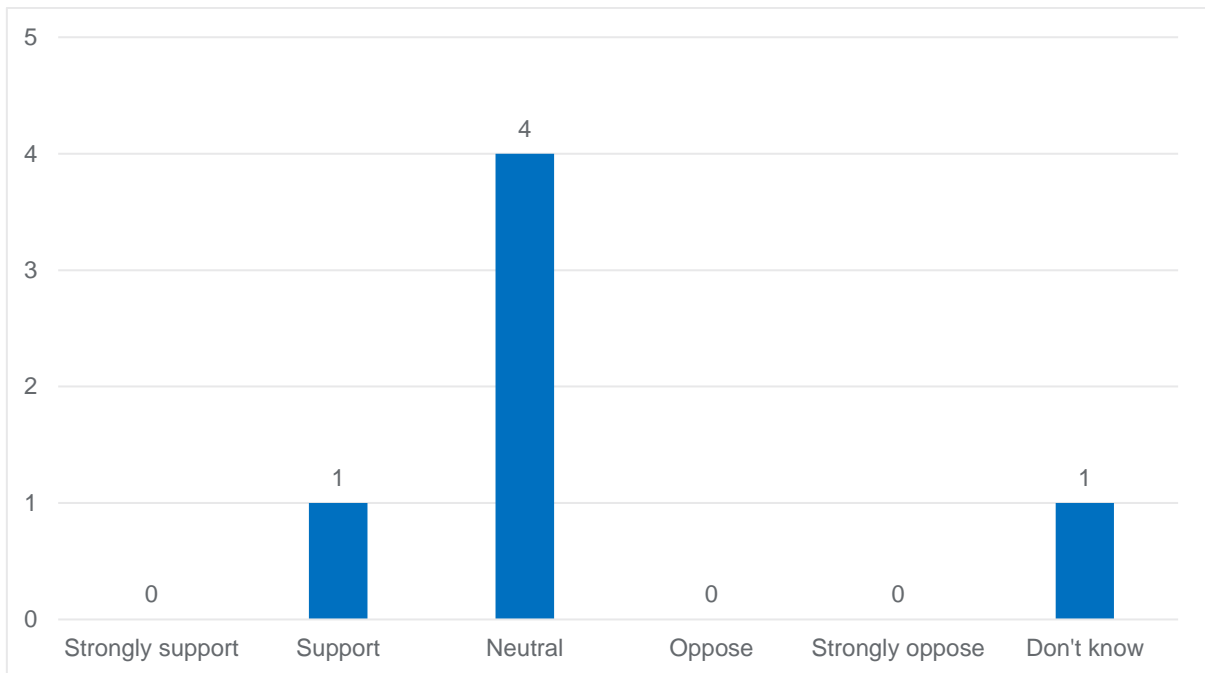
**Plate 13.19 Answers from members of the public and other non-prescribed organisations to Q1g (n=693)**



**Plate 13.20 Answers from PILs to Q1g (n=85)**



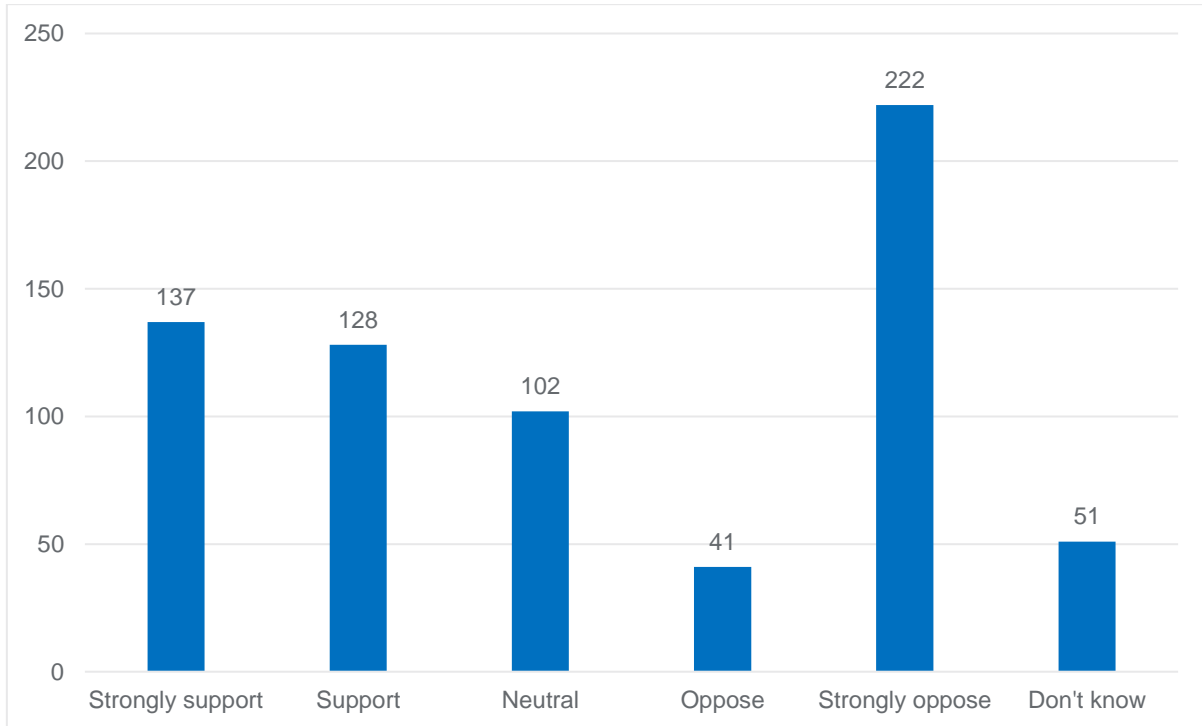
**Plate 13.21 Answers from prescribed consultees to Q1g (n=6)**



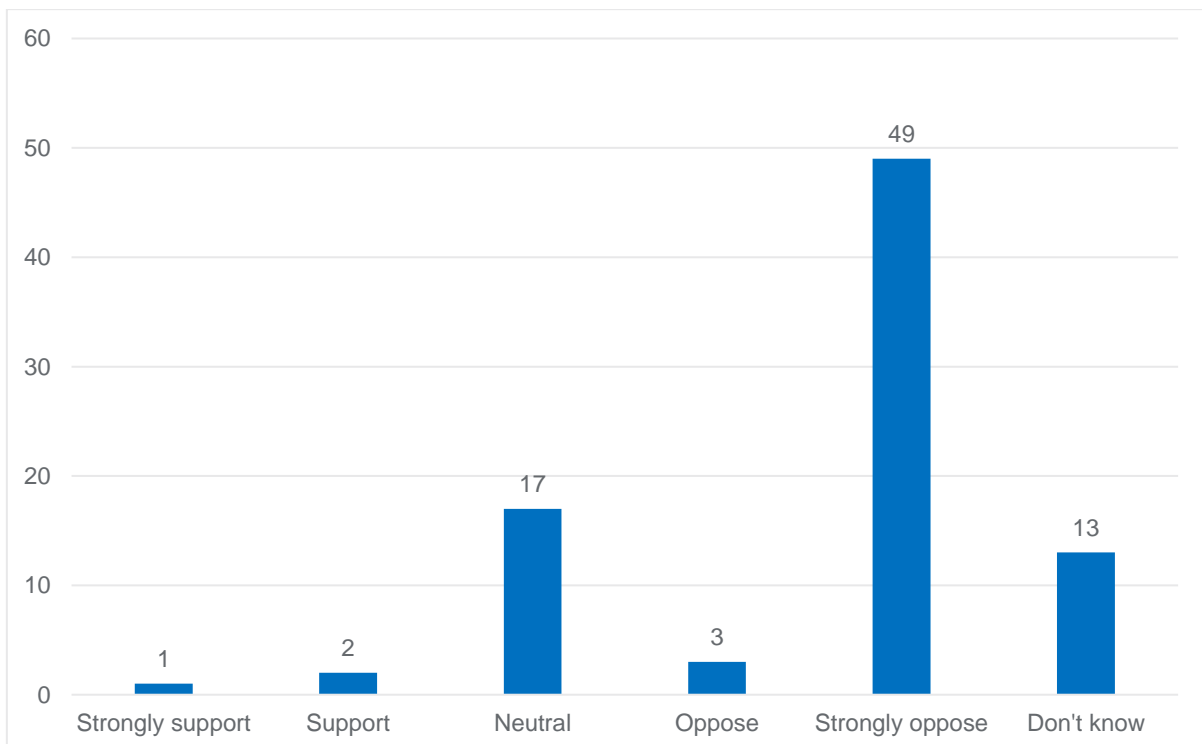
13.3.21 Q1i asked: ‘Do you support or oppose the proposed changes in the area around the M25 junction 29?’

13.3.22 In total, 773 respondents answered this question.

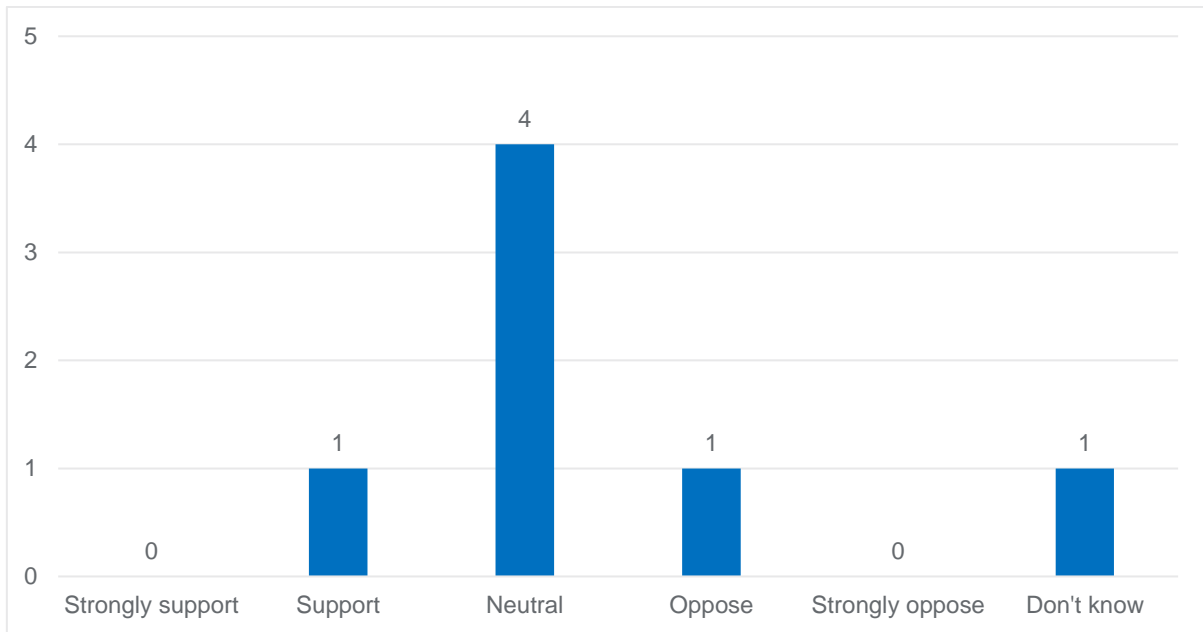
**Plate 13.22 Answers from members of the public and other non-prescribed organisations to Q1i (n=681)**



**Plate 13.23 Answers from PILs to Q1i (n=85)**



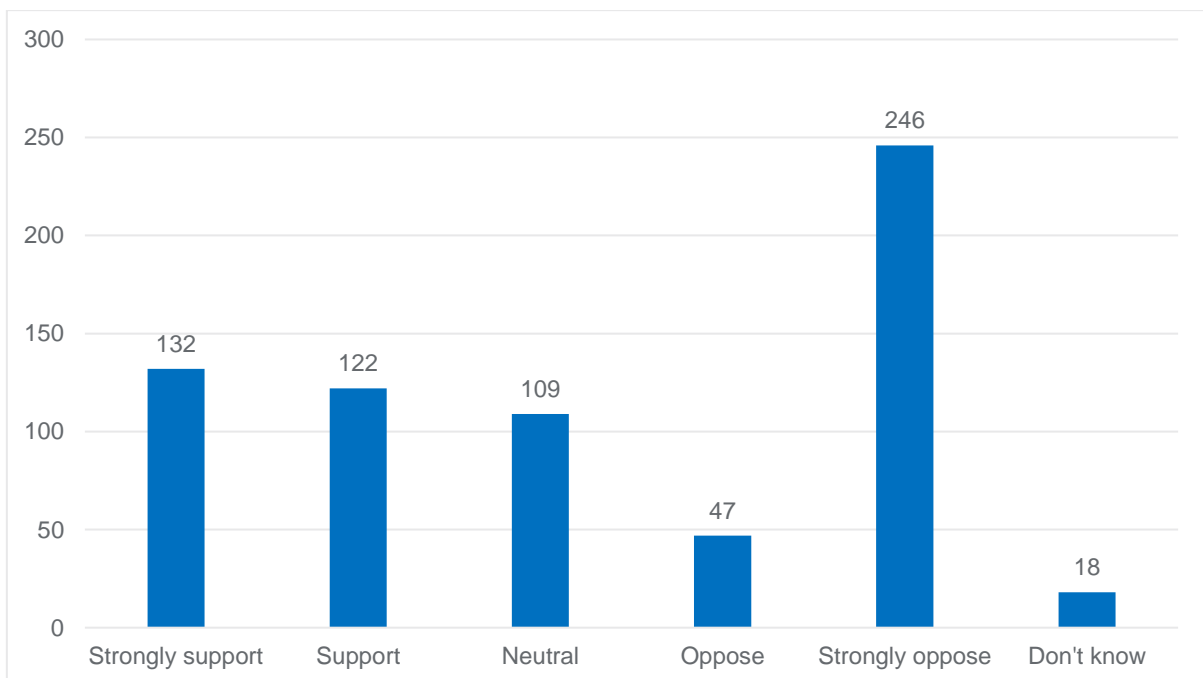
**Plate 13.24 Answers from prescribed consultees and local authorities to Q1i (n=7)**



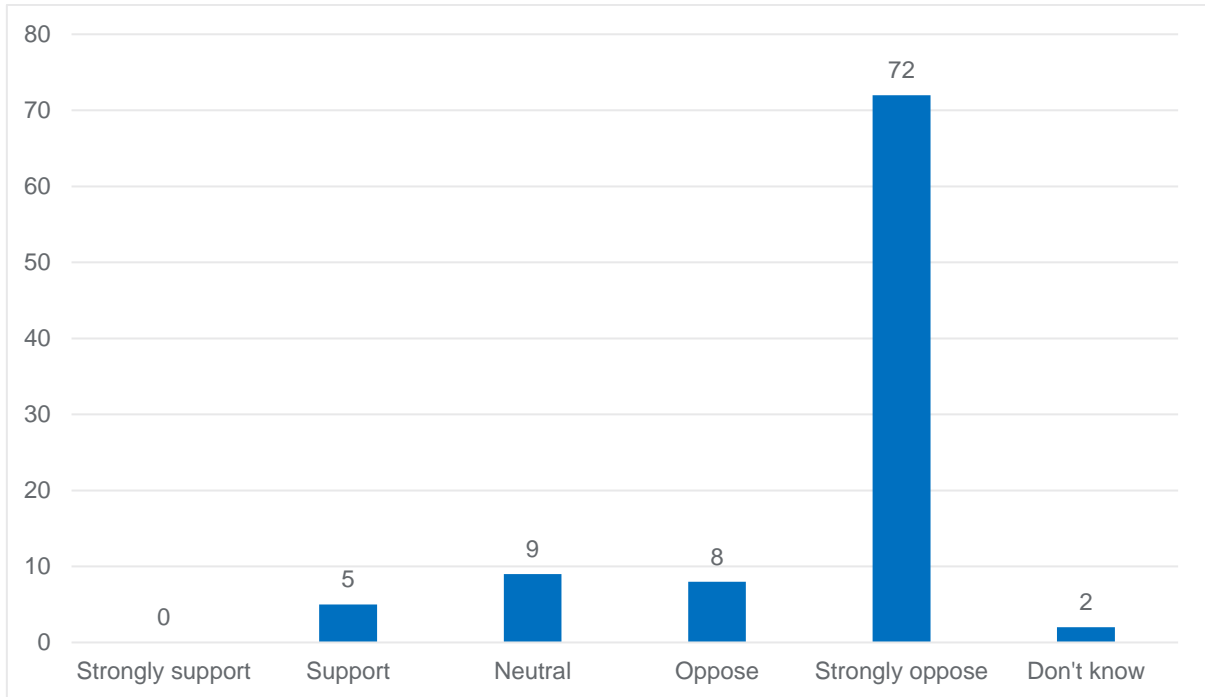
13.3.23 Q2a asked: *‘Do you support or oppose the changes to the proposed area of land that would be required to build the Lower Thames Crossing?’*

13.3.24 In total, 777 respondents answered this question.

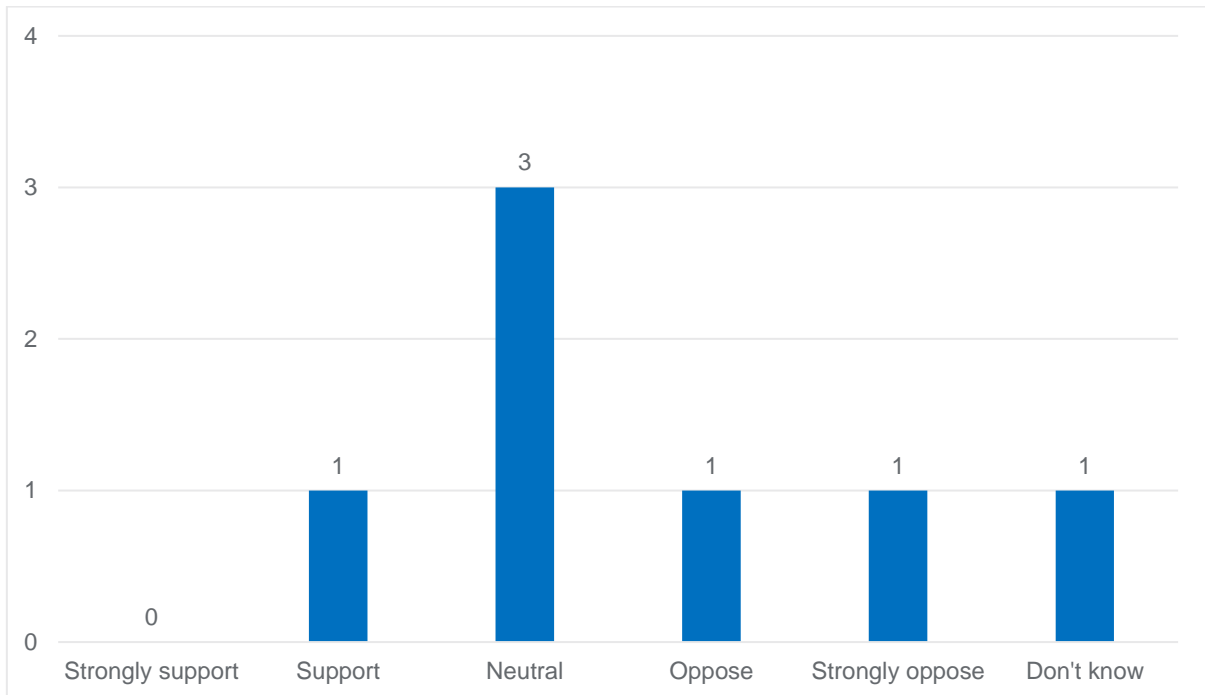
**Plate 13.25 Answers from members of the public and other non-prescribed organisations to Q2a (n=674)**



**Plate 13.26 Answers from PILs to Q2a (n=96)**



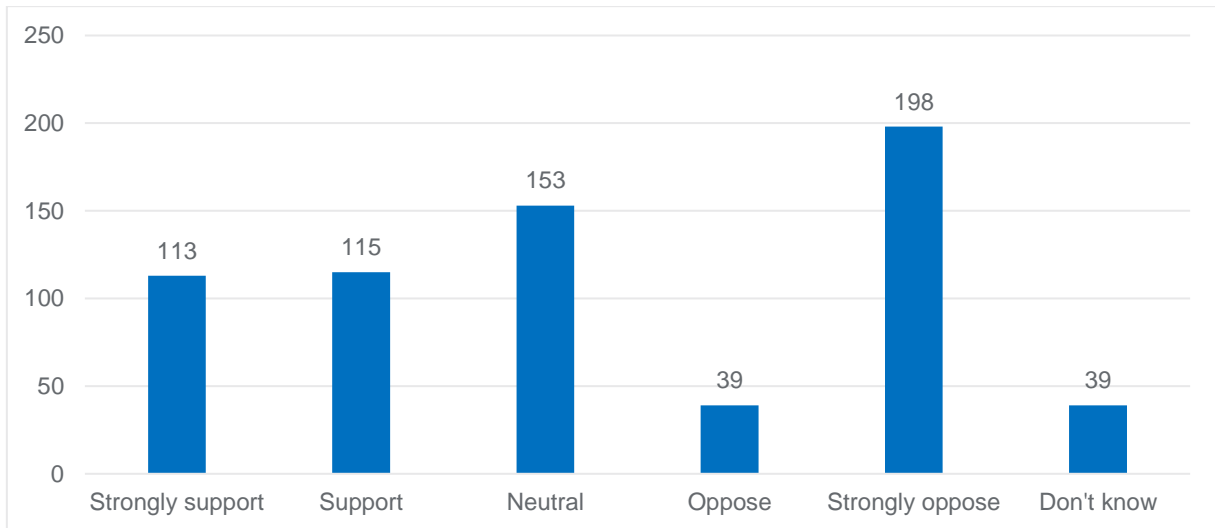
**Plate 13.27 Responses to Q2a from prescribed consultees and local authorities (n=7)**



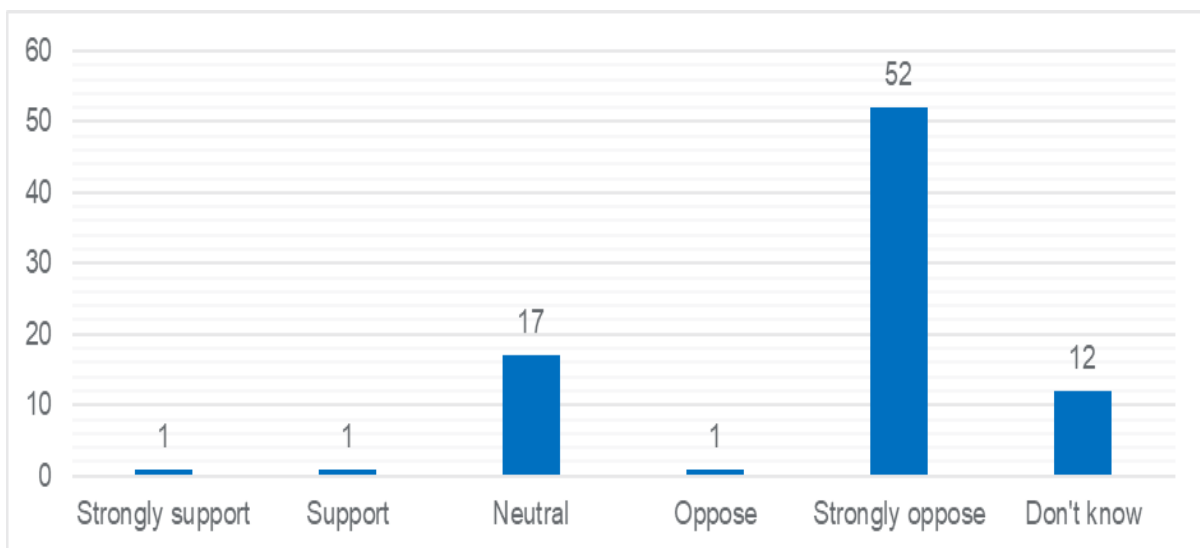
13.3.25 Q2c asked: 'Do you support or oppose the proposals put forward regarding special category land and sports clubs?'

In total, 748 respondents answered this question.

**Plate 13.28 Responses to Q2c from members of the public and non-prescribed organisations (n=657)**

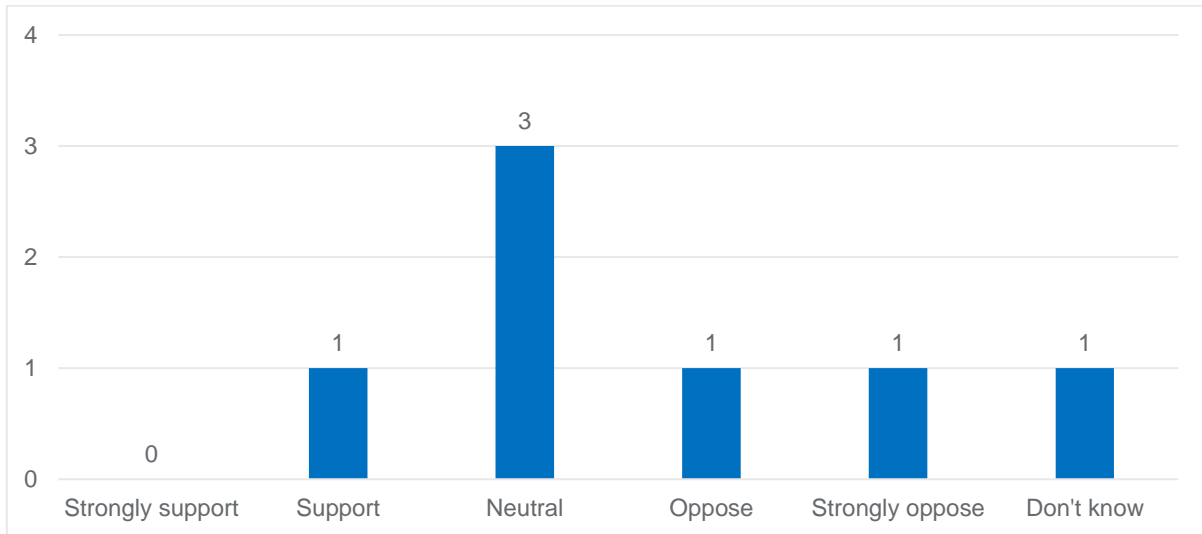


**Plate 13.29 Responses to Q2c from PILs (n=84)**





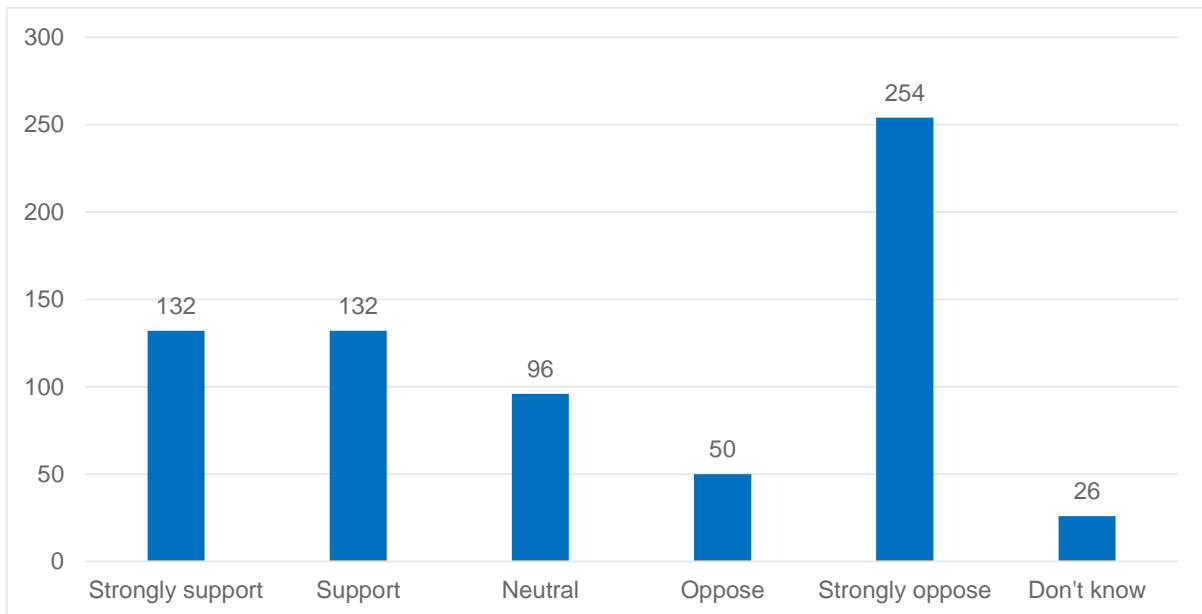
**Plate 13.30 Responses to Q2c from prescribed consultees and local authorities (n=7)**



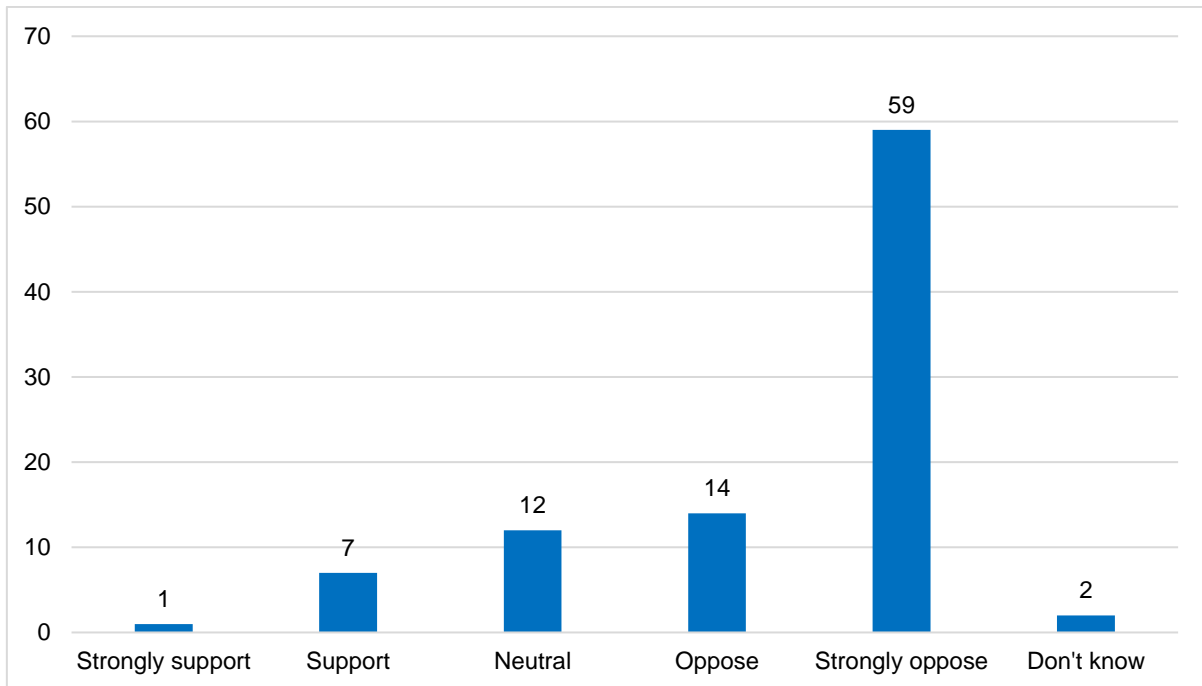
13.3.26 Q3a asked: 'Do you support or oppose the changes to the environmental impacts of the Lower Thames Crossing?'

13.3.27 In total, 792 respondents answered this question.

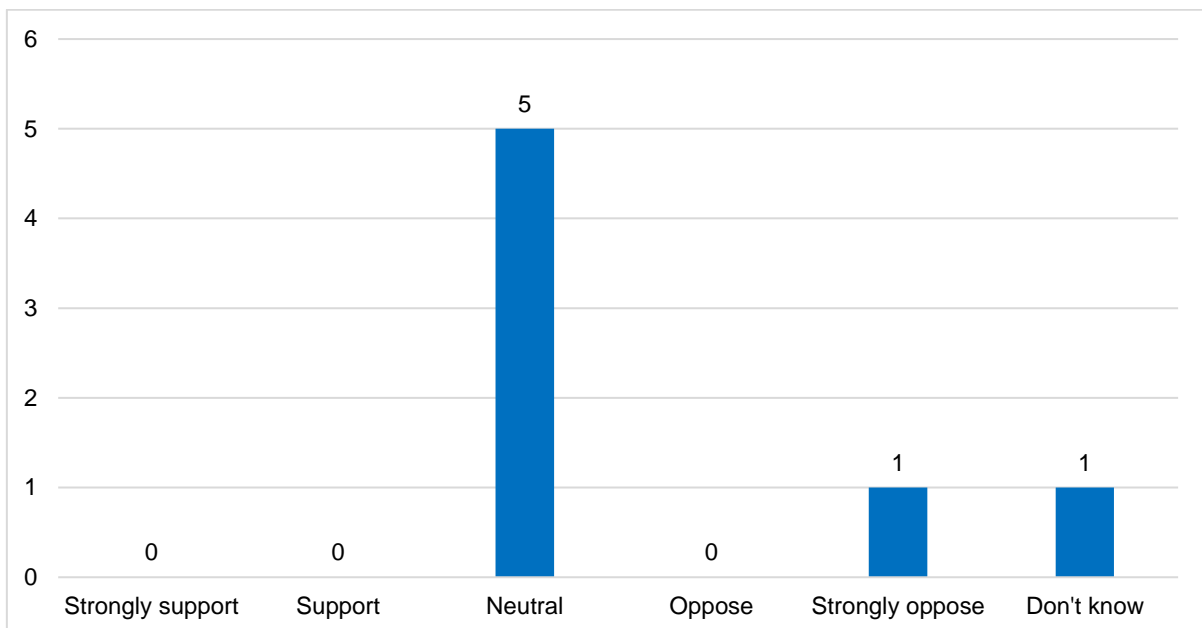
**Plate 13.31 Responses to Q3a from members of the public and non-prescribed organisations (n=690)**



**Plate 13.32 Responses to Q3a from PILs (n=95)**



**Plate 13.33 Responses to Q3a from prescribed consultees and local authorities (n=7)**

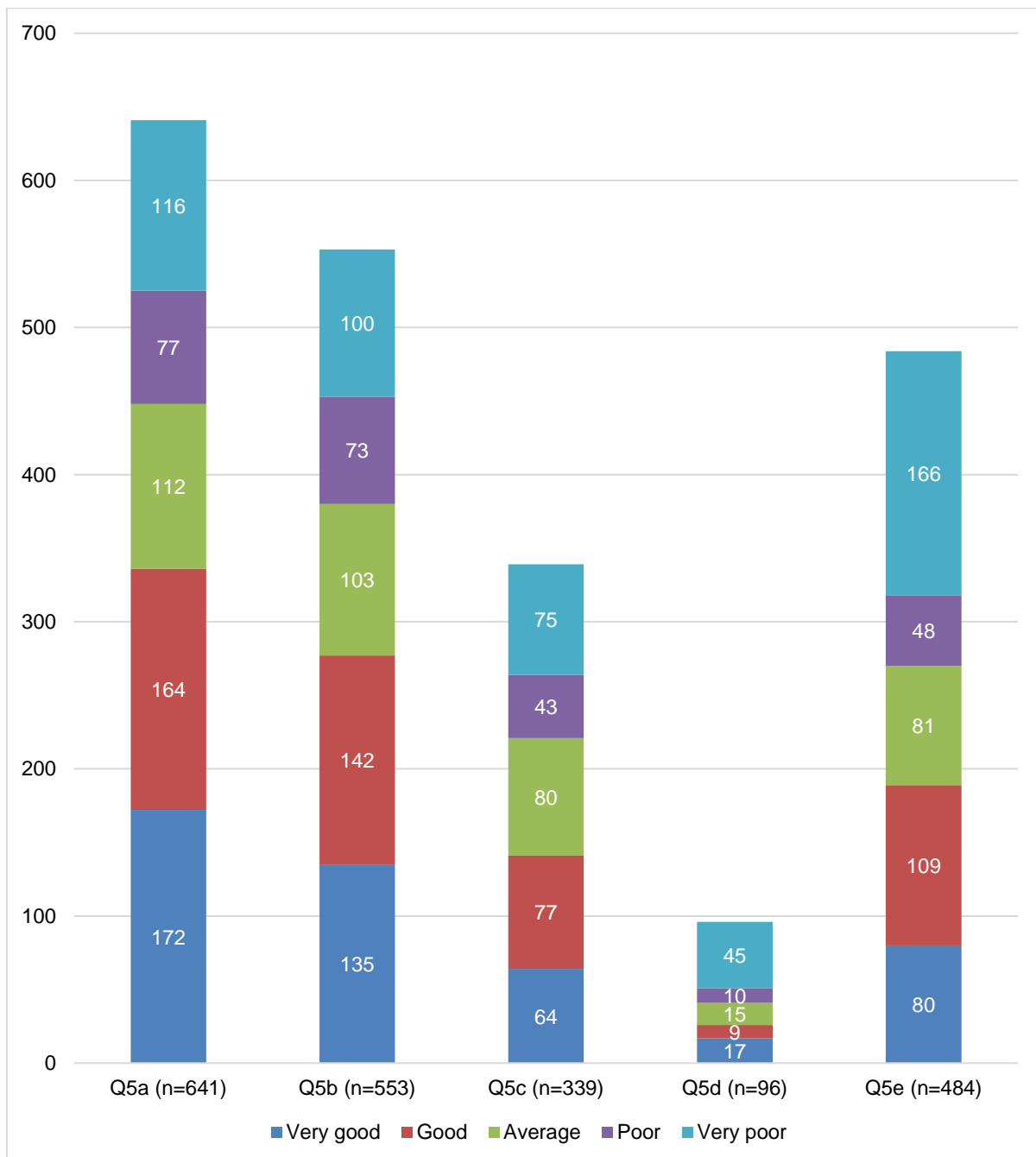


- 13.3.28 Question 5 sought answers to a series of questions on the delivery of the consultation process, as follows:
- a. Q5a asked: ‘Was the information presented clearly and was it easy to understand?’
  - b. Q5b asked: ‘Was the online exhibition easy to navigate?’

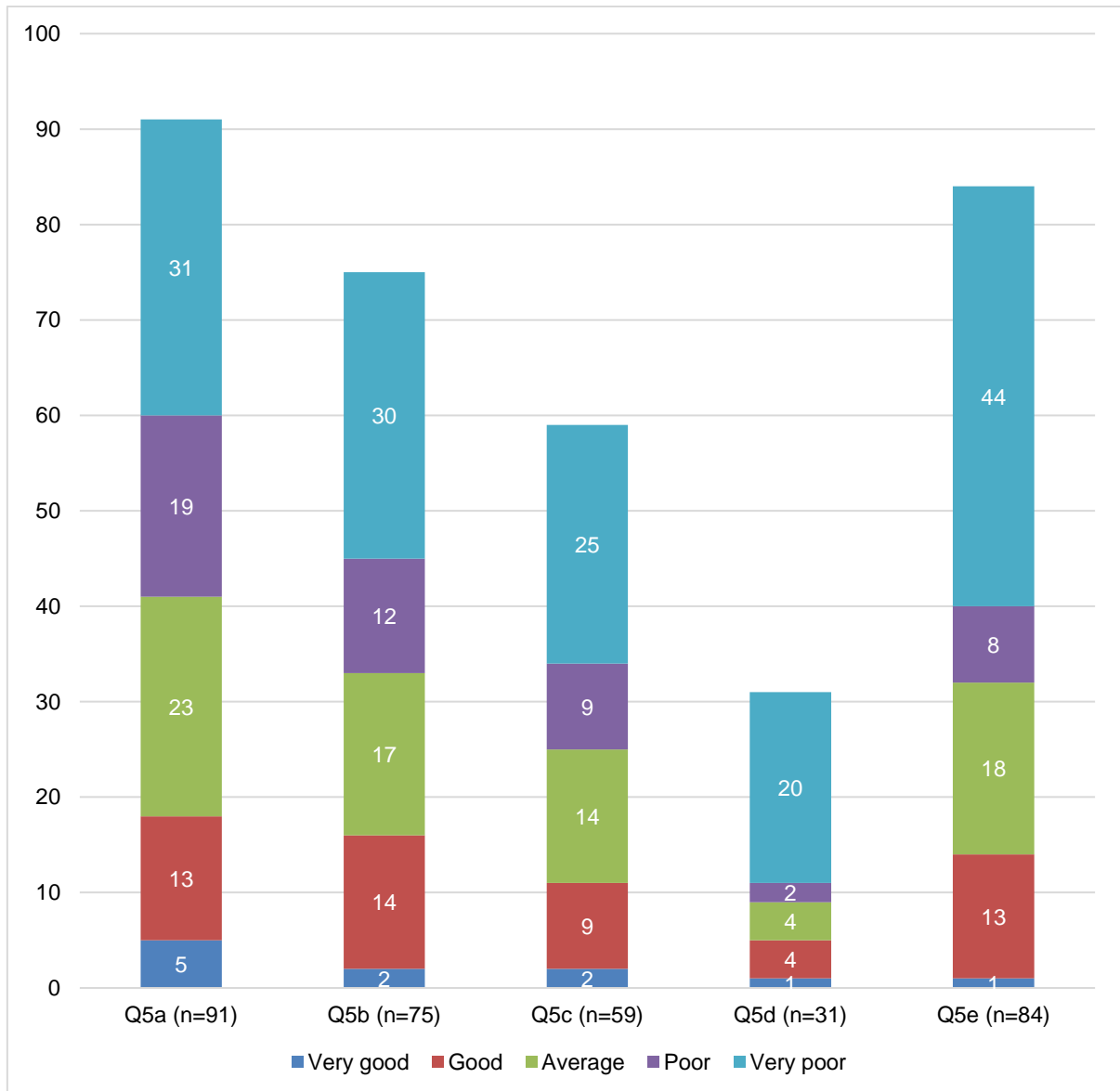
- c. Q5c asked: ‘Were the online webinars useful for understanding our latest proposals?’
- d. Q5d asked: ‘Did the telephone surgery answer your questions about our latest proposals?’
- e. Q5e asked: ‘Was the consultation promoted well and to the right people?’

13.3.29 Plate 13.34 to Plate 13.36 below set out the answers to those questions.

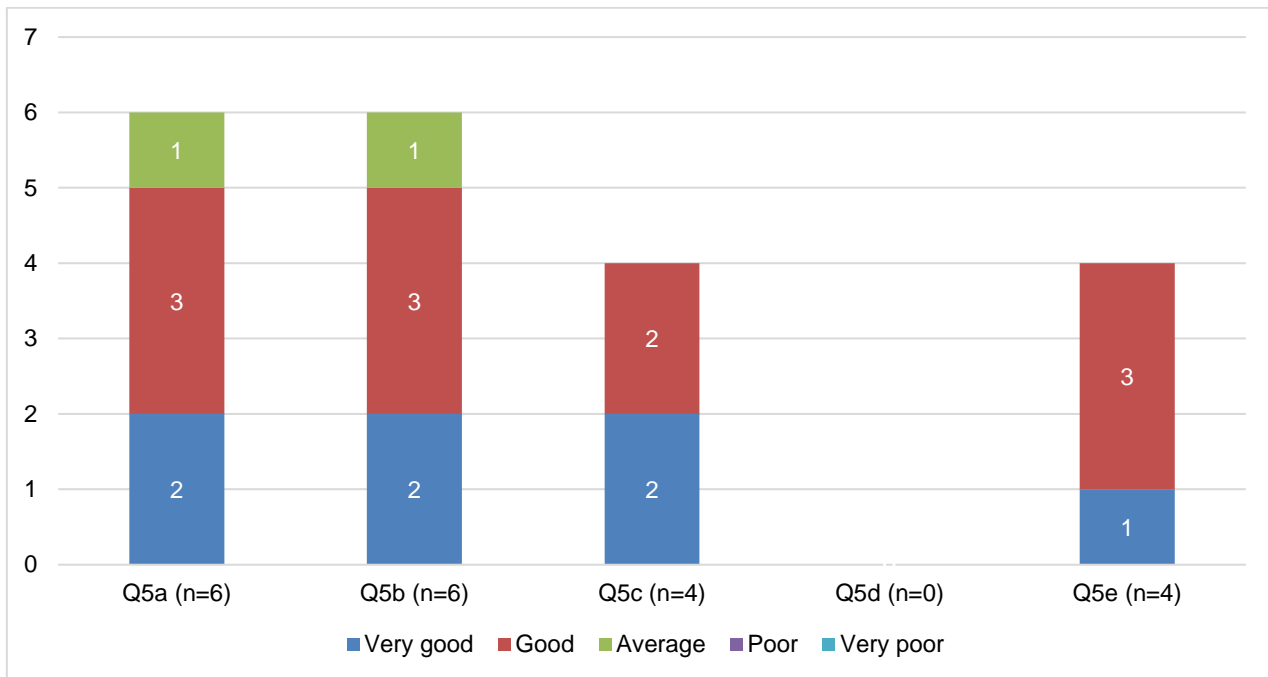
**Plate 13.34 Responses to Q5 closed questions from members of the public and non-prescribed organisations and local authorities**



**Plate 13.35 Responses to Q5 closed questions from PILs**



**Plate 13.36 Responses to Q5 closed questions from prescribed consultees and local authorities**



## 13.4 The Applicant’s responses to issues raised during the Design Refinement Consultation

- 13.4.1 The response form published during the Design Refinement Consultation provided a set of questions that invited feedback from consultees on the proposals presented during consultation. The response form included 13 closed questions and 10 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. The response form can be found in Appendix R of this report. More information about the closed questions and the answers provided to them can be found in Section 13.4 of this report.
- 13.4.2 There are 9 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 13.5 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.
- 13.4.3 It was possible to respond to the consultation without reference to the questions in the response form. For example, some respondents chose to submit a letter or email instead. Comments in responses submitted in this way were grouped into themes in the same way as responses that were submitted to questions in the response form. For example, if comments in an email raised concerns about the proposed A122 Lower Thames Crossing/M25 junction, then one or more codes from the M25J theme (see Table 13.5 below) would be applied to them. For more information about the way responses were analysed and grouped into themes, see Section 13.1 of this report.

- 13.4.4 Every response received during the Design Refinement 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 13.5 The 9 tables setting out the responses to issues raised during the Design Refinement Consultation**

Table	Open question	Theme	Code
Table 13.6	Q1b	South of the River Thames	SOR
Table 13.7	Q1d	Tilbury	TLJ
Table 13.8	Q1f	A13/A1089/A122 Lower Thames Crossing junction	A13J
Table 13.9	Q1h	A122 Lower Thames Crossing/M25 junction	M25J
Table 13.10	Q1j	Junction 29	29J
Table 13.11	Q2b, Q2d	Land use	LAN
Table 13.12	Q3b	Environment	ENT
Table 13.13	Q4	General topics	GNL
Table 13.14	Q5f	Design Refinement Consultation	DCN

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

- 13.4.5 Table 13.6 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:
- 13.4.6 *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.*
- 13.4.7 For reference, the closed Question 1a referred to in Q1b above was as follows:
- 13.4.8 *Q1a: Do you support or oppose the proposed changes south of the river? Please refer to the Design Refinements chapter of the guide.*
- 13.4.9 For more information about Q1a and how consultees responded to it and the other closed questions in the consultation response form, see Section 13.3 of this report.
- 13.4.10 The issues raised that relate to proposals south of the River Thames are summarised in Table 13.6 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.
- 13.4.11 The Applicant has fully considered all of the responses received, Table 13.6 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.
- 13.4.12 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to them with a combined response.

## Information presented in Table 13.6

- 13.4.13 The information presented in Table 13.6 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 Design Refinement 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

- 13.4.14 Table 13.6 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 13.6 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
SOR1	General comments supporting the revised proposals for the area around the M2/A2/A122 Lower Thames Crossing junction, including those saying that the changes are logical, better, or necessary.	-	Tonbridge & Malling Borough Council, Dartford Borough Council	3	118	These comments have been noted.	No
SOR2	Comments supporting the reduced amount of land required for the Project in the area around the proposed M2/A2/A122 Lower Thames Crossing junction.	Kent Downs AONB unit, Shorne Parish Council	Gravesham Borough Council	0	5		No
SOR3	Comments supporting the revised proposals for the M2/A2/A122 Lower Thames Crossing junction, including the provision of noise barriers and a car park. Consultees say that they support the reduced environmental impacts and the use of landscaping.	Shorne Parish Council, Historic England, Cobham Parish Council	Kent County Council, Medway Council	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
SOR4	Comments supporting the revised proposals in the area around the M2/A2/A122 Lower Thames Crossing junction albeit with certain concerns including impacts to local residents.	Shorne Parish Council	-	0	12		No
SOR5	Comments supporting the proposals for the M2/A2/A122 Lower Thames Crossing junction on the grounds of improved traffic conditions.	-	-	0	0		No
SOR6	Comments expressing concern that the proposed M2/A2/A122 Lower Thames Crossing junction is too complicated, with some journeys not being sufficiently direct.	Shorne Parish Council	-	6	45	The proposed M2/A2/A122 Lower Thames Crossing junction would provide direct, high-speed connections between the Project and the strategic road network (SRN). It also would provide connections between local roads and the Project and the A2/M2 via the junctions at Gravesend East and Brewers Road.	No
SOR7	Comments expressing concern on the grounds that the proposed M2/A2/A122 Lower Thames Crossing junction includes limited connectivity between local roads and the A2/M2. Consultees say that	Shorne Parish Council, Cobham Parish Council	-	3	25	The desire to provide more direct connections at the proposed M2/A2/A122 Lower Thames Crossing junction has to be balanced against the need to ensure free-flowing connections between the Project and the SRN, as well as maintaining safety for all road users and reducing the impacts on the environment. The upgraded section of the A2/M2 east of the proposed M2/A2/A122 Lower Thames Crossing junction would see the A2/M2 mainline and the A2/M2	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>journeys from Gravesend East to the A2 eastbound would be overly complicated, as would accessing the A2 from Shorne and the M2 from Brewers Road.</p>					<p>parallel connector roads separated in order to prevent unsafe lane-changing manoeuvres. This would make some journeys less direct but is necessary to reduce the risk of high-speed collisions.</p> <p>Design options at the proposed M2/A2/A122 Lower Thames Crossing junction are limited because space is highly constrained by, among other things, the presence of HS1 to the south. The junction is also proposed in close proximity to areas of ancient woodland and it lies within the Kent Downs Area of Outstanding Natural Beauty. These impose additional constraints on the footprint and the height of the junction.</p> <p>At Supplementary Consultation in January 2020, the design of the Gravesend East junction was revised, in line with feedback received during Statutory Consultation in October 2018, to include a direct connection between the Gravesend East junction and the M2 eastbound. The proposed local link roads south of the A2/M2 were also improved to reduce congestion and provide better connections with Henhurst Road.</p> <p>The proposed M2/A2/A122 Lower Thames Crossing junction provides direct connections to all points on the SRN, while it is also possible to connect to all local destinations by using the proposed local link roads that connect with the Gravesend East and Brewers Road junctions.</p> <p>Motorists travelling to the A2/M2 eastbound from the Gravesend East junction would use the 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>link road to connect via the Brewers Road eastbound slip road.</p> <p>This slip road would also provide a connection for traffic from Shorne to join the A2/M2 eastbound. Those motorists wishing to join the A2/M2 eastbound from Shorne would use the local connector roads to go via the Gravesend East junction.</p> <p>Motorists connecting to the A2/M2 eastbound from Brewers Road would either use the local link roads to connect to the Gravesend East junction's direct connection to the M2, or they would access the A2/M2 eastbound via the Brewers Road slip road and then connect to the M2 via the A289, turning around at the A226 roundabout.</p> <p>For more about the design of the proposed M2/A2/A122 Lower Thames Crossing junction, see the Project Design Report (Applications Document 7.4) and the Design Principles (Applications Document 7.5). The Applicant consulted on draft Design Principles during the Community Impacts Consultation in July 2021.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
SOR8	Suggestions for changes to the connectivity of the proposed M2/A2/A122 Lower Thames Crossing junction, including increase connectivity with local roads, such as linking Thong Lane directly to the Project and connecting Gravesend East directly to the A2.	Shorne Parish Council	-	1	8	<p>Space around the proposed M2/A2/A122 Lower Thames Crossing junction is highly constrained, including by HS1 and areas of environmental importance. As such, it would be difficult to provide an additional direct link from Gravesend East to the A2/M2. This movement is possible by using the local link roads south of the A2/M2 to join the A2 eastbound via the Brewers Road slip road.</p> <p>Thong Lane is not suitable for the volumes of traffic that would be expected if a direct link to the Project were included. The proposed links at the M2/A2/A122 Lower Thames Crossing junction are those that would provide the best combination of free-flowing connections to the strategic road network and local links that would generate sustainable economic growth in the area.</p>	No
SOR9	Comments expressing concern on the grounds that the proposed M2/A2/A122 Lower Thames Crossing junction would cause congestion on local roads. Concerns were also raised with regards to the safety of the Brewers Road T-junction.	Shorne Parish Council	-	2	12	<p>Traffic on local roads in the vicinity of the proposed M2/A2/A122 Lower Thames Crossing junction is forecast to see both increases along some roads and decreases along other roads as a result of the operation of the Project. In general, these changes relate to traffic rerouting as a result of the improved connectivity that the Project would bring to Kent.</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</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>additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would</p>	

Code	Summary of issue(s) raised	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 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>To better manage traffic demand, the Applicant proposes to add traffic signals to the Brewers Road junction with the A2/M2 eastbound slip road. This would improve safety at that junction.</p> <p>For information about the predicted traffic impacts, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8). 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 Applicant consulted on draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
SOR10	Comments expressing concern about the impact of the proposed M2/A2/A122 Lower Thames Crossing junction on traffic and congestion	Shorne Parish Council, Royal Mail Group, Cobham	Kent County Council	11	71	The Applicant consulted on traffic impacts on local roads as part of the Community Impacts Consultation in July 2021. The Ward Impact Summaries and the Operations Update included information about impacts on the network during the Project's construction and operation. 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
	<p>in the surrounding road network. Areas mentioned include Valley Drive, Hever Court Road, Wouldham, A127, A128, Cobham and Shorne.</p>	<p>Parish Council</p>				<p>more information about that consultation, see Chapter 8 of this report, with consultation materials in Appendix S.</p> <p>The traffic modelling submitted as part of the application for development consent forecast that traffic on local roads in the vicinity of the proposed M2/A2/A122 Lower Thames Crossing junction would see both increases along some roads and decreases along other roads as a result of the Project becoming operational. In general, these changes relate to traffic rerouting as a result of the improved connectivity that the Project would bring to Kent.</p> <p>Traffic modelling forecasts show there would be minor increases in traffic flow along Valley Drive of between 10% and 20% as a result of the Project. Nearby, Hever Court Road would see a small change of between -10% and +10% in all time periods.</p> <p>These changes are likely to be a result of some local reassignment of traffic that would take advantage of the direct connection from the Gravesend East junction to the Lower Thames Crossing and the more reliable journey opportunities it brings across the River Thames.</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.</p> <p>The Project is not expected to increase traffic in Cobham. Traffic modelling forecasts that more motorists from south of the A2/M2 would head</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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 and through Shorne village. There is no forecast change to traffic along High Street, Wouldham. Court Road, south of Wouldham, is forecast to see a significant reduction in traffic during the morning peak. Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and</p>	

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

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						For information about the predicted traffic impacts, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).	
SOR11	Comments expressing concern about the impact of the proposed M2/A2/A122 Lower Thames Crossing junction on traffic and congestion, in particular the number of lanes through the junction and along the upgraded section of the A2/M2, particularly in the event of an incident.	Shorne Parish Council, Cobham Parish Council	Dover District Council	9	97	<p>The number of lanes along the section of the A2/M2 that would be upgraded as part of the Project is greater than the current number of lanes. The upgraded road would have a total of between nine and 12 lanes, compared with eight currently.</p> <p>The Project proposals include eastbound and westbound parallel connector roads, each with two lanes, which would be designated as the A2/M2. These would run between the Gravesend East junction and junction 1 of the M2, carrying traffic separately from the A2/M2 mainline, where currently this traffic is combined on the A2/M2.</p> <p>The proposal for the upgraded A2/M2 through the Gravesend East junction and proposed M2/A2/A122 Lower Thames Crossing junction is to have two lanes eastbound and three lanes westbound. When the A2/M2 parallel connector 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.</p> <p>East of the proposed M2/A2/A122 Lower Thames Crossing junction, the proposal for the A2/M2 mainline is to have four lanes in each direction, which amounts to a total of six lanes in each direction when the A2/M2 parallel connector roads are considered. This makes two</p>	No

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						<p>lanes more in each direction than are currently provided for the combined A2/M2 traffic.</p> <p>In addition, the proposed local connector road south of the A2/M2 would also have one additional lane in each direction, which would provide 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 forecast 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>Implementation of 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.</p> <p>The proposed M2/A2/A122 Lower Thames Crossing junction includes free-flowing connections between the Project and the strategic road network, as well as links to key local roads.</p> <p>The traffic modelling submitted as part of the application for development consent showed that, compared to the situation without the new</p>	

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						<p>road, the overall level of traffic using the Dartford Crossing was forecast to fall by 19% in 2030. Average speeds on that part of the network would rise, and journey times would decrease and become more reliable.</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south 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</p>	

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						<p>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 traffic modelling, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p>	
SOR12	Comments expressing concern about the construction of the Project,	Shorne Parish Council, The	Gravesham Borough Council,	9	20	Local people and communities have been considered throughout the design and development of the Project and consulted at	Yes

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	<p>including associated multi-utility works in the area around the proposed M2/A2/A122 Lower Thames Crossing junction. Consultees say that there would be increased congestion and pollution as a result of construction, as well as road closures that would make local journeys more difficult. Some consultees say that the proposed period over which chalk would be stockpiled, is too long.</p>	<p>Mayor's Office for Policing and Crime, Royal Mail Group, Cobham Parish Council</p>	<p>Kent County Council</p>			<p>appropriate stages of development. The Applicant would continue to engage with stakeholders during construction to ensure that the impacts of construction activity, including utilities works, around the proposed M2/A2/A122 Lower Thames Crossing junction on roads and local people can be minimised wherever possible.</p> <p>To assess the environmental impacts of the construction and operation of the Project, including the proposed M2/A2/A122 Lower Thames Crossing junction, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation 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 ES Appendix 2.2: Code of Construction Practice (CoCP) (Application Document 6.3) and the Register of Environmental Actions and</p>	

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						<p>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>ES 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 information about the proposed mitigation.</p>	



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						<p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The 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 Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction.</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</p>	

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						<p>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 four residential and four commercial properties south of the River Thames.</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>ES Chapter 12: Noise and Vibration (Application Document 6.1), includes an assessment of the impact of noise on local properties and populations.</p> <p>During construction, good practice measures would be implemented, such as closed-board fencing installed around the construction compounds, the use of low-noise equipment, and the locating of noisy activities as far away from key local buildings as possible. Appropriate noise and vibration limits would be monitored and adjusted to ensure ongoing effectiveness.</p>	

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						<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 (Application Document 6.3). This assessment found that the predicted levels of noise from tunnel boring would be below the threshold of human hearing and that predicted levels of vibration would be lower than the most demanding criteria for effects of vibration on structures. As such, neither noise nor vibration from the tunnel boring would give rise to a significant effect.</p> <p>There is, however, 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 5: Air Quality (Application Document 6.1) includes an assessment of the Project's impact on local people during construction and operation as a result of changes in air quality. The assessment includes consideration of the impact of construction vehicles as well as dust caused by construction activities.</p> <p>The Applicant consulted on the predicted impacts on local people, including impacts on air quality, noise and local traffic 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</p>	

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						<p>Impact Summaries (see Appendix S of this report).</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 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. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments.</p> <p>The Transport Assessment (Application Document 7.9) sets out the Project's forecast impact on the strategic and local highway networks. It also assesses the predicted impacts on the road and public transport networks during the Project's construction.</p>	

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						<p>The Applicant has revised its earthworks proposals south of the River Thames, so the long-term stockpile consulted on during the Design Refinement Consultation in July 2020 is no longer required. This is because further assessments of the geology of the area and refinements to the design of Chalk Park and construction practices mean the majority of material is being reused by the Project, with only contaminated material being transported away by road.</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>	
SOR13	Comments expressing concern about the amount of land required for the Project in the area around the proposed M2/A2/A122 Lower Thames Crossing junction. Concerns are expressed on the grounds that there has been a significant increase in land required within Shorne Parish since the proposals were presented at Supplementary Consultation.	Port of London Authority, Shorne Parish Council, Forestry Commission (SE & L), Cobham Parish Council	Gravesham Borough Council	8	13	<p>At all phases of design development, the Applicant has sought to minimise the land impacted or required for the Project, while ensuring there is sufficient land to build and operate the Project.</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. Overall, the amount of land required for the Project in the area around the proposed A2/M2 was reduced after Supplementary Consultation. The main areas of reduction were south of the A2/M2 at Jeskyns Community Woodland and through the A2/M2 corridor at Shorne Wood Country Park and the western section of Claylane Wood. These</p>	Yes

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						<p>reductions were achieved by refining the requirements for the utilities works, reducing the impact on existing woodlands and habitats. In addition, the reduced impact of the utilities works allowed the Applicant to reduce its requirement for compensation planting, further reducing the land required west of Jeskyns Community Woodland.</p> <p>As well as significant reductions to the south, there were some small additional areas of land added to the Order Limits near the A226 to account for works on overhead power lines.</p> <p>Since Supplementary Consultation in January 2020, the Order Limits have been refined to respond to feedback and accommodate changes proposed by stakeholders. This includes changes to a gas pipeline south of the River Thames, which would now be located underneath Brewers Road and Park Pale instead of in land adjacent to the A2/M2. The Order Limits have been amended to include the whole of Park Pale and to remove an area of ancient woodland. The amount of land within the Order Limits in this area has decreased following feedback from this consultation, ongoing engagement with stakeholders, and refinements to the utilities design and feedback from the Design Refinement Consultation in July 2020.</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</p>	

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						plot is required in the Statement of Reasons (Application Document 4.1).	
SOR14	Comments expressing concern about the revised proposals for the M2/A2/A122 Lower Thames Crossing junction, including comments that raising the height of the junction would increase the noise impacts, that the proposed noise barriers would not be effective, and that the green bridges would not be wide enough to facilitate multiple uses, including as wildlife corridors. Some consultees say the proposed car park on Thong Lane is not needed and would give rise to antisocial behaviour.	Kent Downs AONB unit, Shorne Parish Council, Historic England, Cobham Parish Council	Gravesham Borough Council, Kent County Council	22	53	<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 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 Applicant has carried out an Environmental Impact Assessment to understand the impacts of the Project during construction and operation. The impacts of the Project on noise are documented in Environmental Statement (ES) Chapter 12: Noise and Vibration (Application Document 6.1). This sets out the mitigation proposed to reduce the impacts of the junction on noise levels, including noise barriers, which are an established and effective method of reducing traffic noise from major highways by up to 10dB (as described in the Government's Noise Action Plan (Defra, 2019)).</p> <p>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,</p>	No
SOR15	Suggestions to change the proposals for the M2/A2/A122 Lower Thames Crossing junction, including widening the green bridges, repositioning or lowering the road, moving the proposed car park and	Shorne Parish Council, Cobham Parish Council	Kent County Council	6	10	<p>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,</p>	Yes

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	providing charging points for electric vehicles.					<p>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).</p> <p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs Area of Outstanding Natural Beauty (AONB). Additionally, the A2/M2 upgrade proposed at Statutory Consultation would now use lower-noise surfacing compared to the previous proposals. The Applicant has assessed the impact of removing this noise barrier and found that there would be no significant impacts on sensitive receptors, such as residential properties, as a result of the change. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road. In addition, the low-noise surfacing that the Applicant proposed at the Community Impacts Consultation in July 2021, would be effective at reducing the sound of traffic from the A2 at this location. This mitigation would be secured as part of the DCO application.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads</p>	



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

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						<p>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 Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats. Mitigation measures include safe crossing points for wildlife over or under the Project and translocation of protected species to suitable existing or new habitats.</p> <p>Wildlife crossings, including green bridges and large culverts with features to enable mammals to safely pass through, are some of the measures proposed to reduce the impacts of the Project on terrestrial biodiversity. Green bridges would help to link adjacent wildlife habitats once they are separated by the construction of the new road, and these are an established method of providing effective and valuable wildlife corridors where new infrastructure is implemented. For more information about their</p>	

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						<p>design, see ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments.</p> <p>The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), ES Figure 2.4: Environmental Masterplan (Application Document 6.2), and ES Appendix 2.2: Code of Construction Practice (CoCP) (Application Document 6.3).</p> <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</p>	

Code	Summary of issue(s) raised	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 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 10 metres. This change was made 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 proposals, see the Project Design Report (Application Document 7.4) and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>During the Design Refinement Consultation in July 2020, the Applicant consulted on a new car park to provide access to Shorne Woods Country Park for walkers, cyclists and horse riders. The car park was located east of Thong Lane Green Bridge over the Project and north of Thong village. As a result of feedback received during consultation, the Applicant moved the car park to a location west of Thong Lane and north of</p>	

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						<p>Gravel Hill Wood, consulting on this during the Community Impacts Consultation in July 2021. Walking, cycling and horse riding access to Shorne Woods from the car park would be provided via a new Pegasus crossing over Thong Lane. For more information about the proposals for walking, cycling and horse riding, see the Project Design Report. The proposed car park would be implemented and maintained in association with the relevant local authorities to ensure the area is managed appropriately for the benefit of the communities affected.</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>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</p>	

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						<p>service facility, and the proposed facility would have had significant impacts on the environment and local communities.</p> <p>This means there are currently no charging points for electric vehicles (EVs) within the proposed design.</p> <p>If the Project is granted consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the 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. For more information about the removal of the roadside service facility from the proposals, see the Project Design Report (Application Document 7.4).</p>	
SOR16	Comments expressing concern about the impact of the Project on traffic and congestion on the approaches to the proposed M2/A2/A122 Lower Thames Crossing	Shorne Parish Council, Cobham Parish Council	Kent County Council, Tonbridge & Malling	1	77	The Applicant's 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 would fall by an average of 19% in 2030.	No

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	<p>junction and on roads linking the M2 and the M20 (including the A227, A228, A229, and A249), including their junctions with the M2 and M20. Consultees say that these roads would not be able to accommodate additional traffic associated with the Project.</p>		<p>Borough Council</p>			<p>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.</p> <p>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.</p> <p>The section of the A2 between the M25 Darent Interchange and the proposed M2/A2/A122 Lower Thames Crossing junction would see a significant reduction in traffic once the Project is operational. This is because a significant volume of traffic that currently uses this section of the A2 westbound to access the Dartford Crossing would be diverted north via the Project. Similarly, this section of the A2 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. The M2 to the east of junction 1 is forecast to experience an increase in traffic.</p> <p>As well as providing relief at Dartford and its approach roads, in line with the Scheme Objectives, traffic modelling predicts that the Project would have an impact on other parts of the strategic road network (SRN) and local roads, with some roads forecast to experience a decrease in traffic and others an increase. This</p>	

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						<p>includes the A228 and A229, which are forecast to see increases in traffic during all three modelled time periods. In addition, Meopham Road (the A227) is forecast to see increases in traffic across all three time periods, but more so in the morning and evening peaks. The forecast increases would be between 10 and 20% and affect different stretches and directions of carriageway depending on the time of day. The A249 is not expected to see an increase in traffic.</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and</p>	



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

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						More information on the forecast impacts is available in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).	
SOR17	Comments expressing concern about the revised proposals for utilities in the area around the proposed M2/A2/A122 Lower Thames Crossing junction. Consultees say that utilities infrastructure, including the switching station and substations, would have environmental and visual impacts with concerns regarding the impact on the Shorne and Ashenbank Wood Site of Special Scientific Interest, including ancient woodland. Some consultees say the proposed infrastructure, including pylons near the proposed M2/A2/A122 Lower Thames Crossing junction, would be moved closer to properties.	Kent Downs AONB unit, Shorne Parish Council, Forestry Commission (SE & L), Cobham Parish Council	Gravesham Borough Council, Kent County Council	12	21	<p>At each stage of design development, the Applicant has sought to minimise the impact of utility works, while still allowing for the construction and operation of the Project. The utility works plans have developed iteratively through close engagement with the relevant utility companies, further investigations and consideration of feedback provided in response to consultation with those organisations, as well as residents of the affected areas.</p> <p>With regards to screening for the main 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.</p> <p>The locations and sizes of the proposed local substations (typically a few metres across) would be finalised during the detailed design phase, if development consent were granted. The Applicant would seek to minimise the visual impacts of these substations on residential and commercial properties.</p>	Yes

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SOR18	Suggestions for utilities works in the area around the proposed M2/A2/A122 Lower Thames Crossing junction. Suggestions include moving the switching station and substations away from residential properties, placing pylons underground, and revising the gas pipeline diversions under the Project near Thong.	Kent Downs AONB unit, Shorne Parish Council, National Grid, Cobham Parish Council	Kent County Council	1	8	In line with consultation feedback, the 33kV electricity switching station at Thong Lane has been removed from the Project. Instead, the switching station equipment would be located at the A226 Primary substation, which would be screened as part of the Project's landscaping proposals. The landscaping mitigation is secured in the Design Principles (Application Document 7.5). The Applicant consulted on this new proposal during the Community Impacts Consultation in July 2021.  Following the Supplementary Consultation in January 2020, the Applicant was able to refine the proposals for utilities near the proposed M2/A2/A122 Lower Thames Crossing junction, reducing the amount of land needed. In line with consultation feedback, this has reduced the impacts on Shorne and Ashenbank Woods Site of Special Scientific Interest and other environmentally sensitive locations such as Jeskyns Community Woodland and Claylane Wood, where there is ancient woodland. The Applicant consulted on these revised proposals during the Design Refinement Consultation in July 2020. More information about this consultation can be found in Chapter 7 of this report.  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. This would help facilitate the	Yes
SOR19	Comments opposing the revised proposals for the M2/A2/A122 Lower Thames Crossing junction. Some consultees raise concerns regarding utilities diversions and other proposed works in the vicinity of the proposed M2/A2/A122 Lower Thames Crossing junction.	Shorne Parish Council, Cobham Parish Council	-	3	16		No

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						<p>realignment of Thong Lane and the new road north of the A2. The pipeline would require restrictions on the type of planting above to maintain access for management of the pipeline</p> <p>After the Design Refinement Consultation in July 2020, the Applicant worked with the relevant utility companies 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 Impact Consultation mean approximately 1km of the pipeline that would have been diverted along the A2/M2's northern verge would now be routed under Brewers Road and Park Pale. This would reduce the amount of existing woodland that would need to be removed to accommodate the works. More information about utility diversions can be found in ES Chapter 2: Project Description (Application Document 6.1).</p> <p>Brewers Wood, which is part of Shorne Woods Country Park, would also be affected by gas pipeline diversion works, with some woodland needing to be removed. The woodland would be managed in line with the relevant gas industry standards and vegetation removal would be limited only to what is necessary to carry out the works.</p> <p>To reduce the adverse impacts of removing existing recreational land (including woodland and leisure tracks), the Applicant proposes acquiring replacement land to the east of Brewers Wood. The area would be integrated</p>	

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						<p>into the existing Brewers Wood and would include new woodland planting and a footpath. It would also link Shorne Woods Country Park with Great Crabbles Wood and create new recreational areas. The Statement of Reasons (Application Document 4.1) includes an explanation as to why the replacement land is required.</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>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).</p>	

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						<p>National Grid has also carried out an assessment of the potential impacts on nearby properties from noise due to these proposed changes. The 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>Undergrounding cables is not possible at all locations because of factors including land availability, the need to maintain network resilience, local geology, accessibility for maintenance, cost, and the requirements of the relevant utilities company. There are no proposals to put existing overhead power lines underground in the vicinity of the proposed M2/A2/A122 Lower Thames Crossing junction. For more information about proposed utilities works, refer to ES Chapter 2: Project Description (Application Document 6.1).</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</p>	

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						<p>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> <p>In response to further design development and discussions with National Grid, the Applicant has revised proposals for the gas pipeline diversions under the Project near Thong and at the A226. The revised pipeline diversions would follow an amended alignment compared to that consulted on during the Design Refinement Consultation in July 2020, reducing the complexity and cost of the works, while minimising impacts. For more information about the revised alignment, see the Works Plans (Application Document 2.6).</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, including those required for environmental mitigation or in areas identified as replacement land. 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</p>	



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						<p>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 ES Appendix 2.2: Code of Construction Practice (Application Document 6.3). The Environmental Masterplan is secured through Requirement 5 of the draft DCO (Application Document 3.1).</p> <p>For more information about proposed utilities works, refer to ES Chapter 2: Project Description (Application Document 6.1).</p>	
SOR20	<p>Suggestions for mitigating the impact of the construction of the Project in the area around the proposed M2/A2/A122 Lower Thames Crossing junction. Suggestions include maximising the mitigation measures to reduce the impacts on the local area, maintaining clear communication with stakeholders, and using suitable routes for construction traffic.</p>	The Mayor's Office for Policing and Crime	Dartford Borough Council	0	5	<p>The Applicant is proposing an extensive range of mitigation measures to offset the adverse impacts of constructing the Project, including at the proposed M2/A2/A122 Lower Thames Crossing junction.</p> <p>As part of the Environmental Impact Assessment (EIA) process, Environmental Statement (ES) Appendix 2.2: Code of Construction Practice (CoCP) (Application Document 6.3) has been prepared by the Applicant. The CoCP sets out general and topic-specific principles and requirements for the control, mitigation and monitoring of potential construction impacts. The CoCP includes information about general environmental mitigation practices and site management that would reduce the impacts of the Project's construction on local people, roads and the environment, for example, measures to</p>	No



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						<p>mitigate the impact of construction on air quality, such as dust suppression and minimum emission standards for vehicles and construction machinery. It also includes measures to limit the impacts of noise and light pollution during construction and specifies how materials would be reused in a sustainable way and stored safely to avoid contamination.</p> <p>The CoCP includes information about how phases of construction would be aligned to reduce disruption and minimise the work schedule. It also includes information about utilities works, logistics and traffic management, all of which would help mitigate impacts during the construction phase.</p> <p>In addition, the CoCP includes information about the engagement approach that would be used throughout the construction phase, to ensure local people are aware of works that might affect them.</p> <p>The CoCP is the first iteration of the Environmental Management Plan (EMP) and 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>Compliance with the CoCP and the REAC is a legally binding requirement of the draft</p>	

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						<p>Development Consent Order (DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	

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						<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 is also seeking powers to build and use temporary haul roads that link the SRN directly to construction compounds, which would reduce demand for the use of local roads. These haul routes would only be in place during the construction phase, except in a small number of instances where they would be adapted into maintenance access routes for use when the Project is operational. For more information about proposed haul routes, see the Project Design Report (Application Document 7.4).</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the 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 a draft oTMPfC, together with proposals for construction traffic routes, access points and haul road locations, during the Community Impacts Consultation in</p>	

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						July 2021. Comments on those documents provided in responses to the consultation are set out in Section 14.4 of this report.	
SOR21	Suggestions for how the Applicant could take steps to reduce congestion in the vicinity of the proposed M2/A2/A122 Lower Thames Crossing junction. Measures suggested include reducing speed limits, introducing traffic-calming measures in Shorne, redesigning the local link roads south of the A2/M2, and prioritising walking and cycling.	Shorne Parish Council Cobham Parish Council	-	2	18	<p>The route would operate with variable mandatory speed limits, with the default limit being the national speed limit for an all-purpose trunk road (e.g., 70mph for cars). Speed limits would be adjusted using electronic signage and would change depending on the road conditions and in response to any incidents. Where appropriate, such as on some junction links, advisory speed limit signs would be installed to encourage responsible driver behaviour.</p> <p>Local roads, such as those in Shorne, are managed by the local highway authority. Once the Project is operational, traffic impacts on the Affected Road Network would be monitored, including local roads.</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the</p>	No

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						<p>application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end-</p>	

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						<p>to-end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.</p> <p>The local link roads south of the A2/M2 are designed to provide local links within a space constrained by HS1 and the new widened carriageway of the A2/M2. These links roads, associated roundabouts and slips roads connecting to the strategic road network (SRN) were redesigned after Statutory Consultation in October 2018 to provide safer journeys for road users. The revised proposals were presented during Supplementary Consultation in January 2020.</p> <p>The National Policy Statement for National Networks (Department for Transport, 2014) requires applicants for development consent to use reasonable endeavours to address the needs of cyclists and pedestrians in the design of new road schemes. The Applicant shares the Government's ambition to make the SRN 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. For more information, see the Planning Statement (Application Document 7.2).</p> <p>The Applicant's Cycling Strategy (Highways England, 2016d) highlights the benefits of encouraging cycling, and these benefits apply</p>	

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						<p>broadly to other forms of active travel. Encouraging sustainable transport removes some local motor vehicle journeys from the network, meaning fewer delays and better journey reliability, along with reduced environmental impacts and improved public health.</p> <p>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</p>	

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						<p>vicinity of the Project would be likely to close and what alternative routes would be available during construction or once the Project is complete.</p> <p>More information about the proposals for improving and upgrading Public Rights of Way and the proposed green bridges are set out in the Project Design Report (Application Document 7.4). 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>	



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SOR22	Suggestions to make changes to the proposals for the South Portal, including the suggestion that it should be moved further south.	Shorne Parish Council	-	4	15	<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 350m south after the Statutory Consultation and its new location was consulted on during the Supplementary Consultation in January 2020, meaning that the South Portal has been moved 950m in total. The location of the South Portal has been determined by the need to mitigate negative environmental impacts, such as changes to groundwater levels, on the Thames Estuary and Marshes SPA and Ramsar site. Extending the tunnel further south is not possible due to the need to maintain a safe distance between the tunnel portal and the proposed M2/A2/A122 Lower Thames Crossing junction to allow for the appropriate signage and to give motorists enough time to make safe lane changes.</p> <p>For more information about the location of the South Portal, see the Design Principles (Application Document 7.5).</p>	No
SOR23	Suggestions for improvements to walking, cycling and horse riding provision in the area	Shorne Parish Council, Cobham	Kent County Council	4	5	The proposed provision for walking, cycling and horse riding has been informed by assessments of existing and predicted levels of demand in the vicinity of the Project. The Applicant also carried	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
	<p>around the proposed M2/A2/A122 Lower Thames Crossing junction. These include creation, upgrading and maintenance of routes. Some consultees suggest additional infrastructure is required for horse riders, including Pegasus crossings (for horse riders), circular routes and segregation from other modes of transport.</p>	<p>Parish Council</p>				<p>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 competing demands of users and landowners, and has ensured the proposed facilities meet appropriate technical, economic, safety and need tests.</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, including those around the M2/A2/A122 Lower Thames Crossing junction, 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> <p>Pegasus crossings (signalised crossings designed to allow horse riders to cross roads safely without dismounting) would be used where appropriate. For example, the green bridge carrying Thong Lane over the A2/M2 would include a walking, cycling and horse riding 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
						<p>with a Pegasus crossing enabling access to the bridleways south of the local connector road.</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 would be available during construction or once the Project is complete.</p> <p>More information about the proposals for improving and upgrading Public Rights of Way</p>	

Code	Summary of issue(s) raised	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 the proposed green bridges are set out in the Project Design Report (Application Document 7.4). 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>All new routes would be designed in accordance with 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.</p>	

## Issues raised in response to open Question 1d

- 13.4.15 Table 13.7 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:
- 13.4.16 *Q1d: Please let us know the reasons for your response to Q1c and any other comments you have on the proposed changes around the Tilbury area.*
- 13.4.17 For reference, the closed Question 1c referred to in Q1d above was as follows:
- 13.4.18 *Q1c: Do you support or oppose the proposed changes in the Tilbury area? Please refer to the Design refinements chapter of the guide.*
- 13.4.19 For more information about Q1c and how consultees responded to it and the other closed questions in the consultation response form, see Section 13.3 of this report.
- 13.4.20 The issues raised that relate to the proposals near Tilbury are summarised in Table 13.7 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.
- 13.4.21 The Applicant has fully considered all of the responses received, Table 13.7 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.
- 13.4.22 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to them with a combined response.

## Information presented in Table 13.7

- 13.4.23 The information presented in Table 13.7 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 Q1d 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 Design Refinement 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 near Tilbury and the Applicant's responses**

13.4.24 Table 13.7 below summarises the issues raised relating to the proposals near Tilbury and the Applicant's responses to those issues raised.

**Table 13.7 Summary of issues raised relating to the proposals near 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
TLJ1	General comments supporting the revised proposals for the Tilbury area, including those saying that the changes are logical, better, or necessary.	-	Essex Council	2	82	These comments have been noted.	No
TLJ2	Comments supporting revised proposals in the Tilbury area, including the landscaping, the realignment of Muckingford Road, and the re-establishing of the Tilbury watercourse. Consultees say that having a place to look out over the river would enhance the area.	Historic England	-	1	27		No
TLJ3	Comments supporting the revised proposals in the Tilbury area albeit with conditions, such as the Local Residents' Discount Scheme extending to certain residents and specific environmental proposals being implemented.	Natural England	Thurrock 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
TLJ4	Comments supporting the Project in the Tilbury area on the grounds of improved traffic conditions.	-	-	0	7		No
TLJ5	A comment supporting the revised proposals in the Tilbury area on the grounds that changes to utilities would not affect supply to the local area.	-	-	0	1		No
TLJ6	Comments expressing concern about the construction of the Project in the Tilbury area, including multi-utility, road and tunnel works. Consultees say there would be increased congestion and pollution as a result of the construction, as well as road closures that would make local journeys more difficult.	-	Thurrock Council	7	19	<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, including utilities works and the tunnel construction, on local people and roads can be minimised wherever possible.</p> <p>The proposals in the Tilbury area 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). This provides assessments of the impacts of the Project during construction and operation and includes information about the proposed mitigation for each area.</p> <p>ES Chapter 13: Population and Human Health (Application Document 6.1) sets out 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>assessment of the impacts of the Project on local communities and includes information about the proposed mitigation.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction 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.</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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>example, due to anxiety around perceived changes in air quality or as a result of changes to noise levels. Longer journey times due to traffic management and road closures, reduced access to green spaces and closures of walking, cycling and horse riding routes could also impact people's health and wellbeing. Some local businesses, including farms, would have land temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of 26 residential properties and one commercial property north of the River Thames.</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>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 congestion, pollution and road closures 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>ES Chapter 12: Noise and Vibration (Application Document 6.1) includes an assessment 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>impact of noise on local properties and populations, including those in East and West Tilbury and Linford, and proposed mitigation0.</p> <p>During construction, good practice measures would be implemented, such as closed-board fencing installed around the construction compounds, the use of low-noise equipment, and the locating of noisy activities as far away from key local buildings as possible. Appropriate noise and vibration limits would be monitored and adjusted to ensure ongoing effectiveness.</p> <p>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 (Application Document 6.3). This assessment finds that North of the River (including Tilbury and Linford), the distances to receptors are so great that land based receptors here would not experience any measurable noise or vibration from the tunnel boring machines (TBMs).</p> <p>There is, however, 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 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>ES Chapter 5: Air Quality (Application Document 6.1) includes an assessment of the Project's impact on local people during construction and operation as a result of changes in air quality. The assessment includes consideration of the impact of construction vehicles as well as dust caused by construction activities.</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft DCO (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents 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</p>	

Code	Summary of issue(s) raised	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 strategic and local highway networks. It also assesses the predicted impacts on the road and public transport networks during the Project's construction.</p> <p>The Applicant is 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>	
TLJ7	Comments expressing concern about the removal of design features previously proposed at Tilbury, including the roadside service facility, maintenance depot and Tilbury junction and link road.	Port of Tilbury London Ltd	Kent County Council, Thurrock Council, Essex County Council, Dartford Borough Council	4	26	After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities.	No
TLJ8	Suggestions that the Tilbury junction and roadside service facility proposed at Statutory Consultation should be reinstated, or a Tilbury link road included, as part of the Project.	Port of Tilbury London Ltd	-	4	12	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.	No

Code	Summary of issue(s) raised	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 also concluded that a new dedicated maintenance depot is no longer required as part of the Project because the services it was expected to provide for the Project could be met by the maintenance depots that currently service the nearby SRN, either in their existing form or with expanded capacity.</p> <p>In 2017, the Applicant considered an option to provide a direct link road between the then-proposed Tilbury junction and the Port of Tilbury. However, this link was discounted because traffic modelling highlighted a number of drawbacks to the potential design at Tilbury and the A13, including unnecessary delays to freight journeys and significant impacts on local roads. The Applicant is now investigating the Tilbury Link Road separately.</p> <p>For more information about the decision to remove the roadside service facility, maintenance depot and Tilbury junction, see the Project Design Report (Application Document 7.4). For information about the previously proposed Tilbury Link Road, see the Planning Statement (Application Document 7.2) and the Interrelationships with other Nationally Significant Infrastructure Projects and Major Development Schemes (Application Document 7.17).</p>	
TLJ9	Comments expressing concern about the revised proposals for the Tilbury area, including the landscaping at the North	Essex Police	Thurrock Council	3	14	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	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>Portal, with concerns about the benefits provided, as well as the height of the structure and its safety. Some consultees express concern about the Project moving closer to Linford.</p>					<p>viewpoints looking out to the south, east and west, from which Coalhouse and Tilbury Forts would be visible. The tallest landform was 22.5m above sea level (Above Ordnance Datum). 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 in the best interests of the Thames Estuary. The revised proposals would include seven placemaking landforms with footpaths leading up to elevated viewing points. Whilst the landforms would range between 18m and 24m above sea level (AOD), this would allow the landforms to provide 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> <p>The new landform would be approximately 9m higher than the current ground level and would be designed with gentle gradients to ensure the landforms can be reached safely on foot via dedicated footpaths. The area would be open to the public and would provide a recreational area for local people.</p> <p>The proposed reuse of excavated materials north and south of the river would reduce the amount</p>	

Code	Summary of issue(s) raised	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 need to be removed by road. One of the benefits of the revised landscaping at the North Portal is a reduction in Heavy Goods Vehicle (HGV) journeys during construction. At Supplementary Consultation in January 2020, the Applicant presented revised plans showing an overall reduction in the volume of HGV traffic needed to build the Project. At Statutory Consultation in October 2018, the proposed figure was an average of 17,500 HGV journeys a month, whereas at Supplementary Consultation in January 2020 this figure had been reduced to an average of 13,300 HGV journeys per month. The reduction would be achieved by reusing excavated materials for landscaping features around the tunnel portals and other design changes.</p> <p>The Applicant consulted on revised proposals for HGV movements during the Community Impacts Consultation of July 2021. These would mean a further reduction to an average of 10,350 HGV journeys per month Project-wide during the construction phase. As proposed during Supplementary Consultation in January 2020, moving the route of the Project closer to Linford by up to 60m, combined with stopping up Hornsby Lane, avoids the need to make major changes to nearby overhead power lines. This would have meant power lines between Hoford Road and Hornsby Lane would not need to be relocated south towards Chadwell St Mary, closer to those properties. Moving these power lines</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>would also have increased costs and construction complexity.</p> <p>Following the Local Refinement Consultation in May 2022 and as a result of further engagement with the relevant utility company, the proposed works to realign overhead power lines over Linford are no longer needed to deliver the Project. 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>During the Local Refinement consultation in May 2022, the Applicant also proposed new routes to link the heritage assets of Coalhouse Fort and Bowater Farm Battery to East Tilbury. Following stakeholder feedback requesting a link between 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 Farm Battery, and to East Tilbury. These new connections would create a variety of alternative routes that walkers, cyclists and horse riders in the local area could use. This change also addresses feedback from Thurrock Council about active travel routes around the Coalhouse Fort area.</p>	
TLJ10	General comments expressing concern about the impact of the Project on traffic and congestion in the Tilbury area. Consultees say that the	-	Thurrock Council	10	48	Traffic in Tilbury is forecast to see increases along some roads and decreases along others 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

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	<p>area already experiences high volumes of traffic, including traffic associated with the Port of Tilbury, and that the local road network would not cope with traffic once the Project is operational.</p>					<p>Traffic in East Tilbury is forecast to be largely unaffected by the Project, with flows 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 local roads.</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring 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</p>	

Code	Summary of issue(s) raised	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 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>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 Chapter 5 of the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
TLJ11	Comments expressing concern about the revised proposals for utilities in the Tilbury area. Comments include concern about the potential impact on the local water supply due to the requirements of the tunnel boring machine. There was also a suggestion to realign the overhead power line diversion near the Tilbury Loop railway line.	National Grid	Thurrock Council	5	21	<p>The Applicant has engaged with utility companies throughout the development of the Project, ensuring it would be possible for works to be carried out in a way that would minimise disruption to local people and communities, businesses and road users.</p> <p>The tunnel boring machine (TBM) would need water and electricity supplies for the excavation as would the northern tunnel entrance compound. The Applicant consulted on some additional land required to connect the Linford borehole and the mains water and electricity supplies to the compound and TBM during the Design Refinement Consultation in July 2020. The Applicant's assessments, including discussions with the relevant utility companies (UK Power Networks and Essex and Suffolk Water) show that these works are not expected to affect water or electricity supplies to the local area.</p> <p>For more information about these utilities proposals, see Environmental Statement Chapter 2: Project Description (Application Document 6.1).</p> <p>In response to further design development and discussions with National Grid, the Applicant has revised proposals for the overhead power line diversion near the Tilbury Loop railway line. The revised diversion would follow an amended alignment compared to that consulted on during the Design Refinement Consultation in July 2020, reducing the impact on nearby properties and simplifying ongoing maintenance. For more</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
						information about the revised proposals, see the Works Plans (Application Document 2.6).	
TLJ12	General comments opposing the revised proposals for the Tilbury area. Consultees comment that the Project is in the wrong location.	Port of Tilbury London Ltd	-	5	18	<p>The Secretary of State chose the route and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. In selecting the alignment of the proposed route, as well as the location of the junctions and their design, the Applicant has sought to balance the Scheme Objectives, which were agreed with the Department for Transport and are set out in the Need for the Project (Application Document 7.1). The Applicant has aimed to provide the necessary connectivity to relieve the Dartford Crossing, support sustainable local development and regional economic growth, improve road safety and minimise the impacts of the Project on health and the environment. Underpinning all these requirements is a need to control costs and provide value for money.</p> <p>During the development of the Project to date, the Applicant has selected options and designs that have been rigorously tested against the Scheme Objectives and, at the appropriate stages, have been presented at public consultation. The Applicant has worked closely with stakeholders to understand their needs and, wherever practicable and appropriate, to incorporate their feedback into the designs while still fulfilling the Scheme Objectives.</p> <p>Having carried out and documented this design process, the Applicant has now concluded that</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 proposed route of the Project and its junctions are the most appropriate response to the Scheme Objectives, and that the Applicant is proposing the most suitable mitigation to reduce negative impacts on local people and the environment.</p> <p>After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities.</p> <p>If the Project is granted development consent, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the SRN. Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time – for example, commenting on what facilities should be provided.</p> <p>The Applicant has also concluded that a new dedicated maintenance depot is no longer required as part of the Project because 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>services it was expected to provide for the Project could be met by the maintenance depots that currently service the nearby SRN, either in their existing form or with expanded capacity.</p> <p>In 2017, the Applicant considered an option to provide a direct link road between the then-proposed Tilbury junction and the Port of Tilbury. However, this link was discounted because traffic modelling highlighted a number of drawbacks to the potential design at Tilbury and the A13, including unnecessary delays to freight journeys and significant impacts on local roads. For more information about the Tilbury Link Road, see the Project Design Report (Application Document 7.4).</p> <p>For more information about the decision to remove the roadside service facility, maintenance depot and Tilbury junction, see the Project Design Report (Application Document 7.4). For information about the previously proposed Tilbury Link Road, see the Need for the Project (Application Document 7.1).</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant has amended the operational access arrangements in the Tilbury area to provide permanent operational and emergency service vehicles access to this section of the Project. This change also includes the provision of a bridge over the Project for operational and emergency access. These design changes would not preclude construction of a junction at Tilbury connecting the Lower</p>	

Code	Summary of issue(s) 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 Crossing to the wider road network, should this be pursued later. Details about the construction and operational access arrangements, and more information about the environmental assessments and proposed mitigation can be found in the Environmental Statement (Application Documents 6.1, 6.2 and 6.3).	
TLJ13	Suggestions for design changes in the Tilbury area, including increasing the tunnel length, providing a means for motorists to carry out U-turns on the approach to the tunnel, upgrading footpath FP61 to a bridleway, and maintaining the alignment of Coal Road.	Port of Tilbury London Ltd, Environment Agency	Thurrock Council	4	9	<p>The Applicant considered suggestions for design changes in the Tilbury area, but did not make any further changes.</p> <p>The Applicant investigated extending the tunnel northwards to pass under the Tilbury Loop railway line and Station Road which would locate the North Portal 2km north of where it is currently proposed. Extending the tunnel that far would present significant engineering challenges due to the geology of the area and the need to adapt the existing tunnel design to account for the increased length. Both these factors would have added significantly to the Project costs. In addition, extending the tunnel beyond the location of the previously proposed Tilbury junction would limit any future connection to the route.</p> <p>For more information on the design of the Project, see the Project Design Report (Application Document 7.4), and the Design Principles (Application Document 7.5).</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</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>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 reduce the risk of 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>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 roads and slip roads designed for safe lane changes with signage to minimise the risks of motorists going the wrong way. Signage would be located in advance of the proposed M2/A2/A122</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Lower Thames Crossing and A13/A1089/A122 Lower Thames Crossing junctions to minimise the risk of motorists heading towards the tunnel by mistake. However, if motorists did head south from the proposed A13/A1089/A122 Lower Thames Crossing junction or north from the proposed M2/A2/A122 Lower Thames Crossing junction, there would be no opportunity to turn around until they had passed through the tunnel except in the case of an emergency.</p> <p>The design of the Project in the area around the Tilbury Viaduct precludes maintaining the current alignment of Coal Road. The revised alignment, using Low Street Lane and a new section of a Public Right of Way, was consulted on during Supplementary Consultation in January 2020. This would maintain the existing connection, but with a diversion under the proposed Tilbury Viaduct.</p> <p>Footpath FP61 would be affected by implementation of the Project as the new road would pass through the western section of its current alignment interrupting the connection between East Tilbury and Low Street Lane. As a response this section of FP61 would be realigned south to join the existing alignment of BR58. The existing alignment of BR58 would be similarly interrupted by the new road, however east-west connectivity would be maintained by diverting BR58 south, beneath the new Tilbury viaduct to connect with Low St Lane. From Low</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Street Lane connection can be made to both BR63 and FP67.</p> <p>There would be an increase in journey length for those using FP61 to travel between East Tilbury and BR63. FP61 would remain available for pedestrians only with east-west cycle use provided for by the new pedestrian-cycle track alongside Muckingford Road.</p> <p>The Applicant consulted on revised proposals for these Public Rights of Way during the Community Impacts Consultation in July 2021.</p>	

## Issues raised in response to open Question 1f

- 13.4.25 Table 13.8 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:
- 13.4.26 *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.*
- 13.4.27 For reference, the closed Question 1e referred to in Q1f above was as follows:
- 13.4.28 *Q1e: Do you support or oppose the proposed changes in the area around the A13/A1089 junction? Please refer to the Design refinements chapter of the guide.*
- 13.4.29 For more information about Q1e and how consultees responded to it and the other closed questions in the consultation response form, see Section 13.3 of this report.
- 13.4.30 The issues raised that relate to the proposed A13/A1089/A122 Lower Thames Crossing junction are summarised in Table 13.8 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.
- 13.4.31 The Applicant has fully considered all of the responses received, Table 13.8 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.
- 13.4.32 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to them with a combined response.

## Information presented in Table 13.8

- 13.4.33 The information presented in Table 13.8 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 Design Refinement 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 A13/A1089/A122 Lower Thames Crossing/ junction and the Applicant's responses**

13.4.34 Table 13.8 below summarises the issues raised relating to the proposed A13/A1089/A122 Lower Thames Crossing junction and the Applicant's responses to those issues raised.

**Table 13.8 Summary of issues raised relating to the proposed 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
A13J1	Comments supporting the proposed A13/A1089/A122 Lower Thames Crossing junction on the grounds of improved connectivity.	-	-	0	5	These comments have been noted.	No
A13J2	General comments supporting the revised proposals for the A13/A1089/A122 Lower Thames Crossing junction, including those saying that the changes are logical, better, or necessary.	-	Essex County Council	3	89		No
A13J3	Comments supporting the revised proposals for the A13/A1089/A122 Lower Thames Crossing junction, including the removal of a false cutting and closing Hornsby Lane.	-	-	1	1		No
A13J4	Comments supporting the revised proposals for the A13/A1089/A122 Lower Thames Crossing junction including revisions to Muckingford Road that	-	Thurrock Council	0	1		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	provide an east-west connection.						
A13J5	Comments supporting the proposed A13/A1089/A122 Lower Thames Crossing junction on the grounds of improved traffic conditions.	-	-	0	15		No
A13J6	Comments supporting the revised proposals for the relocation of the Traveller site at the A13/A1089/A122 Lower Thames Crossing junction.	Essex Police	-	2	16		No
A13J7	General comments expressing concern on the grounds that the proposed A13/A1089/A122 Lower Thames Crossing junction includes limited connectivity. Consultees say the junction is too complex and would necessitate lengthy detours on the local road network.	-	Thurrock Council, Essex County Council	4	21		No
A13J8	Comments expressing concern that the proposed A13/A1089/A122 Lower Thames Crossing junction	Port of Tilbury London Ltd	Kent County Council,	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
	includes limited connectivity between the Project and the A1089 southbound.		Thurrock Council			are set out in the Need for the Project (Application Document 7.1). West-facing slip roads linking the A13 eastbound to the Project are not included in the proposed design because the predicted usage is low. This is also true for links for those travelling from the Project (north or southbound) to the A13 westbound, which are not provided either.	
A13J9	Comments expressing concern that the proposed A13/A1089/A122 Lower Thames Crossing junction include limited connectivity between the Project and the A13. Consultees also raised concerns regarding the impacts on the Manorway junction.	-	Kent County Council, Thurrock Council, Essex County Council	2	13	<p>During the Community Impacts Consultation in July 2021, the Applicant consulted on a change to the proposed A13/A1089/A122 Lower Thames Crossing junction, comprising an extra lane on a previously proposed link road that would connect the Project to the A13 eastbound and Orsett Cock junction. This would provide additional capacity for this link road, which is forecast as a result of additional proposed developments in the area. Comments on these proposals and the Applicant's response to the issues raised are presented in Section 14.4 of this report.</p> <p>In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design would provide a direct link between the Orsett Cock junction and the A1089</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>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 design of the junction, 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> <p>As well as providing relief at Dartford and its approach roads, in line with the Scheme Objectives, traffic modelling predicts that the Project would have an impact on other parts of the SRN and local roads, with some roads forecast to experience a decrease in traffic and others an increase. Overall, the transport benefits of the Project outweigh the negative impacts on the road network. For more information about these predicted changes to traffic, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8), which shows the change in flows associated with the Project.</p> <p>Where these forecast increases are on the SRN and other major roads, assessments have been presented to the Department for Transport (DfT) as to why some locations might be suitable 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>upgrading. Any proposed upgrades would be considered alongside other calls for investment in the road network and would be subject to the decision-making process set out in the Government's Road Investment Strategy 2 (RIS2) (DfT, 2020a), setting out the Government's priorities for roads investment for 2020-25, or those processes governing local road funding bids.</p> <p>Once the Project is operational, traffic impacts would be monitored on the affected road network, including local roads.</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p>	

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

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						For more information about the Project's transport benefits, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7) and the Economic Appraisal Package, which is Appendix D.	
A13J10	Comments expressing concern about the construction of the Project, including multi-utility works and construction compounds near the proposed A13/A1089/A122 Lower Thames Crossing junction. Consultees say there would be increased congestion and pollution in the area around Orsett as a result of construction, as well as road closures that would make local journeys difficult.	-	Thurrock Council	8	20	<p>The Applicant has engaged with utility companies 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 the utility network operator.</p> <p>There are a large number of existing utilities in the vicinity of the proposed A13/A1089/A122 Lower Thames Crossing junction, including gas pipelines, electricity power lines and pylons, and multi-utilities (which may include water, communications and electricity cables). To accommodate the proposed junction, some utilities would need to be diverted.</p> <p>In addition to works around the proposed A13/A1089/A122 Lower Thames Crossing junction, some above and below ground utilities within the vicinity of the B186 North Road (Ockendon) would need to be diverted to facilitate the Project. Where practicable, the Applicant would explore opportunities to place power lines underground in this location to reduce the impacts of works on the local community, following further discussion with utility companies, stakeholders and additional design investigation.</p>	Yes
A13J11	Comments expressing concern about the revised proposals for utilities near the proposed A13/A1089/A122 Lower Thames Crossing junction. Consultees say works to divert the utilities would	Environment Agency	-	12	23		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	disrupt the local community					<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 reduced. A waste water 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>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 utilities works 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</p>	

Code	Summary of issue(s) raised	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 documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out in Section 14.4 of this report, which also explains how the Applicant had regard to those comments. The Transport Assessment (Application Document 7.9) sets out likely impacts on the road network associated with construction activities.</p> <p>An Environmental Impact Assessment (EIA) has also been carried out, which documents the impact of the Project including utilities works, on local people and communities, including local amenities and schools. Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1) assesses the impacts of the utilities 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 utilities 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>	

Code	Summary of issue(s) raised	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 26 residential properties and one commercial property north of the River Thames.</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>Focused information about how the Project is expected to impact local communities and the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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>ES Appendix 2.2: Code of Construction Practice (CoCP) (Application Document 6.3) 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.</p> <p>Also included in the CoCP are 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. 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. ES Chapter 5: Air Quality (Application Document 6.1) includes an assessment of the predicted changes to air quality as a result of new traffic patterns as a result of the Project.</p> <p>ES Chapter 12: Noise and Vibration (Application Document 6.1) sets out the assessment of noise and vibration expected to be caused by 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 of the Project, including information about any mitigation proposed for areas where these levels are predicted to be significant.</p> <p>The compounds and Utility Logistics Hubs (ULHs) near the proposed A13/A1089/A122 Lower Thames Crossing junction are required to facilitate construction of the proposed junction and the rest of the Project. More information about the compounds and the measures to reduce their impacts on the surrounding area are presented in the CoCP and were consulted on by the Applicant in the July 2021 Community Impacts Consultation. Comments on those documents provided in responses to the consultation are set out in Section 14.4 of this report.</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>	
A13J12	Comments expressing concern about the land required for the proposed A13/A1089/A122 Lower Thames Crossing junction,	-	Thurrock Council	9	11	Throughout the Project's design and development, the Applicant has sought to minimise the amount of land needed for the Project, with the aim of reducing the impact on local people and the environment, controlling	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	including that needed for electricity and gas diversions.					<p>costs, while still fulfilling the Scheme Objectives, including the need to provide relief to the congestion at the Dartford Crossing.</p> <p>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 would be provided.</p> <p>The Applicant has engaged with utility companies 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 the land required.</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>Land near the proposed A13/A1089/A122 Lower Thames Crossing junction would be needed to divert and relocate existing utilities to allow the Project to be built safely and with minimal interruption of supply during operation 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>networks. Much of the land required for utilities diversions would only be needed temporarily with permanent rights, which would allow the utilities works to be carried out and maintained in the future. Changes to the land use for utilities works were consulted on during Supplementary Consultation in January 2020.</p> <p>The land required for these works was reduced slightly after Supplementary Consultation due to a refinement of the area required for utility diversions. These changes were presented as part of the Design Refinement Consultation in July 2020.</p> <p>Following feedback received at the Design Refinement Consultation in July 2020 about proposals for utilities near the proposed A13/A1089/A122 Lower Thames Crossing junction, the Applicant made some changes where practicable.</p> <p>After the Design Refinement Consultation, the alignment of the high-pressure gas pipeline around Rectory Road has been revised to locate it closer to the earthworks for the new road. This has been done keeping in mind the setting of the area and the restrictions and risks associated with a pipeline of this classification.</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. The compounds and Utility Logistics Hubs</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>(ULHs) near the proposed A13/A1089/A122 Lower Thames Crossing junction would be needed for construction of the junction and for the rest of the Project. More information about the compounds and ULHs including the measures to reduce their impacts on the surrounding area is presented in Environmental Statement Appendix 2.2: Code of Construction Practice (Application Document 6.3).</p> <p>At Statutory Consultation in October 2018, the Applicant proposed realigning Rectory Road to the east of its current route in order to accommodate the then-proposed alignment of the A13/A1089/A122 Lower Thames Crossing junction slip roads, with the new Rectory Road passing through the Orsett Showground. These proposals would have permanently affected the land in which the Orsett Show usually operates. Since Statutory Consultation, the Applicant's proposals in this area have been revised several times. The proposals submitted as part of the application for development consent feature realigned slip roads and keep Rectory Road on its current alignment, reducing the impacts on the Showground. A smaller area of the Showground near the A13 would be required permanently to accommodate the new slip roads. Additional land near the A13 would be required temporarily to divert a gas pipeline, with permanent rights acquired allowing for access and maintenance of the pipeline. The Applicant consulted on these revised highways and utilities proposals during subsequent</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						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).	
A13J13	Comments expressing concern about the revised proposals for the A13/A1089/A122 Lower Thames Crossing junction, including the removal of a section of false cutting and changes to some link road designs at the junction.	-	Thurrock Council	5	14	<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 junctions, including the A13/A1089/A122 Lower Thames Crossing, 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.</p> <p>Updated proposals including the removal of a false cutting and merge changes were included</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 the Design Refinement Consultation in July 2020.</p> <p>A section of false cutting along the route would be removed between Brentwood Road and Hoford Road. This is due to a watercourse realignment in this area. Removing some of the false cutting would mean less visual and noise screening, so a 3m-high noise barrier and additional planting is proposed to reduce the impacts of the Project on nearby properties.</p> <p>Following further analysis of the Applicant's traffic modelling, changes were proposed to two A13/A1089/A122 Lower Thames Crossing junction link roads. First, where the A13 westbound and A1089 northbound slip road joins the Project northbound, the Applicant's modelling forecasts that a significant number of Heavy Goods Vehicles (HGVs) would join the Project northbound from the A1089. This would require a different merge layout from that previously proposed. Second, where the slip road from the Orsett Cock junction joins the existing A13 westbound, a different merge layout would be needed because there has been an increase in forecast traffic flows from the previous iteration of the modelling. Both of these proposed changes to the slip road design would increase capacity.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant consulted on a change to the proposed A13/A1089/A122 Lower Thames Crossing junction, comprising an extra</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>lane on a previously proposed link road that connects the Project to the A13 eastbound and Orsett Cock junction. This would provide additional capacity for this link road, which is forecast as a result of additional proposed developments in the area. Comments on these proposals and the Applicant's response to the issues raised are presented in Section 14.4 of this report.</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 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.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
A13J14	Comments expressing concern about the impact of the proposed A13/A1089/A122 Lower Thames Crossing junction on traffic and congestion in the area. Consultees say the strategic road network, as well as smaller local roads, would be congested. Other comments include concern that the Project would negate the improvement works that have been taking place on the A13, and concern that the London Resort development means that there would be an increase in vehicles in the area, representing a cumulative impact in addition to traffic associated with the Project.	-	Thurrock Council, Essex County Council	17	68	<p>Traffic modelling shows that the A13 west of the Project and A1089 southbound is forecast to experience a decrease in traffic levels once the Project is operational. Traffic modelling also forecasts increases in traffic on roads in the vicinity of 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 the A130 southbound.</p> <p>The proposed A13/A1089/A122 Lower Thames Crossing junction and the connections between the new road and the strategic road network and the local road network brings an overall benefit as it directly contributes to the Scheme Objectives.</p> <p>The proposed A13/A1089/A122 Lower Thames Crossing junction would provide a connection desirable for both local and regional traffic demands. The connections to the A13 eastbound from south of the River Thames would relieve the congested Dartford Crossing and the approach roads, as well as the A2 between Gravesend and Dartford. The connection from the A13 westbound to the M25 northbound, would reduce the congestion at M25 junction 30, thereby relieving the Dartford Crossing northern approach roads. Along with the connection from the M25 northbound to the A13 westbound this would also provide relief to the M25 between junctions 30 and 29, and the A13.</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>There would be local increases in traffic flows on the A13 to the east of the junction with the A122 and on the A1089 northbound as drivers take advantage of the new crossing. In addition, there would be increases in traffic on other local roads as drivers re-route following changes in the connections at the proposed A13/A1089/A122 Lower Thames Crossing junction.</p> <p>As a result of new developments within the area that the Project is proposed, there is now a need for increased capacity on the roads linking the Project road to the A13 eastbound and Orsett Cock junction.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a change to the proposed A13/A1089/A122 Lower Thames Crossing junction, comprising an extra lane on a previously proposed link road that would connect the Project to the A13 eastbound and Orsett Cock junction. This would provide additional capacity for this link road, which is forecast as a result of additional proposed developments in the area. Comments on these proposals and the Applicant's response to the issues raised are presented in Section 14.4 of this report.</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</p>	

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						<p>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. Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and</p>	

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

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						<p>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 transport analysis guidance (DfT, 2021b). During the Community Impacts Consultation in July 2021, the Applicant's traffic modelling did not include the London Resort development (formerly the Paramount Pictures Theme Park). The consultation materials identified that there would be cumulative effects, but uncertainties and limitations in the data available for the London Resort project prevented its inclusion into the traffic modelling. London Resort has subsequently withdrawn its planning application and so the development is not included in the Applicant's traffic modelling that has been submitted as part of the application for development consent.</p> <p>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).</p>	
A13J15	Comments expressing concern about the revised proposals for the relocation of the traveller site near the A13/A1089/A122 Lower Thames Crossing junction.	-	Thurrock Council	4	30	Throughout the design and development of the Project, the Applicant has consulted with the traveller community at Gammonfields Way, the local authority, and local people. This engagement has included face to face discussions with the travellers to understand their needs and preferences for a new site.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>Some consultees say that the travellers were not consulted on the proposed location of the new site. Some consultees say the revised proposal for the site is unsuitable because it is between the Project and a proposed construction compound, causing air and noise pollution. Others say they would prefer the traveller site to be located further from homes.</p>					<p>Following further design work and consideration of feedback from the Supplementary Consultation in January 2020, the Applicant proposed a new site for the Gammonfields Way Traveller Site. This would be adjacent to its current location, with access off Gammonfields Way. The revised location for the traveller site was presented in the Design Refinement Consultation in July 2020. To find out more about this proposal, see Chapter 7 of this report.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant presented an overview of changes and impacts the new road may have during construction and operation in the Ward Impact Summaries. This document explained how the Applicant assessed and developed proposals to mitigate the impacts of the Project on local communities including the Gammonfields traveller site. For more information about the Community Impacts Consultation, see Chapter 8 of this report.</p> <p>The traveller site would be close to the proposed A13/A1089/A122 Lower Thames Crossing junction, with this being a similar situation compared with its current location next to the existing A13/A1089 junction. Air quality assessments have been carried out showing that, once operational, there would be no significant impacts on air in the local area.</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</p>	

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						<p>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>These assessments have been carried out as part of the Project's Environmental Impact Assessment (EIA), which is documented in the Environmental Statement (ES) of which Chapter 5: Air Quality, and Chapter 12: Noise and Vibration (Application Document 6.1), include assessments of the Project's impacts during construction, including information about any proposed mitigation.</p> <p>There would be no significant impacts on air quality in relation to human health during construction. 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 ES Appendix 2.2: Code of Construction Practice (CoCP) (Application Document 6.3). The CoCP includes information about how the impacts of construction</p>	

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						<p>compounds would be mitigated for nearby residents.</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>Requirement 4 in the Schedule 2 Requirements of the draft Development Consent Order (Application Document 3.1) stipulates that an Environmental Management Plan (EMP2), which is substantially in accordance with the CoCP, must be submitted to and approved by the Secretary of State for each part of the authorised development.</p> <p>The CoCP and the Register of Environmental Actions and Commitments (REAC) are legally secured in the draft Development Consent Order (DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to</p>	

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						<p>reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the 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>	
A13J16	General comments opposing the revised proposals for the A13/A1089/A122 Lower Thames Crossing junction.	-	Thurrock Council	10	40	<p>The proposed A13/A1089/A122 Lower Thames Crossing junction would provide economic benefits to the region and the local area, helping the Project to fulfil its Scheme Objectives, as agreed with the Department for Transport and set out in the Need for the Project (Application Document 7.1).</p> <p>The junction's design has gone through an iterative design process, which saw it revised after Statutory Consultation in October 2018 in order to improve safety for motorists, reduce the impact of construction, and reduce the junction's</p>	No



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						<p>visual impact. New routes for walkers, cyclists and horse riders were also accommodated, as was improved connectivity for emergency vehicles to reduce response times.</p> <p>During the design development process, the Applicant identified that the priority for connection to the A13 was those roads that deliver relief to the congested Dartford Crossing and approach roads. Namely, those links that would provide connections from the A2 in Kent to the A13 section east of the A1089 into east Thurrock and Essex, thereby providing relief to the Dartford Crossing, as well as those links that would provide an alternative to the right turn from the A13 westbound on to the M25 northbound, thereby relieving M25 junction 30.</p> <p>The proposed design at Statutory Consultation in October 2018 provided these key links, providing connectivity between the Project and the A13.</p> <p>In addition, the junction would provide connectivity for the M25 southbound on to the A13 eastbound, which would relieve the stretch of the M25 southbound between junctions 29 and 30, and also the A13 eastbound between the M25 and the A1089 junction.</p> <p>Having considered responses to Supplementary Consultation in January 2020 and carried out further investigations, the Applicant made a number of further changes to the proposed A13/A1089/A122 Lower Thames Crossing junction. While the general arrangement 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>junction and its connections remained the same, there were improvements to link roads to increase capacity and safety. These updated proposals were included in the Design Refinement Consultation in July 2020, which is described in Chapter 7 of this report.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a change to the proposed A13/A1089/A122 Lower Thames Crossing junction, comprising an extra lane on a previously proposed link road that would connect the Project to the A13 eastbound and Orsett Cock junction. This would provide additional capacity for this link road in line with traffic flows forecast as a result of additional proposed developments in the area. Comments on these proposals and the Applicant's response to the issues raised are presented in Section 14.4 of this report.</p> <p>In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design would provide a direct link between the Orsett Cock junction and the A1089 southbound which also improves connectivity from the Project northbound and southbound to the A1089. Westbound traffic would be able to</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>access 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 junction's 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.</p>	
A13J17	<p>Suggestions for changes to the proposed A13/A1089/A122 Lower Thames Crossing junction, including adding connections to local roads, moving the construction compound further west, providing additional routes for walkers, cyclists and horse riders, and changing Rectory Road bridge to a green bridge.</p>	Essex Police	Gravesham Borough Council, Thurrock Council, Essex County Council	10	18	<p>The proposed A13/A1089/A122 Lower Thames Crossing junction would provide 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 consideration of the traffic modelling and feedback from stakeholders. 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 during the Community Impacts Consultation in July 2021.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design would provide a direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the Project northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the Orsett Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road.</p> <p>There are four construction compounds in the vicinity of the proposed A13/A1089/A122 Lower Thames Crossing junction. The proposed location for each is based on a number of criteria, including access to site, proximity to works, environmental considerations, proximity to residents, traffic impacts and utilities works. The Applicant consulted on the location of construction compounds during the July 2021 Community Impacts Consultation. Comments on those documents provided in responses to the consultation are set out in Section 14.4 of this report.</p> <p>At Statutory Consultation in October 2018, the Applicant proposed realigning Rectory Road to</p>	

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						<p>the east of its current route in order to accommodate the then-proposed alignment of the A13/A1089/A122 Lower Thames Crossing junction slip roads, with the new Rectory Road passing through the Orsett Showground. These proposals would have permanently affected the land in which the Orsett Show usually operates. Since Statutory Consultation, the Applicant's proposals in this area have been revised several times. The proposals submitted as part of the application for development consent feature realigned slip roads and keep Rectory Road on its current alignment, reducing the impacts on the Showground. A smaller area of the Showground near the A13 would be required permanently to accommodate the new slip roads. Additional land near the A13 would be required temporarily to divert a gas pipeline, with permanent rights acquired allowing for access and maintenance of the pipeline. The Applicant consulted on these revised highways and utilities proposals during subsequent consultations, including Supplementary Consultation in January 2020 and the Community Impacts Consultation in July 2021. More information about the land needed in this area can be found in the Land Plans (Application Document 2.2).</p> <p>The proposed walking, cycling and horse riding facilities have also been informed by careful consideration of the feedback received during consultations, as well as numerous site visits and meetings with stakeholders including</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>landowners, local authorities and user groups. The Applicant has reviewed the sometimes-competing demands of users and landowners, and has 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>Rectory Road is not designed as a green bridge because it is not a key crossing point for wildlife and would not provide an optimal habitat link. Furthermore, due to its location, widening the structure to allow for significant greening would impact slip roads at the A13/A1089/A122 Lower Thames Crossing junction.</p> <p>Walking, cycling and horse riding provision across the Rectory Road Bridge is proposed. The existing shared walking and cycling facilities would be upgraded with a wider shared path that would meet current design standards. Additionally, because this bridge links Orsett Showground to the BR79 bridleway, there would be a separate horse riding track provided alongside the shared path.</p>	

## Issues raised in response to open Question 1h

- 13.4.35 Table 13.9 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:
- 13.4.36 *Q1h: Please let us know the reasons for your response to Q1g and any other comments you have on the proposed changes in the area around the Lower Thames Crossing and its junction with the M25.*
- 13.4.37 For reference, the closed Question 1g referred to in Q1h above was as follows:
- 13.4.38 *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 the Design refinements chapter of the guide.*
- 13.4.39 For more information about Q1g and how consultees responded to it and the other closed questions in the consultation response form, see Section 13.3 of this report.
- 13.4.40 The issues raised that relate to the proposed A122 Lower Thames Crossing/ M25 junction are summarised in Table 13.9 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.
- 13.4.41 The Applicant has fully considered all of the responses received, Table 13.9 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.
- 13.4.42 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to them with a combined response.

## Information presented in Table 13.9

- 13.4.43 The information presented in Table 13.9 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.

- 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 Design Refinement 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**

- 13.4.44 Table 13.9 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 13.9 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
M25J1	General comments supporting the revised proposals for the A122 Lower Thames Crossing/M25 junction, including those saying that the changes are logical, better, or necessary.	-	Essex County Council	3	87	These comments have been noted.	No
M25J2	Comments supporting the revised proposals for the A122 Lower Thames Crossing/M25 junction, including the relocation of a construction site 13 and the placing of electricity cables underground.	-	-	0	3		No
M25J3	Comments supporting the revised proposals for the A122 Lower Thames Crossing/M25 junction albeit with certain concerns including discounted travel.	-	-	1	3		No
M25J4	Comments supporting the proposed A122 Lower Thames Crossing/M25 junction on the grounds of improved traffic conditions.	-	-	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
M25J5	Comments expressing concern about the construction of the crossing, including associated multi-utility works and construction on North Road, in the area around the proposed A122 Lower Thames Crossing/M25 junction. Consultees say there would be increased congestion and pollution as a result of the construction activity, as well as road closures that would make local journeys difficult. Some consultees say that during construction the Medebridge compound would now be closer to local residences than previously planned.	-	London Borough of Havering, Thurrock Council	10	17	<p>Local people and communities have been considered throughout the design and development of the Project and consulted with at appropriate stages of development. The Applicant would continue to consider local people during construction and operation of the proposed A122 Lower Thames Crossing/M25 junction.</p> <p>An Environmental Impact Assessment (EIA) has been carried out and is documented in the Environmental Statement (ES) (Application Document 6.1, 6.2 and 6.3). ES Chapter 13: Population and Human Health (Application Document 6.1) assesses the impact of construction and operation of the route, including at the proposed A122 Lower Thames Crossing/M25 junction, on local people and sets out the proposed mitigation.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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.</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 26 residential properties and one commercial property north of the River Thames.</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>	

Code	Summary of issue(s) raised	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, including congestion, pollution and road closures during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, including the information presented in the Ward Impact Summaries (see Appendix S of this report).</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 (Application Document 6.1) the last of which includes an assessment of light pollution. Each chapter includes information about how adverse impacts in each area would be mitigated.</p> <p>With the required mitigation measures in place, there would be no impacts on air quality or from lighting during the construction phase.</p> <p>To reduce the impacts of 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</p>	

Code	Summary of issue(s) raised	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 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>To reduce the impact of construction work on the landscape and on visual amenity, taller temporary construction plant and buildings within construction compounds would, where practicable, be sited to reduce their prominence from the surrounding landscape. Other measures, such as temporary perimeter mounds, are proposed to soften sensitive views of some construction compounds.</p> <p>During construction, the compounds and the removal of vegetation would have significant effects on the landscape, with the two tunnel entrance compounds having the greatest effect. There would be temporary effects on landscape including the sensitive landscape character of the Kent Downs AONB, and temporary visual effects experienced by users of recreational facilities, such as footpaths and bridleways, users of roads and by residents and users of non-residential buildings.</p> <p>During the preparation of the EIA, mitigation requirements were identified and have been incorporated into the proposals, either as</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>mitigation that is embedded within the design of the Project and secured by the relevant plans (e.g. the Engineering Drawings and Sections (Application Document 2.9)) and Design Principles (Application Document 7.5), or as features presented on 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 ES Appendix 2.2: Code of Construction Practice (CoCP) (Application Document 6.3) 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</p>	

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

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>planning 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. Working with the relevant utility companies, the Applicant has developed an estimated construction schedule that would minimise disruption to local people and utility network operators. The schedule would encourage a collaborative approach with utilities companies to reduce the impact of works – for example, through sharing construction space. Affected parties would be given advance notice before land is accessed to carry out utilities works.</p> <p>For more information about the construction schedule, see ES Appendix 2.1: 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>Supporting Information (Application Document 6.3).</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 and the associated utilities works. During the Community Impacts Consultation in July 2021, the Applicant proposed to introduce a temporary crossing and traffic management where North Road meets the Project. Comments on those documents provided in responses to the consultation are set out in Section 14.4 of this report. Any temporary traffic management arrangements would be agreed with the relevant local highway authority before implementation. The proposed location for the Medebridge compound has been moved slightly north because ground conditions are expected to be better in that area, which has allowed the Medebridge compound and what was previously known as compound 12 to be combined. This decision has been informed by the Applicant's ongoing ground investigation works. The Applicant consulted on revised construction compound locations in the Community Impacts Consultation in July 2021. Responses to the consultation are set out in Section 14.4 of this report.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
M25J6	Comments expressing concern about the proposed number of southbound lanes on the new road between the proposed A122 Lower Thames Crossing/M25 and A13/A1089/A122 Lower Thames Crossing junctions. Consultees say an additional lane would be needed in the future and that adding this additional lane would be expensive and disruptive.	-	Essex County Council	1	31	<p>The number of lanes along the Project's route has been adjusted as part of the ongoing design development process. Updated traffic modelling found that the number of lanes on the southbound section of the route between the proposed A122 Lower Thames Crossing/M25 and A13/A1089/A122 Lower Thames Crossing junctions 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. This version of the route was first presented at Supplementary Consultation in January 2021. For more about traffic modelling, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>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.</p> <p>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.</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
M25J7	<p>Comments expressing concern about the revised proposals for the A122 Lower Thames Crossing/M25 junction, including the design and location of the slip roads and the North Road bridge. Some consultees express concern about the reduction in tree planting and compensatory flood storage areas.</p>	-	-	4	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 proposed A122 Lower Thames Crossing/M25 junction, including the lanes and slip roads, 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.</p> <p>The North Road green bridge over the Project would be designed by the Applicant to standards set out in the DMRB, 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. The green bridge would include provision for walking, cycling and horse riding.</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). The Applicant consulted on the draft Design Principles during</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the Community Impacts Consultation in July 2021.</p> <p>Additional land within the Scheme is required to divert the utilities within the region, including the gas and water pipelines and the undergrounding of electricity cables. These assets have planting restrictions associated with the operation and maintenance of the asset that impede the proposed planting design, but the total area of tree-planting across the Project would not be reduced. For example, additional tree-planting was proposed near Thong Lane and around the South Portal during the Design Refinement Consultation in July 2020. For more information about the proposed tree-planting, 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 (DCO) (Application Document 3.1).</p> <p>The Applicant has worked closely with the Environment Agency regarding flood risk and the flood risk models have been refined to reflect the latest information available. Flood mitigation zones in the area around the proposed A122 Lower Thames Crossing/M25 junction have decreased marginally following further investigations at the Orsett Fen Sewer and Golden Bridge Sewer. This would reduce the impact on nearby land and property. For more information about the Applicant's</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>proposed flood mitigation measures, see ES Appendix 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 Development Consent Order (Application Document 3.1), ES Figure 2.4: Environmental Masterplan (Application Document 6.2), and ES Appendix 2.2: Code of Construction Practice (Application Document 6.3).</p>	
M25J8	General comments expressing concern about the impact of the Project on traffic and congestion in the area around the proposed A122 Lower Thames Crossing/M25	-	-	14	87	As well as providing relief at Dartford, the Project 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 to the east of the M25, the A128 to the north of the A13 and the B136 (North Road and South	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	<p>junction. Consultees say the strategic road network, as well as local roads, would be congested, particularly in the event of an incident. Some consultees say the M25 is regularly over capacity and would not be able to support additional traffic associated with the Project.</p>					<p>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, improving its accessibility by car.</p> <p>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, including the A127 west of the Project.</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <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</p>	

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

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>obligation in its collaborative work with local authorities.</p> <p>The Project would provide additional capacity across the River Thames, providing relief at the Dartford Crossing, giving motorists a wider choice of routes, and providing greater resilience in the event of network incidents, particularly the closure of the Dartford Crossing.</p>	
M25J9	<p>Comments expressing concern about the revised proposals for utilities in the area around the A122 Lower Thames Crossing/M25 junction, including their maintenance and operation. Consultees refer to the sewer works along the B186 and the electrical substation near Clay Tye Farm impacting local residents.</p>	-	<p>London Borough of Havering, Thurrock Council</p>	3	8	<p>In developing proposals for utilities works, including those in the vicinity of the M25, the Applicant has worked closely with utilities companies 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. Utilities 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.</p> <p>Some above and below-ground utilities in the vicinity of the B186 North Road would need to be diverted to facilitate the Project.</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 reduced. A wastewater connection 1.4km long would be needed from the M25 compound and the Medebridge compound along the B186,</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>connecting to the existing sewer network 560m north of Ockendon Road.</p> <p>Following feedback from stakeholders, the Applicant refined proposals to divert power lines west of Clay Tye Road. A section of overhead power line that was to be placed underground through Thames Chase Forest Centre (which the Applicant proposed during the Supplementary Consultation in January 2020) would now be diverted along two new taller pylons north of their current positions.</p> <p>Another power line would cross the M25 within the proposed new footbridge linking the east and west sections of Thames Chase Forest Centre, instead of being diverted under the M25 using trenchless installation. This would mean a substation would no longer need to be built along Clay Tye Road, and it would reduce the extent of works to the east and west of the M25 that would have been needed to lay the cable under the M25. The duration of the works would also be reduced.</p> <p>Environmental Statement Appendix 2.2: Code of Construction Practice (CoCP) (Application Document 6.3) sets out the engagement approach the appointed Contractor would be required to follow during the construction phase to ensure local people would be aware of works that would affect them.</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</p>	

Code	Summary of issue(s) raised	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 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 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>	
M25J10	General comments opposing the proposals for	-	-	10	19	The Secretary of State chose the route and the Applicant has subsequently designed the	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	the A122 Lower Thames Crossing/M25 junction and the decision to align the Project through this area.					<p>Project to reduce impacts on the environment during construction and operation.</p> <p>In choosing the location of the junctions and their design, including the proposed A122 Lower Thames Crossing/M25 junction, the Applicant has sought to balance the Scheme Objectives, which were agreed with the Department for Transport and are set out in the Need for the Project (Application Document 7.1). The Applicant has aimed to provide the necessary connectivity to relieve the Dartford Crossing, support economic growth, improve road safety and to minimise the impacts of the Project on health and the environment. Underpinning all these requirements 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.</p>	

Code	Summary of issue(s) raised	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 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 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 considered to be inferior to the chosen option for the reasons set out in the Need for the Project, which include higher costs associated with the rejected options, 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 mitigation, see the Environmental Statement (Application Documents 6.1, 6.2 and 6.3).</p>	
M25J11	<p>Suggestions for design changes in the area around the proposed A122 Lower Thames Crossing/M25 junction, including moving the junction further north, or restoring the third lane on the Project south of the proposed junction. Other consultees suggest</p>	Essex Police	London Borough of Havering	11	17	<p>In choosing the location of the junctions and their design, including the proposed A122 Lower Thames Crossing/M25 junction, the Applicant has sought to balance the Scheme Objectives, which were agreed with the Department for Transport and are set out in the Need for the Project (Application Document 7.1). The Applicant has aimed to provide the necessary connectivity to relieve the Dartford Crossing, support economic growth, improve road safety and to minimise the impacts of the</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	that Ockendon Road should remain open during construction.					<p>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 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 considered to be inferior to the chosen option for reason set out in the Need for the Project, which include higher costs, lower resilience, lower economic benefits, and increased impacts on 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
						<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> <p>The number of lanes along the Project's route has been adjusted as part of the ongoing design development process. Updated traffic modelling found that the number of lanes on the southbound section of the route between the proposed A122 Lower Thames Crossing/M25 and A13/A1089/A122 Lower Thames Crossing junctions 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. This version of the route was first presented at Supplementary Consultation in January 2020.</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</p>	

Code	Summary of issue(s) raised	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 reconstruction of the existing Ockendon Road bridge over the M25, which will 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 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 current 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</p>	

Code	Summary of issue(s) raised	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 continue to engage with stakeholders, including the local authority, to keep them up to date with any refinements to the proposals.</p> <p>More information on road closures and diversions including at Brewers Road and Ockendon Road, is 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>Responses to the consultation are set out in Section 14.4 of this report.</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>	



## Issues raised in response to open Question 1j

- 13.4.45 Table 13.10 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:
- 13.4.46 *Q1j: Please let us know the reasons for your response to Q1i and any other comments you have on the proposed changes in the area around the M25 junction 29.*
- 13.4.47 For reference, the closed Question 1i referred to in Q1j above was as follows:
- 13.4.48 *Q1i: Do you support or oppose the proposed changes in the area around the M25 junction 29? Please refer to the Design refinements chapter of the guide.*
- 13.4.49 For more information about Q1i and how consultees responded to it and the other closed questions in the consultation response form, see Section 13.3 of this report.
- 13.4.50 The issues raised that relate to proposals for junction 29 are summarised in Table 13.10 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.
- 13.4.51 The Applicant has fully considered all of the responses received, Table 13.10 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.
- 13.4.52 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to them with a combined response.

## Information presented in Table 13.6

- 13.4.53 The information presented in Table 13.6 Summary of issues raised relating to the proposals south of the River Thames and the Applicant's responses 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 Q1j or to another question in the response form but covering similar topics.
  - 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.

- e. 's42(1)(d)' states how many respondents with a land interest raised that issue.
- f. 's47 & s48' states how many members of the public raised that issue.
- g. 'The Applicant's response' presents the Applicant's response to the issue(s) raised and explains how the Applicant has had regard to the issue(s).
- h. 'Project change' states whether the issue(s) raised resulted in a change to the Project.
  - i. 'Yes' indicates that changes to the Project proposals have been made since the Design Refinement 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 junction 29 and the Applicant's responses**

13.4.54 Table 13.10 below summarises the issues raised relating to the proposals for junction 29 and the Applicant's responses to those issues raised.

**Table 13.10 Summary of issues raised relating to the 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
29J1	General comments supporting the revised proposals for junction 29, including those saying that the changes are logical, better, or necessary.	-	Essex County Council	3	75	These comments have been noted.	No
29J2	Comments supporting the revised proposals for the area around junction 29, including the placing of electricity cables underground and the use of a signalised pedestrian crossing at the A127 junction.	-	London Borough of Havering	2	8		No
29J3	Comments supporting the proposed junction 29 on the grounds of improved traffic conditions.	-	-	0	10		No
29J4	Comments expressing concern on the grounds that the proposed junction 29 would be too complicated for motorists, with consultees mentioning the arrangement whereby a slip road is shared with the proposed A122 Lower	-	Brentwood Borough Council, Essex County Council	1	1	The Applicant is proposing to upgrade junction 29 of the M25, which currently is formed of a grade-separated roundabout with traffic lights and slip roads to connect M25 traffic with the A127. 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.	No

Code	Summary of issue(s) 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 Crossing/M25 junction. Another consultee says junction 29 would not provide adequate connectivity to the proposed Brentwood Enterprise Park.					<p>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. Clear signage on the M25 northbound and on the Project would ensure motorists understand which lane and slip road they should use to reach their destination.</p> <p>The designs for the newly proposed A122 Lower Thames Crossing/M25 junction submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design to maintain safety and promote free-flowing traffic. Upgrades to the existing junction 29 would increase its capacity in line with the requirements of the Project. All designs for the Project are rigorously audited for safety. 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.</p>	

Code	Summary of issue(s) raised	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 amount of land required for the junction 29 proposals was reduced at Supplementary Consultation in January 2020, from that proposed at Statutory Consultation in October 2018, by bringing some slip roads closer to the main carriageway. The relocated slip roads are those linking the M25 and the Project northbound to the A127 westbound, plus the slip road connecting the A127 westbound to the M25 southbound.</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 during the Community Impacts Consultation in July 2021.</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</p>	

Code	Summary of issue(s) raised	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 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>The Applicant is engaging with the landowner and developer of the proposed Brentwood Enterprise Park to enter into agreements to manage the design and construction interfaces between the two projects.</p>	
29J5	<p>Comments expressing concern about the revised proposals for junction 29, including whether it would have sufficient capacity. Other concerns include the design of the southbound slip roads on the M25, connectivity for walkers, cyclists and horse riders at junction 29, and increased land take.</p>	Essex Police	Brentwood Borough Council, Thurrock Council	1	10	<p>Improvements are proposed at junction 29 as part of the application, which include increasing the number of lanes on the roundabout and providing dedicated lanes on to the M25 slip roads. The Applicant would also provide additional traffic lights at the roundabout to help manage traffic flow. Traffic modelling forecasts that these upgrades would allow junction 29 and the widened section of the M25 to operate within capacity until 2042.</p> <p>The proposed M25 southbound slip roads were shortened after Statutory Consultation in October 2018, which means it would no longer be necessary to make changes to the footbridge over the M25 near Folkes Lane. The Applicant has modelled the proposed A122 Lower Thames Crossing/M25 junction and the upgraded junction 29 and they are forecast to remain within their designed capacity for the foreseeable future. The addition of free-flow slip roads at junction 29 of the M25 would make the existing east-west</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>walking route through the south side of the junction unviable. 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 M25.</p> <p>In addition, following consultation feedback from the British Horse Society and Essex County Council, and safety concerns about horses sharing routes with motor traffic, the Applicant proposed an upgrade to the previously proposed A127 walking-cycling bridge east of junction 29, so it could also accommodate horse riders and to would include a link to bridleway BR183. This means horse riders would no longer be dependent on the existing vehicle bridge across the A127, which is shared with motor traffic, including Heavy Goods Vehicles. The Applicant would be required to deliver this new bridge for walking, cycling and horse riding, unless alternative facilities for walking, cycling and horse riding are constructed and open for use. These commitments are set out in the Design Principles (Application Document 7.5). Under Requirement 3 of the draft Development Consent Order (Application Document 3.1), the Applicant would</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>be required to carry out the authorised development in accordance with the Design Principles.</p> <p>The Applicant consulted on additional information about the construction impacts on walking, cycling and horse riding routes during the Community Impacts Consultation in July 2021. This included setting out the length of time that routes in the vicinity of the Project would be likely to close and what alternative routes would be available during construction or once the Project is complete.</p> <p>For more information about the junction 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>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. 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, which lists land use against each plot (Application Document 4.1). The amount of land needed for the upgrades to junction 29 was reduced after Statutory Consultation in October 2018 by moving the proposed new slip roads closer to the main carriageway. The relocated slip roads are that which links the M25</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>and the Project road northbound to the A127 westbound, plus the slip road connecting the A127 westbound to the M25 southbound.</p> <p>Further information on the Applicant's engagement with people with an interest in land across successive phases of pre-application consultation is set out in Chapter 5 of the report. Each of Chapters 4 (Statutory Consultation in October 2018), 6 (Supplementary Consultation in January 2020), 7 (Design Refinement Consultation in July 2020), 8 (Community Impacts Consultation in July 2021) and 9 (Local Refinement Consultation in May 2022) provides further information on the identification and notification of land interests for each respective consultation. Chapters 11, 12, 13, 14 and 15 explain how the issues raised by those consultees in the respective consultations were considered by the Applicant. There is a list of land interests in Appendix J of this report.</p>	
29J6	Comments expressing concern on the grounds that a solar farm would be impacted by the Project near junction 29.	-	London Borough of Havering	7	23	<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. The existing Cranham Solar Farm would need to be acquired to enable the construction and operation of the Project.</p> <p>Where the land needed for the Project directly affects a business, the Applicant has worked closely with the business to find alternative arrangements in order to mitigate any adverse impacts wherever practicable. Where it is not</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>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 (Department for Levelling Up, Housing and Communities, 2021a).</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, which lists land use against each plot (Application Document 4.1).</p>	
29J7	<p>General comments expressing concern about the impact of the proposed junction 29 on traffic and congestion. Consultees say the strategic road network, as well as local roads, would become more congested, particularly in the event of an incident. Consultees raise specific concerns regarding increased traffic in Upminster and Cranham.</p>	-	Essex County Council	6	45	<p>Improvements are proposed at junction 29 as part of the application, which include increasing the number of lanes on the roundabout and providing dedicated lanes for those M25 slip roads south of the A127. The Applicant would also provide additional traffic lights at the roundabout to help manage traffic flow. Traffic modelling forecasts that these upgrades would allow junction 29 and the widened section of the M25 to operate within capacity for the foreseeable future.</p> <p>As well as providing relief at Dartford and its approach roads, in line with the Scheme Objectives, traffic modelling predicts that the Project would have an impact on other parts of the strategic road network (SRN) and local roads, with some roads forecast to experience a decrease in traffic and others an increase. The A127 east of the M25 and the A128 are forecast to experience a reduction in traffic once the</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Project is operational. The A127 west of the M25 is predicted to see an increase.</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p>	

Code	Summary of issue(s) raised	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.</p> <p>The traffic monitoring plan is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end-to-end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.</p> <p>Local roads in Cranham and Upminster are forecast to see variations in traffic as a result of the Project, with some seeing increases and others decreases. More information, specifically on the change in flows with the Project can be found in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						More information on the traffic impacts on local roads is available in the Transport Assessment (Application Document 7.9).	
29J8	Comments expressing concern about the revised proposals for utilities in the area around junction 29, including the use of additional land. Some consultees say they are concerned about the impact of works near the B186, including sewer diversions. Some consultees expressed concern about the impact of the Project on Brentwood Enterprise Park.	-	Thurrock Council	3	5	<p>In developing proposals for utilities works, the Applicant has worked closely with utilities companies 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. Utilities 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.</p> <p>During the Design Refinement Consultation in July 2020, the Applicant consulted on the following changes to utilities works in proximity to junction 29, which all require some additional land beyond that which was consulted on during Supplementary Consultation. Some overhead power lines near the B186 Warley Street would need relocating underground to accommodate the Project (following additional design investigation and further discussions with utility companies and stakeholders). Near Folkes Lane, temporary possession of land and permanent acquisition of rights is required to ensure there would be working room for the installation of the diverted gas pipeline. South-west of junction 29, permanent access would be provided would be provided from the proposed collector road to the west of the M25 for the future maintenance of</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>overhead electricity transmission powerlines and other utility networks in this location.</p> <p>The diversion of the high-pressure gas pipeline south-east of junction 29 is no longer needed. This would reduce the works near the planned Brentwood Enterprise Park, reducing the Applicant's construction interfaces with the proposed Brentwood Enterprise Park, in line with consultation feedback.</p> <p>Permanent access rights would be required for the benefit of UK Power Networks to permit access from Warley Street to operate and maintain their equipment, albeit this is expected to be infrequent.</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 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>Where practicable, the Applicant would explore opportunities to place power lines underground near the B186 Warley Road to reduce the impacts of works on the local community, following further discussion with utility companies, stakeholders and additional design investigation.</p> <p>Environmental Statement (ES) Appendix 2.2: Code of Construction Practice (CoCP) (Application Document 6.3) sets out the measures</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the 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 works schedule.</p> <p>For more information about utilities works, refer to ES Chapter 2: Project Description (Application Document 6.1).</p>	
29J9	General comments opposing the proposals for junction 29.	-	Brentwood Borough Council	4	17	<p>The proposed upgrades to junction 29 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 and would be safe and easily navigable for motorists and would include appropriate signage to guide motorists to their destinations. All slip roads, merges and demerges would be designed to facilitate safe manoeuvres in line with the predicted volumes of traffic, while the connections at each junction have been limited to those that are essential, which helps to reduce the complexity, footprint and cost of the junctions. Traffic modelling forecasts that these upgrades would allow junction 29 and the widened section of the M25 to operate within capacity for the foreseeable future.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						For more information about the design of each proposed junction, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.	
29J10	Suggestions for changes to the design of junction 29, including widening the footbridge over the A127. There was a suggestion for the Project to accommodate the proposed Brentwood Enterprise Park and another to avoid impacting Network Rail assets.	-	Brentwood Borough Council	2	6	During the Local Refinement Consultation in May 2022, following consultation feedback from the British Horse Society and Essex County Council, and safety concerns about horses sharing routes with motor traffic, the Applicant proposed an upgrade to the previously proposed A127 walking-cycling bridge east of junction 29, so it could also accommodate horse riders and to would include a link to bridleway BR183. This means horse riders would no longer be dependent on the existing vehicle bridge across the A127, which is shared with motor traffic, including Heavy Goods Vehicles. The Applicant would be required to deliver this new bridge for walking, cycling and horse riding, unless alternative facilities for walking, cycling and horse riding are constructed and open for use. These commitments are set out in the Design Principles (Application Document 7.5). Under Requirement 3 of the draft Development Consent Order (Application Document 3.1), the Applicant would be required to carry out the authorised development in accordance with the Design Principles. Its width would be determined by the	Yes



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>necessary design standards, with sufficient space to accommodate all users safely.</p> <p>In addition, following feedback from the London Borough of Havering and local cycling groups, the Applicant proposed a new bridge for walkers, cyclists and horse riders across the A127 west of M25 junction 29, linking Moor Lane in the south to Folkes Lane in the north. This change addresses consultation feedback about connectivity between the north and south footways and cycleways alongside the A127, to both east and west sides of M25.</p> <p>The 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 that 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</p>	

Code	Summary of issue(s) raised	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 infrequent. The Applicant is engaging with the landowner and developer of the proposed Brentwood Enterprise Park to enter into agreements to manage the design and construction interfaces between the two projects.</p> <p>The Project's engagement with people with an interest in land is described in Chapter 5 of this report.</p> <p>The Applicant continues to engage with Network Rail to understand the impacts of the Project during construction, which would be minimised wherever practicable. Protective provisions are being discussed between the Applicant and Network Rail.</p> <p>There are no impacts expected on users of the rail network once the Project is operational. For more information about the impacts on the public transport network, see the Transport Assessment (Application Document 7.9).</p>	

## Issues raised in response to open Questions 2b and 2d

- 13.4.55 Table 13.11 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open questions Q2b and Q2d in the consultation response form, which were as follows:
- 13.4.56 *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 may own or have another legal interest or right in.*
- 13.4.57 For reference, the closed Question 2a referred to in Q2b above was as follows:
- 13.4.58 *Q2a: Do you support or oppose the changes to the proposed area of land that would be required to build the Lower Thames Crossing?*
- 13.4.59 *Q2d: Please let us know the reasons for your response to Q2c and any other comments you have on the proposals regarding special category land and sports clubs.*
- 13.4.60 For reference, the closed Question 2c referred to in Q2d above was as follows:
- 13.4.61 *Q2c: Do you support or oppose the proposals put forward regarding special category land and sports clubs?*
- 13.4.62 For more information about Q2a and Q2c and how consultees responded to them and the other closed questions in the consultation response form, see Section 13.3 of this report.
- 13.4.63 The issues raised that relate to land use are summarised in Table 13.11 below. Where issues were raised in response to Q2b and Q2d that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 13.4.64 The Applicant has fully considered all of the responses received, Table 13.11 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.
- 13.4.65 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to them with a combined response.

## Information presented in Table 13.11

- 13.4.66 The information presented in Table 13.11 is the following:
- 'Code' is a unique code assigned to each issue for reference purposes.
  - 'Summary of issue(s) raised' is a summary of the issues raised by respondents, directly in response to Q2b, Q2d 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.

- 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.
  - iii. 'Yes' indicates that changes to the Project proposals have been made since the Design Refinement 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.
  - iv. 'No' indicates that the suggestions or requests did not result in a change to the Project proposals.

### **Summary of issues raised relating to proposed land use and the Applicant's responses**

13.4.67 Table 13.11 below summarises the issues raised relating to proposed land use and the Applicant's responses to those issues raised.

**Table 13.11 Summary of issues raised relating to proposed 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
LAN1	General comments supporting the revised development boundary on the grounds that the Project’s benefits outweigh concerns about any impact on land or property.	-	-	0	8	These comments have been noted.	No
LAN2	General comments supporting the revised development boundary, including those saying that the changes are logical, better, or necessary.	-	-	2	77		No
LAN3	Comments supporting the revised development boundary on the grounds of reduced impact on local properties and businesses.	-	-	0	9		No
LAN4	Comments supporting the revised development boundary on the grounds that some of the land take is temporary.	-	-	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
LAN5	Comments supporting the revised development boundary on the grounds that the land take is less than previously proposed.	Port of London Authority, Cobham Parish Council	Gravesham Borough Council, Kent County Council, Dartford Borough Council	6	43		No
LAN6	Comments expressing concern about the impact of the Project on special category land and recreational facilities in the vicinity of the Project.	-	Gravesham Borough Council, Kent County Council	9	49	At all phases of design development, the Applicant has sought to minimise the land required for the Project, while ensuring there is sufficient land to build and operate it. Land within the Order Limits would be required for temporary use; temporary use with permanent rights or would be acquired permanently.	No
LAN7	Comments expressing concern about the impact of the Project on sports clubs and recreational areas. Comments raise concerns regarding the Orsett Showground, golf courses such as Southern Valley Golf Club and leisure centres such as Cascades. Consultees raised concerns about these assets being protected in order to help tackle physical and mental health issues.	-	Gravesham Borough Council, Kent County Council	16	86	In some locations, the Project would impact areas of special category land. Where the Applicant is acquiring special category land permanently, or acquiring new permanent rights over it, replacement land would be provided that would be no less advantageous than the existing land and at least equal in area.  During the Design Refinement Consultation in July 2020, the Applicant identified the special category land that would be directly impacted by the Project.  As part of the application for development consent, the Applicant has set out its plans 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
LAN8	General comments opposing the revised proposals for special category land and sports clubs. Consultees opposed plans to acquire the Southern Valley Golf Club and Gravesend Golf Centre.	-	-	3	15	the Special Category Land Plans (Application Document 2.4). The reason why each plot of land is required is presented in the Statement of Reasons (Application Document 4.1). In addition to affecting special category land, the Project would impact several sports clubs, as well as the Orsett Showground. This is either because the Applicant proposes to acquire all or part of those sites (or permanent rights over those sites) or take temporary possession of part or all of them to build the Project. The Applicant has sought to minimise the impacts on these facilities, while still having enough land to build and operate the Project.	No
LAN9	Suggestions relating to the impact of the Project on recreational facilities and special category land, including suggestions that the Applicant should provide replacement land or compensation when businesses are affected.	-	Gravesham Borough Council, Kent County Council	2	20	At Statutory Consultation in October 2018, the Applicant proposed realigning Rectory Road to the east of its current route in order to accommodate the then-proposed alignment of the A13/A1089/A122 Lower Thames Crossing junction slip roads, with the new Rectory Road passing through the Orsett Showground. These proposals would have permanently affected the land in which the Orsett Show usually operates. Since Statutory Consultation, the Applicant's proposals in this area have been revised several times. The proposals submitted as part of the application for development consent feature realigned slip roads and keep Rectory Road on its current alignment, reducing the impacts on the Showground. A smaller area of the	Yes
LAN10	Suggestions that the impact of the Project on special category land should be reduced, at locations including Thames Chase Forest Centre and Shorne Woods Country Park.	-	-	0	10		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>Showground near the A13 would be required permanently to accommodate the new slip roads. Additional land near the A13 would be required temporarily to divert a gas pipeline, with permanent rights acquired allowing for access and maintenance of the pipeline.</p> <p>The Applicant consulted on these revised highways and utilities proposals during subsequent consultations, including Supplementary Consultation in January 2020 and the Community Impacts Consultation in July 2021. More information about the land needed in this area can be found in the Land Plans (Application Document 2.2).</p> <p>The Applicant's proposals for each recreational site were also described during the Design Refinement Consultation in July 2020. These plans are set out in Statement of Reasons, the Land Plans (Application Document 2.2), as well as in Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1). This includes 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</p>	



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

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones where the Applicant is proposing compensatory land. 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 ES Appendix 2.2: Code of Construction Practice (CoCP) (Application Document 6.3). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>The Southern Valley Golf Club is a privately owned business and the Applicant is seeking to permanently acquire the site for the Project. The Applicant has been working with the owners of the Southern Valley Golf Club</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>regarding compensation for the impact of the Project.</p> <p>Following engagement, and feedback received during the Community Impacts Consultation in July 2021, the Applicant proposed to permanently acquire the remaining 8ha of the site. This part of the site was previously identified only for temporary use during construction. There is no proposal to replace the golf club, but the Applicant would create a new parkland area, Chalk Park, as part of the Project, near the South Portal, which would be accessible to the public once the Project is operational.</p> <p>Gravesend Golf Centre consists of a nine-hole golf course with a driving range. The Applicant proposes to permanently acquire the site of the nine-hole course to provide landscaping around the South Portal. The Applicant is also seeking powers through the Development Consent Order (Application Document 3.1) to provide a replacement golf facility to the south-east of Cascades Leisure Centre, on part of the site of the existing Southern Valley Golf Club. However, the Applicant recognises that there are broader proposals for the redevelopment of the leisure centre site and that Gravesham Borough Council, who own the site, wish to explore the feasibility of alternative locations for the replacement golf facility in order to maximise the future potential of the site. The Applicant</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>is engaging with Gravesham Borough Council, in this regard, and is willing to support the Council in relation to any feasibility work. If an alternative location for the replacement golf facility were identified and progressed as a result, it would be delivered separately to the Project.</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. Where it is not feasible for businesses to continue operating during construction or after the Project is operational, then appropriate compensation may be payable, in accordance with the Compensation Code (Department for Levelling Up, Housing and Communities, 2021a).</p> <p>Thames Chase Forest Centre and Shorne Woods Country Park are directly affected by the Project. At these locations, land is required permanently to construct and operate the Project, and required temporarily, or temporarily with permanent rights, to undertake utility diversions.</p> <p>In both instances, the Applicant has proposed replacement land, which would be adjacent to the affected site, with planting, landscaping and paths designed to integrate the new land into the existing site. More information about these proposals can be found 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>Environmental Masterplan (Application Document 6.2, ES Figure 2.4).</p> <p>Since Design Refinement Consultation in July 2020, the Applicant has further refined special category and open space land proposals. Feedback from local authorities and other stakeholders has been used to determine where replacement open space would be best located to meet people's needs. Further details on these proposals were set out in the Operations update during the Community Impacts Consultation in July 2021, which can be found in Appendix S of this report.</p> <p>Since the Design Refinement Consultation in July 2020 and following discussions with Kent County Council and UK Power Networks, the Applicant has realigned the proposed electricity connection to the Northfleet East substation. This would avoid works within the Cyclopark and reduce the area of land to construct the works to the north of the A2.</p> <p>As a result of ongoing engagement with UK Power Networks, following the Community Impacts Consultation in July 2021, the Applicant made further changes to proposals to lay an underground power cable along Roman Road, north of the A2. The change would avoid the need to close the NCN177 cycle route near Pepper Hill as proposed in the Community Impacts Consultation. 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
						changes would also reduce the need to clear existing vegetation as part of the works. A Health and Equalities Impact Assessment (Application Document 7.10) has been completed as part of the submission for development consent for the Project. This assessment considers issues relating to the physical and mental health of local people who might be affected by the Project's construction and operation.	
LAN11	General comments supporting the revised proposals for special category land and sports clubs on the grounds that the Project's benefits outweigh concerns about any impact on land or sport clubs.	-	-	0	10	These comments have been noted.	No
LAN12	General comments supporting the revised proposals for special category land and sports clubs, including those saying that the changes are logical, better or necessary.	-	-	1	79		No
LAN13	Comments supporting the mitigation proposals for special category land and sports clubs.	-	-	0	23		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
LAN14	Comments supporting the revised proposals for special category land and sports clubs on the grounds that lost facilities are replaced by other facilities or better access.	-	-	0	4		No
LAN15	Comments expressing concern about the revised Order Limits on the grounds that there would be impacts on local land. Consultees say the construction and operation of the Project would result in the loss of farmland and affect future developments.	-	Brentwood Borough Council, Gravesham Borough Council, Thurrock Council	49	43	<p>At all phases of design development, the Applicant has sought to minimise the land required for the Project, while ensuring there is sufficient land to build and operate it.</p> <p>The Applicant has engaged with people with an interest in land within the Order Limits and previous versions of the Order Limits. This included writing to them at each stage of the consultation process. 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 design of the Project where appropriate and 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</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>2020), 7 (Design Refinement Consultation in July 2020), 8 (Community Impacts Consultation in July 2021) and 9 (Local Refinement Consultation in May 2022) provides further information on the identification and notification of land interests for each respective consultation, Chapters 11, 12, 13, 14 and 15 explain how the issues raised by those consultees in the respective consultations were considered by the Applicant. There is a list of land interests in Appendix J of this report.</p> <p>The Applicant has carried out an environmental impact assessment to look at the impact of the Lower Thames Crossing on the landscape, including land designated as green belt, woodland (including ancient woodland) and open spaces. The results of this assessment are described in Environmental Statement (ES) Chapter 7: Landscape and Visual (Application Document 6.1).</p> <p>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 how impacts on farmland would be minimised.</p> <p>The Applicant has also assessed the impact of the Project on the viability of farm</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>businesses (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> <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>Following the Community Impacts Consultation in July 2021, the Applicant amended the amount of land required for ecological mitigation to a field south of HS1 following concerns raised by the landowner. The changes provided a curved rather than stepped edge to the area of proposed ecological habitat creation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented the preliminary assessments and results, 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.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>If appropriate, the areas of compensatory land may be made publicly accessible in a way that complements their primary function as compensatory habitats. Other benefits of the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants; enhance biodiversity by increasing the number of linked habitats; and planting new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project. 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>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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6). The relevant local planning authorities are responsible for planning for future developments, details of which are included in their local plans. To understand future aspirations for growth the Applicant has assessed the development plans within those local plans that are relevant and that are sufficiently advanced. For more information about how the Applicant has assessed developments in the wider area, see 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).	
LAN16	Comments expressing concern about the Order Limits on the grounds that the proposed land use is excessive and further justification is required. Some consultees say that the amount of land required is greater than previously proposed at Statutory Consultation and in the Environmental Impact Assessment scoping boundary.	Port of London Authority, Shorne Parish Council, Natural England	London Borough of Havering, Thurrock Council	30	73	At all phases of design development, the Applicant has sought to minimise the land required for the Project while ensuring there is sufficient land to build and operate the road. The revised Order Limits (22km <sup>2</sup> ) were consulted on during the Community Impacts Consultation in July 2021. This reduced the amount of land needed for the Project from what was proposed at Supplementary Consultation (26km <sup>2</sup> ) and the Design Refinement Consultation (23km <sup>2</sup> ), while remaining above what was proposed at Statutory Consultation (21km <sup>2</sup> ). During the	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
LAN17	General comments opposing the revised Order Limits.	-	Thurrock Council	7	15	Local Refinement Consultation in May 2022, the Order Limits increased to 24.35km <sup>2</sup> . The increase since Statutory Consultation was mainly due to the additional land needed to divert utilities, along with further developed proposals for establishing natural habitat areas, including planting trees and vegetation.	No
LAN18	Suggestions that the amount of land required for the Project should be minimised. It is suggested that land take for construction compounds, utility works and mitigation sites is too great.	Port of London Authority, Natural England	Kent County Council, Thurrock Council	4	2	The increase since the Community Impacts Consultation is mainly due to the inclusion of 279 ha of new wildlife rich habitats to compensate for the for the predicted impacts of nitrogen being deposited in ecologically sensitive designated sites. This was presented at the Local Refinement Consultation in May 2022. Land within the Order Limits would be required for temporary use; temporary with permanent rights or would be acquired permanently. Following the Local Refinement Consultation the Applicant revised proposals for nitrogen deposition compensation to 246ha. 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. For more information about utilities works including the proposed mitigation, see Environmental Statement (ES) 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	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>plot is required in the Statement of Reasons (Application Document 4.1), which lists land use against each plot.</p> <p>The study areas and baseline surveys used for the Environmental Impact Assessment at the scoping phase have been updated to reflect changes in the Order Limits and are in accordance with Design Manual for Roads and Bridges standards, industry guidance and have been determined after consultation with relevant stakeholders.</p> <p>The amount of land required for the construction compounds is in accordance with the need to build the Project safely and efficiently. This land would, in the main, only be required temporarily. More information about the compounds can be found in ES Appendix 2.2: Code of Construction Practice (Application Document 6.3). The Applicant consulted on the proposed construction compound locations in 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.</p> <p>The Applicant would require land permanently for environmental mitigation, with the amount having been determined by the assessments in the Environmental Impact Assessment and shown in the Land Plans (Application Document 2.2). For more information, see the ES (Application Documents 6.1, 6.2 and 6.3),</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						including Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (Application Document 3.1).	
LAN19	Comments expressing concern about how land would be used during and after construction. Some consultees raise concerns regarding how land would be reinstated and returned to landowners. There were also concerns that the area around the Project would be used for new development once the Project is operational.	Shorne Parish Council	-	16	31	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). Land would only be acquired permanently when there is a compelling reason to do so. Wherever practicable, the Applicant has sought to minimise land use or use land temporarily, while still being able to construct, operate and maintain the Project.  Due to the scale of the Project, construction would take place over approximately five years. Not all temporary land would be needed for the duration of the construction period. As the construction programme is progressed, the Applicant would continue to engage with people with an identified interest in land to inform them how and when temporary land possession would be required. 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	No
LAN20	Suggestions relating to temporary land take, including suggestions that temporary land would need to be reinstated appropriately and that some proposed permanent land take should only be temporary.	-	-	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
						<p>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, as well as the right to leave mitigation in place.</p> <p>Where land required for works to existing utility infrastructure only, or for diverted utilities, the Applicant has sought temporary possession with permanent rights for future operation and maintenance. This land would be returned to previous use following construction.</p>	
LAN21	<p>Comments expressing concern about land use on the grounds that waste materials from construction should not be stored and instead removed by rail or river. Consultees raise particular concern regarding the stockpiling of chalk having both a visual and health impact on local residents.</p>	Cobham Parish Council	Gravesham Borough Council	5	19	<p>An Excavated Materials Assessment (Application Document 6.3, Environmental Statement (ES) Appendix 11.1) has been carried out to identify appropriate sites to receive and manage excavated and tunnelling spoil.</p> <p>As part of the EIA process, ES Appendix 2.2: Code of Construction Practice (CoCP) (Application Document 6.3), and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP, have been prepared. The CoCP sets out general and topic-specific principles and requirements for the control, mitigation and monitoring of potential construction impacts. The CoCP includes general environmental management principles, as well as information about materials handling and waste management.</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 CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>Draft versions of the 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>Environmental Statement (ES) Appendix 11.1: Excavated Materials Assessment (Application Document 6.3) has been carried out to identify appropriate sites to receive and manage excavated and tunnelling excavated materials.</p> <p>As part of the EIA process, an assessment has been carried out to identify appropriate sites to receive and manage excavated materials. The assessment has identified 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>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. The assessment of the impacts of the Project's use of materials and waste is included in the Applicant's Environmental Impact Assessment (EIA), which is documented in ES Chapter 11: Material Assets and Waste (Application Document 6.1). The appointed Contractor would produce a Site Waste Management Plan, which would be incorporated in the Environmental Management Plan iteration 2 (EMP2).</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.</p> <p>Excavated materials from the tunnels would be in the form of slurry pumped from the tunnel boring machine to the surface "Slurry Treatment Plant" equipment where the material is dewatered to form suitable spoil which is deposited at Tilbury Fields located on top of Goshems Farm, near to the North Portal. The vast majority of other excavated</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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 (Application Document 3.1).</p> <p>The use of railways to remove excavated materials or bring in materials is not practicable due to the lack of a suitable railhead.</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. The use of excavated materials on-site is also proposed near the North Portal, at Tilbury Fields, creating a new landform with footpaths leading up to elevated viewpoints from which Coalhouse Fort would be visible. For more information about the reuse of excavated materials, see also the Design Principles (Application Document 7.5).</p> <p>The Applicant has revised its earthworks proposals south of the River Thames so the long-term stockpile consulted on during the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						Design Refinement Consultation is no longer required. This is because further assessments of the geology of the area and refinements to the design of Chalk Park and construction practices mean the majority of material is being reused by the Project, with only contaminated material being transported away by road.	
LAN22	Suggestions for how land should be used during and after construction. Suggestions include that land for the gas diversion at Bayliss Landscapes should be reconsidered and that land near the Project should not be developed.	-	-	6	5	<p>At all phases of design development, the Applicant has sought to minimise the land impacted or required for the Project, while ensuring there is sufficient land to build and operate it. 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.</p> <p>The Applicant consulted on the outline Landscape and Ecology Management Plan (oLEMP) during the Community Impacts Consultation in July 2021. This document set out the long-term goals and the outline landscape and ecology management practices for the Project. It provided details of the habitat creation, ecological enhancement, visual screening and landscape integration of the Project for parcels of land outside the Project's operational boundary.</p> <p>The land required for the Project is set out in the Land Plans (Application Document 2.2)</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>and the reason each plot is required is given in the Statement of Reasons, which lists land use against each plot (Application Document 4.1).</p> <p>Works to divert high-pressure gas pipelines directly affect the land currently occupied by Bayliss Landscapes and the business would not be able to remain operating in its current site should the Project proceed.</p> <p>The Applicant has engaged with directly affected business to understand their circumstances, mitigate impacts where possible and would agree compensation, where appropriate, in line with the Compensation Code (Department for Levelling Up, Housing and Communities, 2021a).</p> <p>Any future proposals for local development inside the Green Belt would be decided by the relevant local planning authority in accordance with the relevant policy and guidance. For more information about local authority aspirations for future development in the area around the Project, refer to their local plans.</p>	

<b>Code</b>	<b>Summary of issue(s) raised</b>	<b>s42(1)(a) &amp; s42(1)(aa)</b>	<b>s42(1)(b) &amp; s42(1)(c)</b>	<b>s42 (1)(d)</b>	<b>s47 &amp; s48</b>	<b>The Applicant's response</b>	<b>Project change</b>
LAN23	A suggestion that access arrangements and protection requirements should be agreed in cases where utilities infrastructure would cross private land and access for future maintenance is required.	-	-	0	1	Where land is required temporarily with permanent rights for utility works the Applicant would seek to agree appropriate access and rights with the landowner and the statutory undertaker. The development consent order would enable the imposition of these rights if voluntary agreement could not be reached.	No

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

- 13.4.68 Table 13.12 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:
- 13.4.69 *Q3b: Please let us know the reasons for your response to Q3a and any other comments you have on the environmental impacts of the proposed changes to the Lower Thames Crossing.*
- 13.4.70 For reference, the closed Question 3a referred to in Q3b above was as follows:
- 13.4.71 *Q3a: Do you support or oppose the changes to the environmental impacts of the Lower Thames Crossing?*
- 13.4.72 For more information about Q3a and how consultees responded to it and the other closed questions in the consultation response form, see Section 13.3 of this report.
- 13.4.73 The issues raised that relate to the environment are summarised in Table 13.12 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.
- 13.4.74 The Applicant has fully considered all of the responses received, Table 13.12 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.
- 13.4.75 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to them with a combined response.

### Information presented in Table 13.12

- 13.4.76 The information presented in Table 13.12 is the following:
- a. 'Code' is a unique code assigned to each issue for reference purposes.
  - b. 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q3b or to another question in the response form but covering similar topics.
  - c. 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - d. 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.
  - e. 's42(1)(d)' states how many respondents with a land interest raised that issue.
  - f. 's47 & s48' states how many members of the public raised that issue.

- g. 'The Applicant's response' presents the Applicant's response to the issue(s) raised and explains how the Applicant has had regard to the issue(s).
- h. 'Project change' states whether the issue(s) raised resulted in a change to the Project.
  - i. 'Yes' indicates that changes to the Project proposals have been made since the Design Refinement 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**

13.4.77 Table 13.12 below summarises the issues raised relating to the environment and the Applicant's responses to those issues raised.

**Table 13.12 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
ENT1	Comments from consultees who say that air quality would be unaffected as a result of the Project, or would improve, either in a specific location or generally.	-	Thurrock Council	0	9	These comments have been noted.	No
ENT2	Comments from consultees who say that the revised proposals represent less of an impact on designated sites than previously proposed, including Shorne and Ashenbank Woods SSSI. Support for the ancient woodland compensation and design of the woodland planting.	Forestry Commission (SE & L), Natural England	-	0	18		No
ENT3	General comments supporting the revised proposals relating to the environment on the grounds of reduced impacts to communities and the environment.	Environment Agency, Shorne Parish Council, Historic England	Thurrock Council	4	132		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
ENT4	Comments supporting the revised proposals for the visual appearance of the Project, including proposed landscaping, screening and inclusion of green bridges.	Kent Downs AONB unit	Thurrock Council	0	38		No
ENT5	Comments supporting the revised proposals for mitigating the noise impact of the Project, including the proposed noise barriers.	-	Thurrock Council	2	25		No
ENT6	Comments supporting the revised proposals in the area around the M2/A2/A122 Lower Thames Crossing junction on the grounds of reduced impact on local people and communities, including properties.	-	-	0	8		No
ENT7	Comments supporting the revised proposals for routes for walkers, cyclists and horse riders as well as the design and use of maintenance tracks in the area around the proposed M2/A2/A122 Lower Thames Crossing junction.	Shorne Parish Council, Cobham Parish Council	Kent County Council	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
ENT8	Comments supporting the revised proposals in the Tilbury area on the grounds of reduced impact on local people and communities, including properties, or benefits for local people and communities that would result from the Project.	-	-	0	6		No
ENT9	Comments supporting the revised proposals for routes for walkers, cyclists and horse riders in the Tilbury area including footpath 61 and 200 as well as the revision to Muckingford Road.	-	Thurrock Council	1	4		No
ENT10	Comments supporting the revised proposals in the area around the A13/A1089/A122 Lower Thames Crossing junction, on the grounds of reduced impact on local people and communities, including properties, or benefits for local people and communities that would result from the Project.	-	-	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
ENT11	Comments supporting the revised proposals in the area around the A122 Lower Thames Crossing/M25 junction, on the grounds of reduced impact on local people and communities, or benefits to routes for walkers, cyclists and horse riders that would result from the Project including enhanced connectivity to the Thames Chase Forest Centre.	-	-	1	6		No
ENT12	General comments supporting the revised proposals in the area around junction 29 including outdoor amenities, on the grounds of reduced impact on local people and communities, including properties.	-	-	0	3		No
ENT13	Comments supporting the revised proposals for routes for walkers, cyclists and horse riders in the area around junction 29 including the A127 footbridge and link to the Thames Chase Forest Centre.	-	Brentwood Borough Council	0	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
ENT14	Comments supporting the revised proposals for the Project relating to local wildlife and natural habitats, such as new areas of planting. Other consultees support the movement of Thong Lane Green Bridge.	Forestry Commission England, Natural England, Cobham Parish Council	London Borough of Havering, Kent County Council, Thurrock Council	2	47		No
ENT15	Comments expressing concern that the Project would impact agricultural land and businesses. Consultees say the land use for the Project would remove valuable agricultural land and that farms would be affected by the Project's construction and operation. Concerns included those over the proposed use of agricultural land for environmental mitigation.	Shorne Parish Council	Gravesham Borough Council, Thurrock Council	20	54	<p>At all phases of design development, the Applicant has sought to minimise the land impacted or required for the Project, while ensuring there is sufficient land to build and operate it. Not all land would be required permanently, and temporary possession of land is sought where practicable.</p> <p>The Applicant's Land Plans (Application Document 2.2) set out clearly whether land is needed permanently or temporarily. Under article 35 of the draft Development Consent Order (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.</p> <p>Reinstatement of land and the timescales for this would be agreed with the relevant</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>landowner, with details varying depending on the type of land being used temporarily.</p> <p>To assess the environmental impacts of the construction and operation of the Project, the EIA has been carried out, documented in the Environmental Statement (ES) (Application Document 6.1, 6.2, and 6.3).</p> <p>As part of the Environmental Impact Assessment (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, during construction and operation, on the 'best and most versatile land' (Grades 1, 2 and 3a) and explain how impacts would be reduced.</p> <p>The Applicant has also assessed the impact of the Project on the viability of farm businesses (see ES Chapter 13: Population and Human Health (Application Document 6.1)) including aspects such as the proportion of land taken temporarily and permanently, changes to access routes, and disruption to drainage and water supplies.</p> <p>Where practicable, 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>During the preparation of the EIA, mitigation requirements were identified and have been</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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 ES Appendix 2.2: Code of Construction Practice (CoCP) (Application Document 6.3) 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</p>	

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

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<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 in accordance with the Compensation Code (Department for Levelling Up, Housing and Communities, 2021a; 2021c). Each claim for compensation would be considered on its own merits, in line with the Code.</p> <p>Information about compensation offered to eligible owners and occupiers of agricultural land affected by the Project can be found in Compulsory Purchase and Compensation: guide 3 – Compensation to Agricultural Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021b).</p>	
ENT16	Comments expressing concern about the impact of the Project on air quality in the area around the proposed M2/A2/A122 Lower Thames Crossing junction, including references to children's health. Areas mentioned include Gravesend, Chalk, Shorne, Riverview Park, local woodlands, cycleways and bridleways.	Shorne Parish Council, Cobham Parish Council	Gravesham Borough Council	26	82	<p>To assess the environmental impacts during construction and operation, an Environmental Impact Assessment (EIA) has been carried out, documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys.</p> <p>ES Chapter 5: Air Quality (Application Document 6.1), includes an assessment of the</p>	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
ENT17	Comments expressing concern about the impact of the Project on air quality in the Thurrock area. Areas mentioned include East Tilbury Chadwell St Mary and Grays.	-	Thurrock Council	19	56	predicted changes to local air quality as a result of the Project, impacts during construction and operation, and sets out mitigation where this is considered appropriate. It also includes assessments of the impact of air pollution on Public Rights of Way, including cycle paths and bridleways, as well as the potential impacts of particulate matter on ecological receptors, including woodlands. 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. 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 ES Appendix 2.2: Code of Construction Practice (CoCP) (Application Document 6.3) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through	No
ENT18	Comments expressing concern about the impact of the Project on air quality in the area around the A13/A1089/A122 Lower Thames Crossing junction. Areas mentioned include Orsett and Stanford-le-Hope.	-	Thurrock Council	13	66		No
ENT19	Comments expressing concern about the impact of the Project on air quality in the area around the proposed A122 Lower Thames Crossing/M25 junction. Areas mentioned include Ockendon, the London Borough of Havering and Cranham.	-	Thurrock Council	11	39		No
ENT20	Comments expressing concern about the impact of the Project on air quality in the area around the M25	-	-	8	24		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	junction 29. Some consultees say that efforts to improve air quality in the London Borough of Havering would be undermined.					Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1). 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.	
ENT21	General comments expressing concern about the impact of the Project on air quality. Some consultees say the Project should comply with World Health Organisation air quality guidelines.	Shorne Parish Council, Natural England, Transport for London, Cobham Parish Council	Thurrock Council, Medway Council	43	152	The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the 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 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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5: Air Quality (Application Document 6.1) which also 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 (Highways England, 2019b) standards. Given there are no significant adverse impacts on air quality from the Project in relation to human health during operation, then 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 Control of Dust and Emissions During Construction and Demolition – Supplementary Planning Guidance (Mayor of London, 2014). The assessments have taken into account national and European standards, rather than those from the World Health Organisation, which are not mandatory.</p> <p>A Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10) has also</p>	

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						<p>been prepared, which considers the impacts on local people and communities, including those protected by equality legislation, children and schools, during the construction and operation of the Project. The HEqIA describes the likely impacts of changes to air quality on health.</p> <p>The assessment in ES Chapter 5: Air Quality (Application Document 6.1) includes a more detailed consideration of air quality impacts than was presented in the PEIR at Statutory Consultation in October 2018. For example, an assessment of air quality on sensitive ecological sites (through additional nitrogen deposition) and of air quality impacts during construction is included within ES Chapter 5. The impact of the Project on PM<sub>2.5</sub> (fine particulate matter) is also considered in the ES. ES Chapter 5 also includes the details of the national and European standards that underpin the air quality assessments.</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</p>	

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

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						<p>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 may be made publicly accessible in a way that complements their primary function as compensatory habitats. Other benefits of the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants; enhance biodiversity by increasing the number of linked habitats; and planting new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	
ENT22	Comments expressing concern that antisocial behaviour associated with the Project would impact the local environment, including littering.	-	-	2	5	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 route's operation and maintenance. Environmental Statement Appendix 2.2: Code of Construction Practice	No

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ENT23	Comments expressing concern about antisocial behaviour associated with the revised proposals in the area around the M2/A2/A122 Lower Thames Crossing junction, including concerns relating to the proposed car park. Consultees say that the Project could lead to crime, littering and Heavy Goods Vehicles (HGVs) parking in the area.	Shorne Parish Council, Essex Police	Kent County Council	8	20	(CoCP) (Application Document 6.3) sets out the standards to which the appointed Contractors would have to maintain safety and security for worksites at all times. They would also have an obligation to keep compounds and any affected areas tidy and free of litter. The CoCP is legally secured in the draft DCO (Application Document 3.1). Should the Project be granted consent, 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 also implement a	Yes
ENT24	Comments expressing concern about antisocial behaviour associated with the revised proposals in the Tilbury area including concerns relating to the proposed landform at the North Portal. Consultees say the Project could lead to crime, littering and compromised security for road users.	Essex Police	-	1	9	communications and engagement strategy during the construction phase, which would allow local people to raise issues of concern if they arose. For more information about the approach to this, as well as the site and environmental management requirements, see the CoCP. 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. The Applicant would be responsible for maintenance of the new road, including keeping it free of litter and other waste and debris. Existing local roads would remain under the control of the relevant local authority, which	No



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						<p>would include maintenance, litter removal and enforcement of rules forbidding fly-tipping.</p> <p>The Applicant's 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> <p>The new car park to the west of Thong Lane near the proposed green bridge of the A2 was proposed after discussions with Gravesham Borough Council as a solution to a lack of parking in this area for users of nearby recreational facilities. This location is easily accessible to Gravesend residents and there are footpaths linking the proposed car park to Shorne Woods Country Park.</p> <p>Following discussions with stakeholders and in response to feedback received at the Design Refinement Consultation in July 2020, the Applicant relocated the car park further to the south, maintaining access from Thong Lane. This was presented in the Community Impacts Consultation in July 2021.</p> <p>The proposed car park would be situated within the permanent Project boundary, so would remain the responsibility of the Applicant to operate and maintain. It is expected that a third party would be engaged to keep the car park clean and secure, with detailed plans for this being decided as the Project progresses.</p>	

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						<p>Following engagement with Thurrock Council, the Applicant consulted on landscaping proposals around the North Portal, called Tilbury Fields, at the Community Impacts Consultation in July 2021. 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. More information about the Community Impacts Consultation in July 2021 can be found in Chapter 8 of this report.</p> <p>Following the feedback received from the Community Impacts Consultation, and the announcement of the Thames Freeport at Tilbury, the design of Tilbury Fields was refined further to make the land next to the river in this location available for the Thames Freeport. 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>	
ENT25	Comments expressing concern about environmental assessments of the Project, including queries as to whether wildlife surveys and noise	Shorne Parish Council, Natural England	London Borough of Havering, Thurrock Council	1	4	During the Community Impacts Consultation in July 2021, the Applicant consulted on a large amount of information about the impacts of the Project during construction and operation, while also setting out the proposals to reduce the impacts on local communities.	No

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	<p>and air quality assessments have been carried out, or have been done to an adequate standard. Some consultees say that the Applicant's assumptions about future use of electric vehicles are flawed.</p>					<p>For example, the Ward Impact Summaries described what construction and operational activities would take place in each local authority ward area, as well as information about the environmental impacts that could affect those areas, including impacts on noise, air quality and wildlife surveys. The consultation materials also described the mitigation measures that would be adopted in each area to manage the effects of construction.</p> <p>The information provided during consultation was based on detailed and robust assessments of the impacts using methodologies similar to those used for the information presented in the application for development consent, including the environmental assessments.</p> <p>Other documents consulted on during the Community Impacts Consultation in July 2021 explained the proposed construction mitigation measures in more detail, including the draft Code of Construction Practice (CoCP) and the draft Register of Environmental Actions and Commitments (REAC). These documents and others set out best-practice and location-specific measures that would reduce the impacts of dust, noise, light and other construction impacts on local communities.</p> <p>Since the Community Impacts Consultation, the Applicant has updated its proposals in response to feedback received during</p>	

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						<p>consultation and undertaken further assessments and updated traffic modelling. These are set out in detail in the ES which has been submitted as part of the application for development consent.</p> <p>The Applicant's Environmental Impact Assessment (EIA) has been carried out in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and according to the standards set out in the Applicant's 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.</p> <p>The Applicant's EIA is documented in the Environmental Statement (Application Documents 6.1, 6.2 and 6.3). Each of the topic chapters include information about baseline data, the methodology followed and any relevant guidance and legislation. The baseline data has been gathered and the impacts have been assessed in line with relevant legislation and DMRB guidance, after engaging with key stakeholders, and is sufficient to inform the EIA.</p> <p>Electric vehicles (EVs) have some negative impacts, such as causing particulate pollution due to brake and tyre wear, which contribute to congestion to the same extent as other internal-combustion-engine vehicles. However, they also provide significant environmental</p>	

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						benefits through reduced engine emissions and noise, and unlike petrol or diesel vehicles, they 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 (Department for Transport, 2021b) 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. More information about the traffic forecasts can be found in the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7), while more information about air quality impacts can be found in ES Chapter 5: Air Quality (Application Document 6.1).	
ENT26	Comments expressing concern about the greenhouse gas emissions associated with the Project. Some consultees say that the Project is not consistent with the UK's commitments relating to climate change, referring to rulings on Heathrow Airport's third runway. The loss of woodland and solar farms in	Forestry Commission (SE & L), Transport for London	Gravesham Borough Council, Kent County Council, Thurrock Council	20	74	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	No

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	Cranham are also mentioned.					<p>measures that are secured through the Carbon and Energy Management Plan (Application Document 7.19). The assessment concludes that the increase in greenhouse gas emissions resulting from the Project would not have a material impact on the ability of Government to meet its carbon reduction targets, in accordance with the policy test set out in the National Policy Statement for National Networks (Department for Transport, 2014).</p> <p>During construction, greenhouse gas emissions would be minimised through the design of the Project, such as incorporating low-emission materials, using those materials efficiently, reducing the distance they would be transported, using zero-carbon energy sources, and reducing and beneficially reusing waste. By incorporating these measures into the Project's proposals, the Applicant has already reduced emissions during construction by over a third compared with a scenario where those measures were not employed. This represents a leading position in the industry today, and would result in construction emissions equivalent to 1.76 million tonnes of carbon dioxide.</p> <p>However, the Applicant is committed to going further and to using the time available before construction begins to explore ways of achieving greater reductions in emissions. The Carbon and Energy Management Plan therefore provides a 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> <p>In addition, to offset the impacts of the removal of some woodland to allow the Project to be built and operated, the Applicant is proposing to plant extensive new areas of woodland, expected to amount to one million additional trees. Overall, there would be several hundred</p>	

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						<p>hectares of new woodland and habitats created across the Project during the construction phase, providing biodiversity benefits and contributing to the reduction of greenhouse gases as they mature. This new woodland would form part of the Project's climate and biodiversity mitigation measures. ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), explains how woodland planting contributes to the Project's biodiversity mitigation measures.</p> <p>The Applicant has sought to minimise the land impacted or required for the Project, while ensuring there is sufficient land to build and operate the road. 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). The Cranham Solar Farm would need to be permanently acquired to make way for construction of the Project.</p> <p>The Applicant's Sustainability Statement (Application Document 7.11) explains how the Project has met the aims of the Applicant's Sustainable Development Strategy (Highways England, 2017d). The Sustainability Statement outlines the Applicant's approach to a wide range of sustainability measures as listed in Design Manual for Roads and Bridges GG 103 Introduction and General Requirements for</p>	



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						Sustainable Development and Design (Highways England, 2019d).	
ENT27	Comments expressing concern about the impact of the Project on the quality of the surrounding water environment. Consultees say water runoff from the Project could contaminate the local environment.	Shorne Parish Council, Essex and Suffolk Water	Thurrock Council	4	3	<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). ES Chapter 14: Road Drainage and the Water Environment (Application Document 6.1) sets out the Applicant's assessment of how the Project would impact water systems during construction and operation and how water in the vicinity of the Project would be managed to mitigate any impacts.</p> <p>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 waste-water from construction would be managed.</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</p>	No

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						<p>Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within ES Appendix 2.2: Code of Construction Practice (CoCP) (Application Document 6.3) 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>	

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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 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>	
ENT28	<p>Comments expressing concern about the impact of the Project on archaeological sites and other heritage assets, including listed buildings. Locations mentioned include Murrell Cottages, Thatched Cottage and Grays Corner all at Orsett. Archaeological sites mentioned include Roman remains at Watling Street, Low Street, Linford, Orsett</p>	<p>Historic England Essex Police, Cobham Parish Council</p>	<p>London Borough of Havering, Gravesham Borough Council, Kent County Council, Thurrock Council</p>	13	23	<p>As part of its Environmental Impact Assessment (EIA), the Applicant has considered cultural heritage across the Application Site. The assessment included desk-based studies, geophysical survey and a programme of over 4000 archaeological trial trenches excavated between 2019 and 2021. The results of these assessments were used to develop the baseline information and 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. ES Chapter</p>	Yes

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	<p>and Stifford Clays, as well as the Neolithic archaeological site at Brentwood Road and assets in Cobham. Some consultees expressed concern about utilities works affecting archaeological remains.</p>					<p>6: Cultural Heritage (Application Document 6.1) includes an assessment of the impacts of the Project, including construction and operation of the road and associated infrastructure, utilities work and other environmental mitigation such as planting on all designated and non-designated heritage assets of archaeological interest, historic buildings, historic landscapes and paleoenvironmental and geoarchaeological resources. The proposed mitigation measures are set out in the Draft Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (Application Document 6.3, ES Appendix 6.9).</p> <p>To reduce construction impacts on heritage assets, compounds would be fenced and screened, while dust and noise would be minimised. Where archaeological remains or built heritage features need to be removed, a detailed cultural record would be created beforehand.</p> <p>There would be significant impacts on cultural heritage during construction. Three listed buildings in Orsett would be demolished, while most of the Orsett Cropmarks Scheduled Monument would also be removed. There would be complete or partial removal of 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</p>	

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						<p>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 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 has sought to minimise the land impacted or required for the Project, while ensuring there is sufficient land to build and operate the road. The Project is proposing remove the majority of the cropmark site at Orsett, and to demolish Murrell Cottages, Thatched Cottage and 1-2 Grays Corner, which are all Grade II listed buildings. The land</p>	

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						<p>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), and the principles of the planning balance are set out in the Planning Statement (Application Document 7.2).</p> <p>As a result of stakeholder feedback, the Applicant amended utilities proposals in Orsett that would impact sites assessed listed as a heritage asset following the Applicant's heritage surveys. During the Local Refinement Consultation in May 2022, the Applicant refined the route of a Cadent gas pipeline diversion to avoid a scheduled monument west of Orsett. This also resulted in a change to the Order Limits and the pipeline would now pass through a gap removed the risk to a veteran tree. The materials presented at the Local Refinement Consultation can be found in Appendix T of this report.</p> <p>After the Design Refinement Consultation in July 2020 but before the Community Impacts Consultation in July 2021 the Applicant removed 37 and 38 Thong Lane (two homes otherwise known as 'Homes for Heroes') from within the Order Limits. The Applicant had previously proposed, at Statutory Consultation in October 2018) that these would be demolished.</p> <p>The impact of the proposed utility works on archaeological remains has been assessed</p>	

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						and is set out in ES Chapter 6: Cultural Heritage (Application Document 6.1). There are a number of assets impacted by utilities diversions, which are set out in the assessment. The impact of these works would be mitigated through archaeological excavation and recording. Commitments in relation to cultural heritage are secured in the Register of Environmental Actions and Commitments, which forms part of the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2).	
ENT29	Comments expressing concern about the cumulative environmental impact of the Project in combination with infrastructure or other developments underway or proposed.	-	Gravesham Borough Council	1	6	An Environmental Impact Assessment has been carried out, including a Cumulative Effects Assessment (CEA), documented in Environmental Statement (ES) Chapter 16: Cumulative Effects Assessment (Application Document 6.1). The CEA 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. The Applicant's inter-project effects assessment considers combined effects of the Project and other developments north and south of the River Thames. ES Chapter 16 presents the assessment, concluding that no additional mitigation measures would be required by the Applicant during construction or operation beyond those proposed in the topic chapters of the ES. However, each of the other	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						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.	
ENT30	Comments expressing concern about the impact of the Project on designated sites such as ancient woodland, Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA), Ramsar sites and Areas of Outstanding Natural Beauty (AONB). Locations mentioned include Shorne and Ashenbank Woods SSSI, Claylane Wood, the Thames Estuary and Marshes SPA and Ramsar site, and Kent Downs AONB. Consultees say ancient woodland cannot be replaced.	Kent Downs AONB unit, Shorne Parish Council, Forestry Commission (SE & L), Natural England, Cobham Parish Council	London Borough of Havering, Gravesham Borough Council, Kent County Council	31	121	<p>The Applicant recognises the irreplaceable nature of ancient woodlands and the importance attached to them within the National Policy Statement for National Networks (Department for Transport, 2014). Adverse effects on ancient woodland habitats, including designated areas, have been reduced as much as possible while still achieving the Scheme Objectives, as agreed with the Department for Transport.</p> <p>An Environmental Impact Assessment (EIA) has been carried out to understand the Project's impacts on ancient woodland and the landscape during the Project's construction and operation. These assessments are documented in Environmental Statement (ES) Chapter 7: Landscape and Visual, Chapter 8: Terrestrial Biodiversity, and Chapter 9: Marine Biodiversity (Application Document 6.1) presenting assessments of the impacts on flora, fauna and the landscape. Each chapter of the ES includes information about any proposed mitigation measures to reduce adverse impacts.</p> <p>The biodiversity chapters of the ES provide a robust assessment of the impacts on sensitive flora and fauna as a result of the construction</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>and operation of the Project. They include assessments of habitat loss and potential species mortality, as well as how changes to factors such as noise and air quality or hydrological conditions could affect the species and habitats present within the Project's zone of influence.</p> <p>The Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats. Mitigation measures include safe crossing points for wildlife over or under the Project and translocation of protected species to suitable existing or new habitats. Habitat creation is proposed to compensate for the loss of habitat from within designated sites, including ancient woodland, to improve connectivity between existing habitats, to provide replacement habitats for protected species, and to compensate for the impacts of nitrogen deposition when the Project is operational. These measures would include the salvage of soils from ancient woodlands for beneficial reuse in new areas of compensatory woodland planting, and the planting of new woodland and other habitats on existing agricultural land. Overall, there would be several hundred hectares of new woodland and habitats created across the Project during the construction phase, providing biodiversity benefits.</p>	

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						<p>During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial invertebrates, and permanent habitat loss within ancient woodland and the loss of six veteran trees (three north of the River Thames and three to the south).</p> <p>During operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation. Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>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</p>	

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						<p>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>Following the Community Impacts Consultation in July 2021, the Applicant presented updated proposals for a wider green bridge at Thong Lane over the A2/M2, increasing the previously proposed width 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 Project would have impacts on Shorne and Ashenbank Wood Site of Special Scientific Interest and Claylane Wood. 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</p>	

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						<p>of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented the preliminary assessments and results, and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners' whilst continuing to offset the environmental impacts of nitrogen deposition.</p> <p>The proposed compensation sites are in four areas: Hole Farm, Brentwood; Southfields, Thurrock; Gravesham and Shorne Woods; and the M2 corridor, including Blue Bell Hill.</p> <p>If appropriate, the areas of compensatory land may be made publicly accessible in a way that complements their primary function as compensatory habitats. Other benefits of the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants; enhance</p>	

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						<p>biodiversity by increasing the number of linked habitats; and planting new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open can be found in 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>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. All soft landscape mitigation measures identified on the Environmental Masterplan are considered permanent measures and would be managed by the Applicant (or an agent) in perpetuity.</p> <p>Impacts of the Project on the surrounding landscape, such as the Kent Downs AONB, are presented in ES Chapter 7: Landscape and Visual (Application Document 6.1), along with information about embedded design measures 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 Thames Estuary and Marshes Special Protection Area and Ramsar</p>	

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						<p>site. 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>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. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments.</p> <p>As well as the oLEMP, these documents include the draft 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 ES Appendix 2.2: Code of Construction Practice (CoCP) (Application Document 6.3).</p> <p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a</p>	

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						<p>noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs Area of Outstanding Natural Beauty (AONB). Additionally, the A2/M2 upgrade proposed at Statutory Consultation would now use lower-noise surfacing compared to the previous proposals. The Applicant has assessed the impact of removing this noise barrier and found that there would be no significant impacts on sensitive receptors, such as residential properties, as a result of the change. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road. In addition, during the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A)</p>	

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						<p>noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>Across the Project, the Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation or compensation is proposed.</p>	
ENT31	Comments expressing concern that environmental considerations are overly prioritised in the Project proposals.	-	-	1	6	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	No



Code	Summary of issue(s) 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 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).	
ENT32	Comments expressing concern about increased flooding as a result of the Project, or other alterations to groundwater systems, such as dewatering of marshes. Areas mentioned include the River Mardyke and Orsett Fen.	Environment Agency, Shorne Parish Council	Thurrock Council	9	22	<p>The Project's 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, except in some pre-designated areas known as Compensatory Flood Storage Areas. In these areas, the land would be lowered and would accommodate any flood water displaced by the Project. In line with best practice, all flood assessments and mitigations include the projected effects of climate change.</p> <p>In addition, an assessment of the risk of flooding within the proposed Order Limits and elsewhere as a result of the Project being constructed and operated is contained within Environmental Statement (ES) Appendix 14.6: Flood Risk Assessment (FRA) (Application Document 6.3).</p>	No

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						<p>Watercourses that are susceptible to flooding or are important for the dispersal of flood water are known as main rivers. Where it is necessary to cross a main river, the Project would be carried over the river by a bridge or viaduct, except in the Mardyke Valley where a large box culvert would convey the main river under the route. The Project 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 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. The FRA includes an assessment of the impact of the Project on Orsett Fen as part of the hydraulic assessment of the Mardyke River.</p> <p>In addition, commitments with regard to road drainage and the water environment can be found in the Register of Environmental Actions and Commitments, part of ES Appendix 2.2: Code of Construction Practice (Application Document 6.3).</p> <p>With regard to avoiding dewatering marshes near the River Thames, the Applicant reviewed the location of the South Portal and its potential impact on groundwater after Statutory Consultation in October 2018. This concluded that the design proposed at Statutory Consultation could result in potentially adverse</p>	

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						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 and Special Protection Area, 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).	
ENT33	General comments expressing concern about the environmental impact of the Project.	Shorne Parish Council	Brentwood Borough Council, Gravesham Borough Council, Thurrock Council	30	137	<p>Minimising adverse impacts on health and the environment is one of the Scheme Objectives agreed between the Applicant and the Department for Transport. 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).</p> <p>The Project has also been developed to minimise the amount of land needed for its</p>	No

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						<p>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.</p> <p>The Applicant has carried out an Environmental Impact Assessment (EIA) to understand the Project's impacts on the environment and to set out plans to mitigate them. These assessments are documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). The ES includes the following assessments of the Project's impacts: Chapter 5: Air Quality, Chapter 6: Cultural Heritage, Chapter 7: Landscape and Visual, Chapter 8: Terrestrial Biodiversity, Chapter 9: Marine Biodiversity, Chapter 10: Geology and Soils, Chapter 11: Material Assets and Waste, Chapter 12: Noise and Vibration, Chapter 13: Population and Human Health, Chapter 14: Road Drainage and the Water Environment, Chapter 15: Climate, and Chapter 16: Cumulative Effects Assessment (Application Document 6.1).</p> <p>The Project has followed the mitigation hierarchy of 'avoid, minimise, restore and compensate' to protect the environment in which it would be situated and in keeping with</p>	

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						<p>industry best practice. All mitigation proposals would be designed to be appropriate and proportionate to the type and extent of adverse effect they are intended to offset. Where required, adverse effects on sensitive areas would be compensated to reduce the impacts.</p> <p>The Applicant's planned mitigation measures 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 follow the most appropriate and effective mitigation strategy. The Applicant has also considered feedback to statutory and non-statutory consultations and engaged with non-statutory community groups wherever possible.</p>	
ENT34	Comments expressing concern about the loss of Green Belt due to the Project.	Shorne Parish Council	Gravesham Borough Council	14	56	<p>The National Policy Statement for National Networks (Department for Transport, 2014) and the Draft Overarching National Policy Statement for Energy (EN-1) (Department for Business, Energy and Industrial Strategy, 2021) recognise that new roads or utility diversions through Green Belt may constitute inappropriate development. Where that is the case, there is a presumption against such development except in very special circumstances. The Applicant has developed the Project to ensure it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local</p>	No

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						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.	
ENT35	Comments expressing concern about the visual appearance of the Project, or comments saying that the landscape would be permanently impacted by the Project.	Kent Downs AONB unit, Shorne Parish Council, Natural England, Cobham Parish Council	Gravesham Borough Council, Thurrock Council	32	118	<p>An Environmental Impact Assessment (EIA) has been carried out to assess the impact of the Project on the landscape during construction and operation. This assessment is documented in ES Chapter 7: Landscape and Visual (Application Document 6.1). This assessment considers the impact of the Project on the landscape and sets out the proposed mitigation.</p> <p>The Applicant has sought to minimise the visual 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 links to the strategic and local road networks at major junctions to reduce their height and footprint.</p> <p>Across the route, earthworks would be carefully designed in order to minimise visual impacts. Where false cuttings and embankments meet other landscape earthworks or landscape</p>	Yes

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						<p>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.</p> <p>South of the River Thames, 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, while retaining the open landscape character of the existing 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.</p> <p>North of the River Thames 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.</p> <p>After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the</p>	

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						<p>application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities.</p> <p>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>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 M25 south of junction 29.</p> <p>The tunnel portals would be set into the landscape, with the road below ground level. Each portal would be designed, as far as practicable, to sit sympathetically within its surrounding landscape. Since the Statutory Consultation in October 2018, the Applicant has revised the landscaping proposals near the portals, so they would have earthworks behind each one. These would offer extensive views and be open to the public with access via new public rights of way.</p>	



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						<p>An informal public space, Chalk Park, would be created around the South Portal. This would use excavated material from the tunnel portal and its approach, as well as a mixture of chalk grassland, woodland and other suitable habitats to improve local biodiversity and ecological connectivity. A new landform, with woodland planting to the top, would create vantage points to the wider Thames Estuary.</p> <p>Following engagement with Thurrock Council, the Applicant consulted on landscaping proposals around the North Portal, called Tilbury Fields, at the Community Impacts Consultation in July 2021 and the Local Refinements Consultation in May 2022.</p> <p>More information about the Community Impacts Consultation and the Local Refinement Consultation can be found in Chapters 8 and 9 of this report.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented the preliminary assessments and results, and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement</p>	

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

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						<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>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 Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021. The landscape features would be secured within the Design Principles, which outlines the landscaping that would be implemented across the Project and sets out any area-specific design principles.</p> <p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs Area of Outstanding Natural Beauty (AONB).</p> <p>Additionally, the A2/M2 upgrade proposed at Statutory Consultation would now use lower-noise surfacing compared to the previous proposals. The Applicant has assessed the impact of removing this noise barrier and found that there would be no significant impacts on sensitive receptors, such as residential properties, as a result of the change. The</p>	

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						<p>Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road. For more information about proposed noise mitigation measures see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2).</p> <p>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 of the Project have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
ENT36	Comments expressing concern about light pollution associated with the Project. Consultees say there is	Shorne Parish Council	Gravesham Borough Council	16	24	The Applicant has carried out an Environmental Impact Assessment (EIA), including the impacts of light pollution on the landscape during construction and operation.	No

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	insufficient information about the impacts of the Project on light pollution.					<p>This assessment is documented in Environmental Statement (ES) Chapter 7: Landscape and Visual (Application Document 6.1) which includes an assessment of the impact of light pollution, as well as information about any proposed mitigation.</p> <p>Where needed and appropriate, lighting to site boundaries would be provided and would comply with the commitments in the CoCP. This would mean that lighting would be sufficient to provide a safe route for the passing public. Where appropriate, lighting would be activated by motion sensors to prevent unnecessary usage. Site lighting would comply with the Institution of Lighting Professionals' (2021) Guidance Note 01/21 – The Reduction of Obtrusive Light and would be designed, positioned and directed to prevent or minimise light disturbance to residents, habitats, as well as motorists and other transport users. The CoCP is secured within the Applicant's draft Development Consent Order (Application Document 3.1).</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</p>	

Code	Summary of issue(s) raised	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 junctions, the height of lighting columns would be reduced as far as practicable, particularly on elevated slip roads. With the mitigation in place, there would be no significant impacts from lighting on local people or the environment during construction or operation.</p> <p>More information about lighting along the route, and where it is secured, 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 Plans (Application Document 2.5) and the Structure Plans (Application Document 2.13). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
ENT37	<p>Comments expressing concern about whether the proposed mitigation would actually be implemented. Respondents query how it would be possible to manage compensatory habitats after construction.</p>	Shorne Parish Council	Thurrock Council	2	18	<p>The Project has followed the mitigation hierarchy of 'avoid, minimise, restore and compensate' to protect the environment in which it would be situated and in keeping with industry best practice. Where practicable, adverse impacts on sensitive areas would be reduced. All mitigation proposals would be designed to be appropriate and proportionate to the type and extent of adverse effect they are intended to offset.</p> <p>The planned mitigation measures have been decided through an extensive and ongoing programme of engagement with statutory</p>	No

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						<p>bodies, such as the Environment Agency and Natural England, to ensure the Applicant is following the most appropriate and effective mitigation strategy. Feedback from Statutory and non-statutory consultation has also been considered, and non-statutory community groups were engaged with wherever possible.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans (e.g. the Engineering Drawings and Sections (Application Document 2.9)) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2), or as good practice or essential mitigation within ES Appendix 2.2: Code of Construction Practice (CoCP) (Application Document 6.3) 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</p>	

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						<p>management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.</p> <p>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 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>Embedded mitigation within the design of the Project is secured within the Design Principles (Application Document 7.5). Key environmental mitigation measures are represented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2), which is secured through Requirement 5 of the draft DCO.</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 Contractors 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 may be retained by the landowner and managed by them, or another third party, on the Applicant's behalf subject to a private agreement.</p>	

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ENT38	Comments expressing concern that the proposed environmental mitigation would be inadequate. Consultees say that new habitats would not adequately replace the loss of established habitats, particularly ancient woodland. Some express concern on the grounds that not enough information has been provided regarding the proposed noise barriers. Some consultees say these barriers should be extended near Whitecroft Care Home, and around the proposed A13/A1089/A122 Lower Thames Crossing junction to reduce the impacts from traffic using the Project.	Kent Downs AONB unit, Environment Agency, Shorne Parish Council, Forestry Commission (SE & L), Natural England	London Borough of Havering, Gravesham Borough Council, Kent County Council, Thurrock Council	22	100	<p>The planned environmental mitigation measures have been decided through an extensive and ongoing programme of engagement with statutory bodies, such as the Environment Agency and Natural England, to ensure the Applicant is following the most appropriate and effective mitigation strategy. Feedback from statutory and non-statutory consultation has also been considered, and non-statutory community groups were engaged with wherever possible.</p> <p>The Applicant recognises the irreplaceable nature of ancient woodlands and the importance attached to them within the National Policy Statement for National Networks (Department for Transport, 2014). Adverse effects on ancient woodland habitats have been reduced as much as possible while still achieving the Scheme Objectives, as agreed with the Department for Transport.</p> <p>An Environmental Impact Assessment (EIA) has been carried out to understand the</p>	No
ENT39	Comments from consultees who say that mitigation of the environmental impacts of the Project, including the loss of ancient woodland and other woodland, would not be possible. Concerns were also raised around the effectiveness of noise	Kent Downs Area of Outstanding Natural Beauty	-	12	61	<p>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</p>	No

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	barriers in reducing traffic noise.					information about any proposed measures to reduce adverse impacts.	
ENT40	Comments expressing concern about who would be responsible for the Project's environmental mitigation measures after they have been implemented, including taking care of areas of new planting, and maintaining noise barriers.	Forestry Commission (SE & L)	Kent County Council	3	6	<p>The Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats. Mitigation measures include safe crossing points for wildlife over or under the Project and translocation of protected species to suitable existing or new habitats. Habitat creation is proposed to compensate for the loss of habitat from within designated sites, including ancient woodland, to improve connectivity between existing habitats, to provide replacement habitats for protected species, and to compensate for the impacts of nitrogen deposition when the Project is operational. These measures would include the salvage of soils from ancient woodlands for beneficial reuse in new areas of compensatory woodland planting, and the planting of new woodland and other habitats on existing agricultural land. Overall, there would be several hundred hectares of new woodland and habitats created across the Project during the construction phase, providing biodiversity benefits.</p> <p>During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial invertebrates, and permanent habitat loss within ancient woodland and the loss of six</p>	No

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						<p>veteran trees (three north of the River Thames and three to the south).</p> <p>During operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation.</p> <p>Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>With regards to impacts on biodiversity, the Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation or compensation is proposed. For more information, see ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>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 biodiversity value. The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (Application Document 3.1).</p>	

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						<p>Any woodland planting would be appropriate to the surrounding landscape character and context. It is acknowledged that vegetation would take an extended period of time to establish. Landscape mitigation measures are presented in the Environmental Masterplan. 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 to manage the mitigation on the Applicant's behalf.</p> <p>The EIA has also considered the noise impacts associated with the Project and these assessments are documented in ES Chapter 12: Noise and Vibration (Application Document 6.1). The assessment follows the Design Manual for Roads and Bridges (DMRB) LA 111 (Highways England, 2020f) standards, 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.</p> <p>ES Chapter 12 also identifies the noise mitigation that would be implemented. Information about the locations, heights and lengths of the proposed noise barriers (including maps) was presented during the Design Refinement Consultation in July 2020, with information in the Guide to Design Refinement Consultation and the</p>	

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						<p>Environmental Impacts Update. The information provided allowed consultees to take an informed view on the proposed measures.</p> <p>Noise barriers would be a permanent part of the road and would be maintained by the Applicant for the lifetime of the Project. The commitment to install the noise barriers would be secured through their inclusion in the Design Principles (Application Document 7.5) and ES Figure 2.4: Environmental Masterplan (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 other isolated properties. There are no significant vibration impacts predicted during operation.</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</p>	

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						<p>manage existing habitats and create new ones. Section 14.4 of this report explains how the Applicant had regard to comments on this document received during consultation and how the Applicant had regard to 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 ES Appendix 2.2: Code of Construction Practice (Application Document 6.3).</p> <p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 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>	

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						<p>would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>Across the Project, the Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
ENT41	Comments expressing concern about the impact of the Project on local wildlife and habitats. Consultees comment on the permanent	Environment Agency, Shorne Parish Council,	London Borough of Havering, Gravesham Borough	29	158	The Applicant has designed the Project to reduce impacts on wildlife, habitats and designated areas during operation and construction. The design has been developed following the mitigation hierarchy of 'avoid,	No



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	<p>loss of loss of species and habitats, with reference to designated and non-designated sites. The impact of the Project on marine ecology was also mentioned, in particular those expressing concern about pollutants or contaminants entering the River Thames.</p>	<p>Forestry Commission (SE &amp; L), Natural England, Cobham Parish Council</p>	<p>Council, Kent County Council Thurrock Council</p>			<p>reduce, restore and compensate' to reduce any likely significant 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.</p> <p>An Environmental Impact Assessment (EIA) has been carried out to assess the impacts during construction and operation of the Project on flora and fauna. This assessment is documented in 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 Project would secure relevant protected species licences from Natural England, and these would need to ensure 'favourable conservation status' for the species affected.</p> <p>The ES biodiversity chapters provide a robust assessment of the impacts on sensitive flora and fauna as a result of the construction and operation of the Project. They include assessments of habitat loss and potential species mortality, as well as how changes to factors such as noise and air quality or hydrological conditions could affect the species</p>	

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						<p>and habitats present within the Project's zone of influence.</p> <p>The Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats. Mitigation measures include safe crossing points for wildlife over or under the Project and translocation of protected species to suitable existing or new habitats. Habitat creation is proposed to compensate for the loss of habitat from within designated sites, including ancient woodland, to improve connectivity between existing habitats, to provide replacement habitats for protected species, and to compensate for the impacts of nitrogen deposition when the Project is operational. These measures would include the salvage of soils from ancient woodlands for beneficial reuse in new areas of compensatory woodland planting, and the planting of new woodland and other habitats on existing agricultural land. Overall, there would be several hundred hectares of new woodland and habitats created across the Project during the construction phase, providing biodiversity benefits.</p> <p>Wildlife crossings would also be implemented, 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.</p>	

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						<p>During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial invertebrates, and permanent habitat loss within ancient woodland and the loss of six veteran trees (three north of the River Thames and three to the south).</p> <p>During operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation. Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation or compensation is proposed. For more information, see ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>The ES also includes descriptions of the impacts on designated and non-designated sites, as well as impacts on the landscape, such as the Kent Downs Area of Outstanding Natural Beauty, presented in ES Chapter 7: Landscape and Visual (Application Document 6.1), along with information about embedded</p>	

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						<p>design measures included to reduce adverse effects on biodiversity and the surrounding landscape.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase. The HRA contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no 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>ES Chapter 14: Road Drainage and the Water Environment (Application Document 6.1), presents an assessment of the impact of the Project's construction and operation on water systems and how water in the vicinity of the Project would be managed to mitigate any impacts. The assessment includes information about how contaminated runoff during the route's operation would be controlled and cleaned before re-entering nearby water systems (including the River Thames). It also</p>	

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						<p>sets out how any wastewater from construction would be managed.</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 ES Appendix 2.2: Code of Construction Practice (CoCP) (Application Document 6.3) 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</p>	

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						<p>2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the 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>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management</p>	

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						<p>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 ES Appendix 2.2: Code of Construction Practice (Application Document 6.3). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant amended the proposals to include approximately 279ha of compensatory planting to offset the potential impacts of nitrogen from vehicle emissions. This compensatory planting would provide new wildlife rich habitats using land that is currently mostly farmland, improving biodiversity in these</p>	

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						<p>areas and enhancing the area's wider biodiversity by increasing the number of linked habitats. A proportion of this land would be woodland.</p> <p>As a result of 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>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>	
ENT42	<p>Comments expressing concern about noise and vibrations associated with the Project including impacts during construction. The construction compounds, working hours and the length of the construction phase were mentioned. There were also concerns that vibration</p>	<p>Shorne Parish Council, Transport for London</p>	<p>Gravesham Borough Council, Kent County Council Thurrock Council</p>	68	166	<p>The Applicant has carried out an Environmental Impact Assessment (EIA), which considered the impacts of noise and vibration associated with the Project during construction and operation. These assessments are documented in Environmental Statement (ES) Chapter 12: Noise and Vibration (Application Document 6.1).</p> <p>During the preparation of the EIA, mitigation requirements were identified and have been incorporated into the proposals, either 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
	would damage listed buildings.					<p>mitigation that is embedded within the design of the Project and secured by the relevant plans (e.g. the Engineering Drawings and Sections (Application Document 2.9)) and Design Principles (Application Document 7.5), or as features presented on 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 ES Appendix 2.2: Code of Construction Practice (CoCP) (Application Document 6.3) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP includes information about the core working hours during construction, the expected length of the construction phase, and information about compounds and how the impacts on local people would be reduced wherever practicable, including the impacts of noise and vibration.</p> <p>The Project's standard working hours would be 07:00 to 19:00 on weekdays and 07:00 to 16:00 on Saturday. In addition, work could take place up to one hour before and after for mobilisation (start-up and close down) procedures. There would be extensions to these hours for tasks such as utilities, earthworks and concrete pours, including some 24-hour working. These hours are set out in detail in the CoCP. The draft CoCP was</p>	

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						<p>consulted on during the Community Impacts Consultation in July 2021. Issues raised during that consultation are set out in Section 14.4 of this report, along with how the Applicant had regard to them.</p> <p>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, however, be mitigated using good practice measures set out in the CoCP and the REAC.</p> <p>The assessment of vibration caused by the Project has considered whether any built heritage, including listed buildings, would be affected by construction vibration, caused by piling activities. The assessment concluded that listed buildings would not be affected.</p> <p>The assessment of ground-borne noise and vibration at land-based receptors is presented in ES Appendix 12.6 (Application Document 6.3) which concludes that there would be no impacts to any heritage buildings resulting from the vibration caused by the Project becoming operational.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
ENT43	General comments expressing concern about the impact of the Project on local amenities and services, either without specifying a location, or with reference to the Project as a whole.	-	Gravesham Borough Council	4	13	<p>Following further investigations and in response to feedback received through consultation, changes were made to reduce the Project's impacts on local amenities. The Applicant consulted on the predicted impacts on local people during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in particular the information presented in the Ward Impact Summaries (see Appendix S of this report).</p> <p>Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1) 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.</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>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The 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>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.</p> <p>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.</p> <p>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>Updated 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>In many instances, where the Project would affect community land used for recreation, the Applicant is proposing replacement land to reduce the adverse impacts. Locations where this is proposed include Ron Evans Memorial Field, Tilbury Green, Claylane Wood, 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 in July 2020 with further updates to proposals presented during the Community Impacts Consultation in July 2021.</p> <p>The Applicant has engaged with people with an interest in land within the Order Limits and previous versions of the development boundary. This included writing to them at each stage of the consultation process. 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</p>	

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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), 6 (Supplementary Consultation), 7 (Design Refinement Consultation), 8 (Community Impacts Consultation), and 9 (Local Refinement Consultation) 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>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, Essex 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</p>	

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						<p>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 would be available during construction or once the Project is complete.</p> <p>More information about the proposals for improving and upgrading Public Rights of Way and the proposed green bridges are set out in the Project Design Report (Application Document 7.4).</p>	
ENT44	<p>Comments expressing concern about the impact of the Project on amenities in the area around the proposed M2/A2/A122 Lower Thames Crossing junction, including Shorne Woods Country Park and Michael Gardens, as well as the proposed closure of the Southern Valley Golf Club and the pitch and putt facilities at Gravesend Golf Centre.</p>	Shorne Parish Council	Gravesham Borough Council, Kent County Council	9	34	<p>As set out during the Design Refinement Consultation in July 2020, 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 Update published part of the Community Impacts Consultation in July 2021.</p> <p>During the Local Refinement Consultation in May 2022, and following feedback from local</p>	Yes

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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. For example, the Applicant proposed making Hever Court walking-cycling track and the northern section of footpath NG8 into bridleways to accommodate horse riding, while the footpath through Michael Gardens would become a walking-cycling track, not a bridleway due to objections from local people at having horses in close proximity to a playground.</p> <p>The path and play area would be accessible to the public during construction and once the Project is operational.</p> <p>The Southern Valley Golf Club is a privately owned business and the Applicant would permanently acquire the entire site for the Project. There is no proposal to replace the golf club, but the Applicant would create a new parkland area within the Project, Chalk Park, near the South Portal, which would be accessible to the public once the Project is operational.</p> <p>Gravesend Golf Centre consists of a nine-hole golf course with a driving range. The Applicant proposes to permanently acquire the site of the nine-hole course to form part of the proposed area of public recreational land, Chalk Park, a landscaped area around the South Portal accessible via a network of new and existing</p>	



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						Public Rights of Way. The Applicant is also seeking powers through the Development Consent Order (Application Document 3.1) to relocate the golf facility to the south-east of Cascades Leisure Centre, on part of the site of the existing Southern Valley Golf Club. However, the Applicant recognises that there are broader proposals for the redevelopment of the leisure centre site and that Gravesham Borough Council, which owns the site, has been exploring the feasibility of alternative locations for the relocated golf facility in order to maximise the future potential of the site. The Applicant is engaging with Gravesham Borough Council in this regard and is willing to support it in relation to any feasibility work. If an alternative location for the relocated golf facility were identified and progressed as a result, it would be delivered separately to the Project.	
ENT45	Comments expressing concern about the impact of the Project on amenities near the proposed A13/A1089/A122 Lower Thames Crossing junction, including Orsett Showground and local sports and riding clubs.	-	-	2	6	Part of the Orsett Showground would need to be permanently acquired for the construction of link roads to the Orsett Cock roundabout and the A13. The Applicant also proposes to divert a gas pipeline along the southern boundary of the site, and permanent rights would be required over a limited corridor of land to operate and maintain the gas pipeline. After the Design Refinement Consultation in July 2020, the alignment of the high-pressure gas pipeline either side of Rectory Road along the northern side of the A13 was revised to locate it closer to the earthworks that would	Yes

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						<p>form part of the new road. The relocated pipeline reduces the Order Limits and minimises the temporary and permanent disruption to the Orsett 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. There are minor adjustments to the Order Limits along the length of the diversion, which would reduce the area needed for works by approximately two hectares.</p> <p>A small part of the south-western corner of the Orsett Golf Club site would be required permanently for the new Brentwood Road bridge and temporary rights would be required over an adjacent area for the diversion of a gas pipeline. The Club would remain open throughout the works with disruption only expected to temporarily impact the championship tee of one hole. The Applicant is engaging with the Club to mitigate this impact and reach agreement on other matters including the erection of bat boxes on two wooded locations on the golf course. A small part of Thurrock Rugby Football Club would be temporarily used for the diversion of overhead power cables, but these works are not expected to affect use of the rugby club.</p>	

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						<p>Permanent rights would be required over this land for the operation and maintenance of the overhead lines.</p> <p>At the Ron Evans Memorial Field, an area of land would be acquired permanently to facilitate the Project but this would be replaced by new land adjacent to the existing area, minimising the impacts.</p> <p>The car park at the Grangewaters Education Outdoor Centre would be needed for temporary utility works with permanent rights, but this land would be reinstated once works are complete.</p> <p>Information about these impacts can be found in ES Chapter 13: Population and Human Health (Application Document 6.1).</p>	
ENT46	Comments expressing concern about the impact of the Project on amenities near the proposed A122 Lower Thames Crossing/M25 junction, including Thames Chase Forest Centre and the Wilderness Woodland.	-	-	6	24	<p>The Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats. Habitat creation is proposed to compensate for the loss of habitat from within designated sites, including ancient woodland, to improve connectivity between existing habitats, to provide replacement habitats for protected species, and to compensate for the impacts of nitrogen deposition when the Project is operational. These measures would include the salvage of soils from ancient woodlands for beneficial reuse in new areas of compensatory woodland planting, and the planting of new woodland and other habitats on existing agricultural land.</p>	No

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						<p>Overall, there would be several hundred hectares of new woodland and habitats created across the Project during the construction phase, providing biodiversity benefits. For more information, see Environmental Statement Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>The Applicant proposes acquiring 13ha of replacement land to the north and south of the Thames Chase Forest Centre to offset the impacts of permanently taking land to allow the Project to be built and operated. The 15ha of replacement land would be designed to complement the retained forest and connect to existing footpaths. As additional mitigation, a new footbridge would be built over the M25 to improve connectivity between the western and eastern sections of the Thames Chase Forest Centre and reconnecting Thames Chase Forest Centre to the Land of the Fanns and the wider environment. The proposals would also provide access from Ockendon Road and Clay Tye Road, with further opportunities to provide access to Thames Chase Forest Centre to the north of the site from St Mary's Lane.</p> <p>The Wilderness woodland would be subject to habitat loss as a result of the Project, as outlined in ES Chapter 8. The proposed planting of species-rich grasslands and native woodland as part of the Project's environmental mitigation would help to compensate for the land which would need to</p>	

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						be permanently acquired to build and operate the Project. Ecological connectivity to the Wilderness woodland would be maintained via the proposed planting and through installation of the green bridges at North Road.	
ENT47	Comments expressing concern about how local people would be compensated for any impacts on them from the Project, including concern about compulsory acquisition. Consultees say that payments should be made immediately, query how effective the process would be, and in some cases make reference to the specifics of their own circumstances.	-	Kent County Council	13	9	<p>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.</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 (Department for Levelling Up, Housing and Communities, 2021c). Each claim for compensation would be considered on its own merits, in line with the code.</p> <p>The consultation materials included information about compensation and compulsory acquisition, with links to the relevant the Applicant's information booklets included as part of the consultation materials.</p> <p>Further information on the Applicant's engagement with people with an interest in land across successive phases of pre-</p>	No

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						<p>application consultation is set out in Chapter 5 of this report. Each of Chapters 4 (Statutory Consultation), 6 (Supplementary Consultation), 7 (Design Refinement Consultation), 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 claims for compensation (compensation for impacts on a property from a new or altered road) or Section 14 of the Land Compensation Manual (Valuation Office Agency, 2018), covering compensation for impacts where no land is taken, once the new road is open.</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 property owners to claim compensation for negative impacts from the road on their property value,</p>	

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						<p>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.</p> <p>The Applicant has worked closely and engaged with people with an interest in land, including writing to them at each stage of the consultation process. 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>	
ENT48	General comments expressing concern about the impact of the Project on local people and communities, including businesses, either without specifying a location, or with reference to the Project as a whole. Some consultees say there would be no benefits to local businesses.	-	Gravesham Borough Council, Thurrock Council	29	105	<p>The impacts of the Project during construction and operation 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 local people and communities, including businesses, 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</p>	No

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						<p>considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Chalk Park and Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such 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.</p> <p>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.</p>	



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						<p>There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which could have positive and negative mental health outcomes (such as anxiety as a result of increases in noise levels).</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>The Applicant consulted on the predicted impacts on local people and businesses during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in particular the information presented in the Ward Impact Summaries (see Appendix S of this report).</p> <p>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. Further information about the traffic forecasts can be found in the Traffic Forecasts Non-Technical Summary (Application Document</p>	

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						<p>7.8). The improved connectivity would boost the productivity of local businesses by making it easier for them to interact with customers and suppliers and to retain and attract workers. These business benefits would boost employment and economic growth, with significant long-term benefits from the Project for businesses.</p> <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>	
ENT49	Comments expressing concern about the impact of the Project on the physical and mental health of local	-	Thurrock Council	24	75	Local people and communities, including their health, 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.	No

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	people, including their quality of life.					<p>An Environmental Impact Assessment (EIA) has been carried out to assess the impacts of the Project on local people and communities during construction and operation. These assessments are documented in ES Chapter 13: Population and Human Health (Application Document 6.1) which includes the assessments of the Project's impacts on public health. This process has informed the Project's design and helped to determine any proposed mitigation, which is also set out in the ES.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Chalk Park and Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such as</p>	

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						<p>cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational. 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. 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.</p>	

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						<p>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.</p> <p>There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which could have positive and negative mental health outcomes (such as anxiety as a result of increases in noise levels).</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p> <p>The Applicant presented information on the predicted impacts on local people, including on physical and mental health during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in particular the information presented in the Ward Impact Summaries (see Appendix S of this report).</p> <p>ES Chapter 13 considers the impact of the Project on homes, schools, public amenities and open space (including sports and leisure facilities), as well as predicted impacts on</p>	

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						<p>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.</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>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.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation.</p>	

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						<p>The Applicant 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>	
ENT50	Comments expressing concern about the impact of the Project on local people and communities in the area around the proposed M2/A2/A122 Lower Thames Crossing junction. Concerns	Shorne Parish Council, Cobham Parish Council	-	19	91	The impacts of the Project during construction and operation 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.	No

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	include impacts on health generally, including schools and care homes, and the impact of severance on communities. Impacts on local businesses was also a concern.					<p>ES Chapter 13: Population and Human Health (Application Document 6.1) includes an assessment of the impact of the Project on local people and communities, including businesses, during the Project's construction and operation.</p> <p>The Applicant presented information on the predicted impacts on local people, including on health, schools and care homes and severance on communities 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). Updated 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 Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10) has been completed as part of the submission for development consent for the Project. This assessment considers issues relating to the physical and mental health of local people who might be affected by the Project's construction and operation. The assessment includes consideration of the Project's impact on schools and care homes.</p> <p>Local people would benefit from work and training opportunities provided by the Project</p>	



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						<p>during construction, which are likely to have positive impacts on mental health. However, while construction impacts have been mitigated as far as reasonably practicable, there would be temporary negative impacts on communities from construction activities. These could result in mental health impacts on local people – for example, due to anxiety around perceived changes in air quality or as a result of changes to noise levels. Longer journey times due to traffic management and road closures, reduced access to green spaces and closures of walking, cycling and horse riding routes could also impact people's health and wellbeing. Some local businesses, including farms, would have land temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of 30 residential and 5 commercial properties.</p> <p>Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on 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.</p>	

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						<p>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>As part of the HEqIA, an assessment has been undertaken to understand where there may be an increase in severance in order to ascertain potential impacts on local people. For example, this assessed whether communities may experience difficulties in accessing community, recreational, healthcare or educational facilities. Locations where an increase in severance is predicted already have appropriate pedestrian crossing facilities or are routes where pedestrian traffic is likely to be very low (for example, rural roads with no pavements or nearby amenities or facilities). All minor roads that would be severed during construction have been re-linked as part of the Project design, either along their original alignment or with very little deviation from the original alignment. None of the Public Rights of Way that would be permanently severed as a result of the Project are considered to have an adverse effect in terms of providing people with access to services or amenities.</p> <p>ES Chapter 13: Population and Human Health (Application Document 6.1) includes an assessment of the impact of the Project on local businesses. The Applicant has sought to</p>	

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						<p>minimise these impacts wherever practicable and has worked with local businesses to understand their impacts. Three business properties would need to be permanently acquired and demolished in order to construct the proposed M2/A2/A122 Lower Thames Crossing junction. Owners of these properties would be eligible for compensation in line with the Compensation Code (Department for Levelling Up, Housing and Communities, 2021a).</p> <p>Other businesses near the proposed M2/A2/A122 Lower Thames Crossing junction may be impacted temporarily during construction. The Applicant has worked with these businesses to understand their circumstances and mitigate impacts wherever practicable.</p>	
ENT51	Comments expressing concern about the impact of the Project on local people and communities in the Tilbury area, including concerns impact on properties and businesses. Areas mentioned include Coalhouse and Tilbury Forts, Tilbury Green and West Tilbury.	-	Thurrock Council	21	60	<p>There would be no direct impacts on Coalhouse or Tilbury Forts and it is expected that Public Rights of Way along the estuary would remain open during most of the construction phase and once the Project is operational. However, the route could close for approximately one month for resurfacing works (subject to the construction programme being finalised). Construction impacts for Coalhouse Fort relate primarily to amenity impacts for visitors during construction as a result of changes in noise and landscape quality. Further information on predicted impacts, such as noise and visual impact, were included by</p>	No

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						<p>the Applicant in 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, along with information as to how the Applicant had regards to feedback.</p> <p>Environmental Statement Appendix 2.2: Code of Construction Practice (Application Document 6.3) sets out general and topic-specific principles and requirements for the control, mitigation and monitoring of potential construction impacts. These include general environmental and site-management activities, working hours, and noise and light reduction.</p> <p>The Project would permanently acquire most of Tilbury Green (CL411) for the new road and landscaping. The common land follows an existing public footpath (FP200). The Project would prevent access to the affected section of FP200.</p> <p>To compensate for the common land to be acquired, replacement land greater in size would be provided by the Project. The replacement land would follow the realigned and upgraded FP200, which will connect into a network of existing and proposed non-motorised user routes connecting settlements, sites of interest and the new Tilbury Fields open space. The overall nature of the replacement land would be better than the existing common land. The appropriate design of the replacement land</p>	

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						<p>would be secured through the Design Principles and oLEMP.</p> <p>During the Local Refinement consultation in May 2022, the Applicant also proposed new routes to link the heritage assets of Coalhouse Fort and Bowaters Farm Battery to East Tilbury. Following feedback from the consultation about linking Tilbury Fields to Coalhouse Fort and providing access for all users, the Applicant is proposing to include new Public Rights of Way and permissive path links to the heritage sites of Coalhouse Fort and Bowaters Farm Battery, and to East Tilbury. These new connections would create a variety of alternative routes that walkers, cyclists and horse riders in the local area could use. This change also addresses feedback from Thurrock Council about active travel routes around the Coalhouse Fort area. More information about the Local Refinement Consultation in May 2022 can be found in Chapter 9 of this report.</p> <p>At West Tilbury Marshes, the Applicant would need to carry out works to install a power supply for the North Portal, with permanent rights required to permit the future operation and maintenance of the network. However, the permanent rights would relate to underground equipment, so the land is expected to be returned to its current use when works are complete.</p>	

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ENT52	Comments expressing concern about the impact of the Project on local people and communities in the area around the proposed A13/A1089/A122 Lower Thames Crossing junction, including impacts on homes and businesses, including consultees saying too many properties would be directly impacted. Locations mentioned include Orsett and the Gammonfields Way traveller site.	-	Thurrock Council	19	62	<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 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 commercial. Of these 27, two were Grade II listed buildings. The properties proposed to be demolished were near the new M2/A2/A122 Lower Thames Crossing and A122 Lower Thames Crossing/M25 junctions and the upgraded A13/A1089/A122 Lower Thames Crossing junction.</p> <p>After Statutory Consultation in October 2018, proposals for some parts of the Project were revised and these were presented during the Supplementary, Design Refinement, Community Impacts Consultations, and the Local Refinement Consultation, launched in January 2020, July 2020, July 2021 and May 2022 respectively. See Chapters 6, 7, 8 and 9 of this report for more information about these consultations.</p> <p>At the Supplementary Consultation and the Design Refinement Consultation, 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</p>	No

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						<p>removed to enable construction of the proposed A13/A1089/A122 Lower Thames Crossing junction and its associated link roads. The number of properties to be demolished has increased primarily due to adjustments to the design of the Project's route.</p> <p>In the area around the proposed A13/A1089/A122 Lower Thames Crossing junction, properties subject to proposed permanent acquisition and demolition are located in clusters around Baker Street. Compensation would be made available in line with the Compensation Code (Department for Levelling Up, Housing and Communities, 2021c). The Applicant also acknowledges that these demolitions can cause other negative impacts on the community, such as anxiety or loss of community, and these issues are considered in more detail in the Health and Equalities Impact Assessment (Application Document 7.10).</p> <p>The existing Gammonfields Way traveller site would be acquired for the Project in order to construct the proposed A13/A1089/A122 Lower Thames Crossing junction. 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 of Gammonfields way. The relocated travellers' site would remain approximately 1.5 hectares</p>	

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						<p>in area (the same as 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.</p> <p>Part of the Orsett Showground would need to be permanently acquired for the construction of link roads to the Orsett Cock roundabout and the A13. The Applicant also proposes to divert a gas pipeline along the southern boundary of the site, and permanent rights would be required over a limited corridor of land to operate and maintain the gas pipeline. After the Design Refinement Consultation in July 2020, the alignment of the high-pressure gas pipeline either side of Rectory Road along the northern side of the A13 was revised to locate it closer to the earthworks that would form part of the new road. The relocated pipeline reduces the Order Limits and minimises the temporary and permanent disruption to the Orsett 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. There are minor adjustments to the Order Limits</p>	



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						<p>along the length of the diversion, which would reduce the area needed for works by approximately two hectares.</p> <p>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 are ongoing to resolve or mitigate concerns.</p>	
ENT53	<p>Comments expressing concern about the impact of the Project on local people and communities in the area around the proposed A122 Lower Thames Crossing/M25 junction. Areas mentioned include North and South Ockendon, as well as Folkes Lane Woodland and North Ockendon Conservation Area. Consultees express concern about the impact of the Project on future housing development.</p>	-	Thurrock Council	21	45	<p>Temporary possession of land at Folkes Lane Woodland would be required for the diversion of a high-pressure gas pipeline. Permanent rights would be required for the operation and maintenance of the new pipeline. A small area of land would be acquired permanently for works to widen the M25 carriageway. The Applicant is proposing to provide replacement open space land on the eastern side of the M25 within a new area of woodland planting at Hole Farm (29,200m<sup>2</sup>)</p> <p>The impact of the Project on North Ockendon Conservation Area has been assessed as part of Environmental Statement (ES) Chapter 6: Cultural Heritage (Application Document 6.1). The Conservation Area would be affected by a nearby construction compound, the construction route along Ockendon Road and the B186, and multi-purpose utilities works. Further utility works would take place across an agricultural field between the Conservation</p>	No

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						<p>Area and the M25. Wherever possible, construction impacts would be mitigated through the screening of construction compounds with fencing and measures to reduce the dust, noise and light. On completion of the construction phase, agricultural land not required permanently would be reinstated to the reasonable satisfaction of the landowner. For more information about the mitigation measures, see ES Chapter 6 and ES Appendix 2.2: Code of Construction Practice (CoCP) (Application Document 6.3). The CoCP is legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>Residential development land has been assessed as part of ES Chapter 13: Population and Human Health (Application Document 6.1) and no land is currently required for residential development in the vicinity of the proposed A122 Lower Thames Crossing/M25 junction has been identified.</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</p>	

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						<p>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.</p> <p>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.</p>	

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						<p>There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse riding routes; as well as access to new areas of recreational land at Tilbury Fields. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which could have positive and negative mental health outcomes (such as anxiety as a result of increases in noise levels).</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts can be found in the Community Impact Report (Application Document 7.16).</p>	
ENT54	Comments expressing concern about the impact of the Project on local people and communities in the area around junction 29 of the M25, including impacts on existing businesses. In addition, there are concerns the Project would limit commercial opportunities in	-	Brentwood Borough Council	5	14	<p>The Applicant would minimise impacts on existing businesses wherever practicable.</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</p>	Yes

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	this area, inhibiting economic growth.					<p>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 Interrelationships with Other Nationally Significant Infrastructure Projects and Major Development Schemes (Application Document 7.17).</p> <p>The Applicant is producing a Statement of Common Ground with the landowner.</p>	
ENT55	Comments expressing concern that local people would oppose the Project whatever proposals were put forward, saying people react negatively towards major projects and the Project should go ahead anyway.	-	-	0	4	<p>Local people and stakeholders have been consulted at appropriate phases of the Project's development to ensure their views are understood. In addition to Statutory and non-statutory consultations, extensive engagement has also taken place – for example, with local authorities and statutory stakeholders – to ensure the impacts of the Project are</p>	No

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						<p>understood and mitigation could be carried out wherever practicable.</p> <p>The Applicant has assessed the impacts of the Project during construction and operation in its Environmental Impact Assessment (EIA), which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). The topic-specific chapters of the ES provide an assessment of the impacts on the environment and local people, as well as setting out any proposed mitigation.</p>	
ENT56	General comments expressing concern about the impact of the Project on the connectivity and safety of routes for walkers, cyclists and horse riders.	-	Thurrock Council	1	19	<p>During construction, the Applicant would seek to minimise impacts on Public Rights of Way (PRoWs) as much as possible. Where a PRoW is affected, the Applicant would consider options that would include closing the route temporarily, providing a temporary diversion, or opening an alternative permanent route before the existing one is closed. How the impacts are mitigated would depend on factors such as the type of works in the area and the safety implications.</p> <p>Information about which PRoWs and roads would be affected during construction can be found in the Streets Subject to Temporary Restrictions of Use Plans (Application Document 2.8) and Schedule 3 of the draft Development Consent Order (Application Document 3.1).</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction</p>	Yes

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						<p>(TMP) to the Secretary of State for approval following consultation with the relevant planning authority. This is secured through Requirement 10 of the Schedule 2 Requirements in the draft DCO. The TMP would include measures on maintaining safety for users of Public Rights of Way during construction. Detailed proposals for the provision for cyclists, walkers and horse riders, and other Schedule 2 Requirements, were included 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.</p> <p>At the Supplementary Consultation in January 2020, the Applicant presented proposals to maintain, upgrade and expand the network of footpaths, cycling and horse riding routes in the vicinity of the Project. The proposals include over 46km of new or upgraded routes. Updates to some of the proposals were consulted on 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 in the vicinity of the Project would be likely to close and what alternative</p>	

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						<p>routes 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 Hever Court walking-cycling track and the northern section of footpath NG8 into bridleways to accommodate horse riding, while the footpath through Michael Gardens would become a walking-cycling track, not a bridleway due to objections from local people at having horses in close proximity to a playground.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant also proposed new routes to link the heritage assets of Coalhouse Fort and Bowaters Farm Battery to East Tilbury. Following feedback from the consultation about linking Tilbury Fields to Coalhouse Fort and providing access for all users, the Applicant is proposing to include new Public Rights of Way and permissive path links to the heritage sites of Coalhouse Fort and Bowaters Farm Battery, and to East Tilbury. These new connections would create a variety of alternative routes that walkers, cyclists and horse riders in the local area could use. This change also addresses feedback</p>	



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						<p>from Thurrock Council about active travel routes around the Coalhouse Fort area.</p> <p>During the Local Refinement Consultation, following feedback from the London Borough of Havering and local cycling groups, the Applicant proposed a new bridge for walkers, cyclists and horse riders across the A127 west of M25 junction 29, linking Moor Lane in the south to Folkes Lane in the north. This change addresses consultation feedback about connectivity between the north and south footways and cycleways alongside the A127, to both east and west sides of M25.</p> <p>In addition, following consultation feedback from the British Horse Society and Essex County Council, and safety concerns about horses sharing routes with motor traffic the Applicant proposed an upgrade to the previously proposed A127 walking-cycling bridge east of junction 29, so it could also accommodate horse riders and to would include a link to bridleway BR183. This means horse riders would no longer be dependent on the existing vehicle bridge across the A127, which is shared with motor traffic, including Heavy Goods Vehicles. The Applicant would be required to deliver this new bridge for walking, cycling and horse riding, unless alternative facilities for walking, cycling and horse riding are constructed and open for use. These commitments are set out in the Design Principles (Application Document 7.5). Under</p>	

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						<p>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>Decisions about the provisions for walking, cycling and horse riding have been made through consideration of design standards and best practice, consultation responses and ongoing engagement with local authorities and user groups. The proposals would help maintain connectivity and safety for walkers, cyclists and horse riders in the vicinity of the Project once it is operational.</p>	
ENT57	Comments expressing concern about the impact of the Project on the connectivity and safety of routes for walkers, cyclists and horse riders in the area around the proposed M2/A2/A122 Lower Thames Crossing junction.	Shorne Parish Council	Gravesham Borough Council, Kent County Council	8	33	<p>Routes in the vicinity of the proposed M2/A2/A122 Lower Thames Crossing junction would provide connections between recreational areas such as Jeskyns Community Woodland and Shorne Woods Country Park. The routes would link these recreational areas to populations in Gravesend and Thong. All of the green bridges would include crossing routes for walkers and cyclists, with equestrian access provided as appropriate for the location. The proposals would include the realignment of National Cycling Route 177 and new recreational Public Rights of Way in the area around the South Portal linking to existing provision.</p> <p>Following the Community Impacts Consultation, the Applicant presented new proposals for a wider green bridge at Thong</p>	Yes

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						<p>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, 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 Hever Court walking-cycling track and the northern section of footpath NG8 into bridleways to accommodate horse riding, while the footpath through Michael Gardens would become a walking-cycling track, not a bridleway due to objections from local people at having horses in close proximity to a playground.</p>	
ENT58	Comments expressing concern about the impact of the Project on the connectivity and safety of routes for walkers, cyclists and horse riders in the Tilbury area.	-	Thurrock Council	3	12	<p>North of the River Thames, the new proposed walking, cycling and horse riding routes would link the populations of Grays, Chadwell St Mary, Orsett, East Tilbury and South Ockendon.</p> <p>Existing Public Rights of Way near the proposed Tilbury viaduct would be diverted under the new road to maintain connectivity, while the Muckingford Road green bridge</p>	Yes

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						<p>would include walking, cycling and horse riding provision.</p> <p>During the Local Refinement consultation in May 2022, the Applicant also proposed new routes to link the heritage assets of Coalhouse Fort and Bowaters Farm Battery to East Tilbury. Following feedback from the consultation about linking Tilbury Fields to Coalhouse Fort and providing access for all users, the Applicant is proposing to include new Public Rights of Way and permissive path links to the heritage sites of Coalhouse Fort and Bowaters Farm Battery, and to East Tilbury. These new connections would create a variety of alternative routes that walkers, cyclists and horse riders in the local area could use. This change also addresses feedback from Thurrock Council about active travel routes around the Coalhouse Fort area.</p>	
ENT59	Comments expressing concern about the impact of the Project on the connectivity and safety of routes for walkers, cyclists and horse riders in the area around the A13/A1089/A122 Lower Thames Crossing junction.	-	Thurrock Council	7	12	<p>In the vicinity of the proposed A13/A1089/A122 Lower Thames Crossing junction there would be numerous changes to Public Rights of Way, such as widening bridges to accommodate shared paths, creating additional shared paths to connect areas around the junction, and upgrading footpaths to bridleways to expand the horse riding and cycling network.</p> <p>For example, the Rectory Road bridge over the A1013 would be widened to allow walking, cycling and horse riding and include a Pegasus crossing.</p>	No

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						North of the proposed A1013/A13 junction, new Public Rights of Way would link the Baker Street area and the Mardyke Valley, with routes through to Thames Chase Forest Centre and Little Belhus Park. Several footpaths would be upgraded to bridleways to improve connectivity for cycling and horse riding.	
ENT60	Comments expressing concern about the impact of the Project on the connectivity and safety of routes for walkers, cyclists and horse riders in the area around the proposed A122 Lower Thames Crossing/M25 junction.	Essex Police	Thurrock Council	4	3	<p>Following the Design Refinement Consultation in July 2020 the Applicant amended their proposals in this location to include a new pedestrian cycling bridge of the A127 east of M25 junction 29 and new paths east of the proposed A122 Lower Thames Crossing/M25 junction that would link up with the Thames Chase Forest Centre and Little Belhus Park. These were consulted upon during the Community Impacts Consultation in July 2021.</p> <p>At the Community Impacts Consultation the Applicant also proposed a walking-cycling bridge to the west of M25 junction 29.</p> <p>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 at the Local Refinement Consultation in May 2022. This change addressed consultation feedback about connectivity between the north and south footways and cycleways alongside the A127, to both east and west sides of M25.</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
						In addition, following feedback from the British Horse Society and Essex County Council, and safety concerns about horses sharing routes with motor traffic, the Applicant proposed an upgrade to the previously proposed A127 walking-cycling bridge east of junction 29, so it could also accommodate horse riders and to would include a link to bridleway BR183. This means horse riders would no longer be dependent on the existing vehicle bridge across the A127, which is shared with motor traffic, including Heavy Goods Vehicles. The Applicant would be required to deliver this new bridge for walking, cycling and horse riding, unless alternative facilities for walking, cycling and horse riding are constructed and open for use. These commitments are set out in the Design Principles (Application Document 7.5). Under Requirement 3 of the draft Development Consent Order (Application Document 3.1), the Applicant would be required to carry out the authorised development in accordance with the Design Principles.	
ENT61	Comments expressing concern about the impact of the Project on the connectivity and safety of routes for walkers, cyclists and horse riders in the area around the proposed	Essex Police	-	4	15	The proposed 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 and it would therefore be closed.  To maintain continuity of the footway, during the Local Refinement Consultation in May 2022, following feedback from the London	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
	upgrades to junction 29 of the M25.					<p>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 to would include a link to bridleway BR183. This means horse riders would no longer be dependent on the existing vehicle bridge across the A127, which is shared with motor traffic, including Heavy Goods Vehicles. The Applicant would be required to deliver this new bridge for walking, cycling and horse riding, unless alternative facilities for walking, cycling and horse riding are constructed and open for use. These commitments are set out in the Design Principles (Application Document 7.5). Under Requirement 3 of the draft Development Consent Order (Application Document 3.1), the Applicant would be required to carry out the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						authorised development in accordance with the Design Principles.	
ENT62	Suggestions that environmental assessments should be carried out, or suggestions about how they should be carried out, as well as recommendations for permits required for the Project, such as a Flood Risk Activity Permit.	Environment Agency, Shorne Parish Council, Historic England, Natural England	London Borough of Havering, Thurrock Council	4	9	<p>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) (National Highways, 2019). 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.</p> <p>The Applicant's EIA is documented in the Environmental Statement (Application Documents 6.1, 6.2 and 6.3). Each of the specialist chapters includes information about baseline data, the methodology followed and 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.</p> <p>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>	No



Code	Summary of issue(s) 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's draft Development Consent Order (Application Document 3.1) includes permissions equivalent to a Flood Risk Activity Permit, which would allow its appointed Contractor to carry out construction in a flood plain, within 8m of a main river, or within 16m of a tidal river. As such, there would be no need for the contractor to apply for this permit if the Project is granted development consent. More information can be found the Consents and Agreements Position Statement (Application Document 3.3).	
ENT63	Suggestions that there should be more green bridges, or suggestions for the design of the green bridges proposed, including comments about width.	Kent Downs AONB unit, Shorne Parish Council, Natural England	London Borough of Havering, Gravesham Borough Council	4	13	<p>Green bridges are an established method of providing effective and valuable wildlife corridors where new infrastructure is implemented. For more information, see Environmental Statement (ES) Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <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 and feedback received during Statutory Consultation in October 2018, an additional three green bridges were proposed during Supplementary Consultation in January 2020. These would be located where the Project intersects Muckingford Road, Hoford Road and North Road. In addition, the green bridge carrying Thong Lane over the new road was widened as part of design</p>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>revisions presented during Supplementary Consultation.</p> <p>Four of the Project's proposed green bridges would include provision for walking, cycling and horse riding. The widths of the green bridges are identified in the Development Consent Order application. For more information about these, see the Project Design Report (Application Document 7.4) and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</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.</p>	
ENT64	Suggestions about ensuring mitigation of the environmental impact of the Project, including use of native, mature trees and plants. Others say the	Forestry Commission England, Kent Downs AONB unit, Shorne	London Borough of Havering, Gravesham Borough Council,	30	86	Minimising adverse impacts on the environment is one of the scheme objectives, with the new road being developed accordingly. The proposals have been designed to provide an appropriate balance between the need to reduce environmental	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
	Applicant should deliver significant net gains for biodiversity as part of the Project. Some consultees suggest that noise barriers should be installed along the entire route.	Parish Council, Historic England, Forestry Commission (SE & L), Natural England, Essex Police, National Grid, Cobham Parish Council	Kent County Council, Thurrock Council			<p>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.</p> <p>The Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats. Mitigation measures include safe crossing points for wildlife over or under the Project and translocation of protected species to suitable existing or new habitats. Habitat creation is proposed to compensate for the loss of habitat from within designated sites, including ancient woodland, to improve connectivity between existing habitats, to provide replacement habitats for protected species, and to compensate for the impacts of nitrogen deposition when the Project is operational. These measures would include the salvage of soils from ancient woodlands for beneficial reuse in new areas of compensatory woodland planting, and the planting of new woodland and other habitats on existing agricultural land. Overall, there would be several hundred hectares of new woodland and habitats created across the Project during the construction phase, providing biodiversity benefits.</p> <p>During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>invertebrates, and permanent habitat loss within ancient woodland and the loss of six veteran trees (three north of the River Thames and three to the south).</p> <p>During operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation. Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>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 Environmental Statement (ES) Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>To make sure the most effective and appropriate mitigation strategy is followed, the Applicant has an extensive, ongoing programme of engagement with relevant statutory bodies – such as the Environment Agency, Natural England and Historic England. The Applicant has also considered feedback to statutory and non-statutory 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
						<p>worked with non-statutory community groups wherever possible.</p> <p>The Applicant has committed to achieving no net loss in biodiversity by the end of Road Investment Strategy 2 (RIS2) (Department for Transport, 2020a), which covers the period 2020-25, and will work towards biodiversity net gain by 2040 across its estate. Although the construction of the Project would have significant adverse effects on statutory designated sites and irreplaceable habitats, such as veteran trees and some sections of ancient woodland, the design has sought to provide biodiversity benefits wherever possible. An assessment of baseline biodiversity value and that achieved by the Project's design post development is presented within the Sustainability Statement (Application Document 7.11).</p> <p>The noise impacts associated with the Project have been assessed in accordance with relevant standards and guidance, adverse or beneficial impacts have been identified for residential and other sensitive locations during both the construction and operational phases of the Project.</p> <p>This assessment was carried out in accordance with the standards set out in the Design Manual for Roads and Bridges LA 111 (Highways England, 2020f) and is documented in ES Chapter 12: Noise and Vibration (Application Document 6.1).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>To reduce the impacts of noise and vibration from the Project, it has been aligned as far as reasonably practicable from population centres and other noise-sensitive locations. Operational noise impacts would be reduced through the use of the tunnels, cuttings and false cuttings, along with low-noise road surfacing and noise barriers.</p> <p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs Area of Outstanding Natural Beauty (AONB). Additionally, the A2/M2 upgrade proposed at Statutory Consultation would now use lower-noise surfacing compared to the previous proposals. The Applicant has assessed the impact of removing this noise barrier and found that there would be no significant impacts on sensitive receptors, such as residential properties, as a result of the change. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road.</p> <p>In addition, the low-noise surfacing that the applicant proposed at the Community Impacts Consultation in July 2021, would be effective at reducing the sound of traffic from the A2 at this location. This mitigation would be secured as part of the DCO application.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information 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>other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation.</p> <p>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</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as Sites of Special Scientific Interest, Local Nature Reserves, and Special Areas of Conservation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners' whilst continuing to offset the environmental impacts of nitrogen deposition. The proposed compensation sites are in four</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>areas: Hole Farm, Brentwood; Southfields, Thurrock; Gravesham and Shorne Woods; and the A2/M2 corridor, including Blue Bell Hill.</p> <p>If appropriate, the areas of compensatory land may be made publicly accessible in a way that complements their primary function as compensatory habitats. Other benefits of the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants; enhance biodiversity by increasing the number of linked habitats; and planting new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	
ENT65	Suggestions that the visual impact of the Project would be mitigated if associated utilities components like electricity lines were to be placed underground.	Cobham Parish Council	Gravesham Borough Council	2	10	Undergrounding electricity cables would not be possible at all locations because of factors including 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 power lines underground in a small number of locations, across the Project, following further discussion with utility companies, stakeholders and additional design	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>investigation. For more information about proposed utilities works, refer to Environmental Statement (ES) Chapter 2: Project Description (Application Document 6.1). 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. This includes minimising any interruption to supply during any work affecting utilities infrastructure. In developing the proposals, the Applicant has sought to minimise the need for utility works but, where these cannot be avoided, a design has been sought that seeks to minimise environmental and community impacts – for example, by reducing the number of pylons across the route.</p>	

## Issues raised in response to open Question 4

- 13.4.78 Table 13.13 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q4 in the consultation response form, which was as follows:
- 13.4.79 *Q4: We welcome any other comments you would like to make about the Lower Thames Crossing.*
- 13.4.80 The issues raised arising from general topics are summarised in Table 13.13 below. Where issues were raised in response to Q4 that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 13.4.81 The Applicant has fully considered all of the responses received, Table 13.13 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.
- 13.4.82 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to them with a combined response.

## Information presented in Table 13.13

- 13.4.83 The information presented in Table 13.13 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 Q4 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 Design Refinement 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 arising from general topics and the Applicant's responses**

13.4.84 Table 13.13 below summarises the issues arising from general topics and the Applicant's responses to those issues raised.

**Table 13.13 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
GNL1	General comments supporting the proposals for the Project on the grounds that its benefits outweigh concerns about the disruption it would cause.	-	-	0	6	These comments have been noted	No
GNL2	Comments supporting the proposals for charging for use of the Project in line with the existing Dartford Crossing.	Cobham Parish Council	-	0	2		No
GNL3	General comments supporting the proposals for the Project on the grounds of the economic benefits it would bring to the local area and the wider region.	-	Chelmsford City Council, Canterbury City Council, Dover District Council, Tonbridge & Malling Borough Council	1	9		No
GNL4	General comments supporting the revised proposals for the Project, including those saying that the changes are logical, better, or necessary.	National Grid, Royal Mail Group	Kent County Council	7	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
GNL5	General comments supporting the delivery of the Project as quickly as possible.	-	-	0	112		No
GNL6	General comments supporting the need for the Project on the basis it will alleviate congestion and improve road safety.	Transport for London	Chelmsford City Council, Canterbury City Council, Brentwood Borough Council, Tonbridge & Malling Borough Council, Dartford Borough Council	4	86		No
GNL7	Comments from consultees who support the revised proposals as long as nothing is proposed that would reduce the traffic flow on the Project.	-	-	0	1		No
GNL8	Comments supporting the revised proposals for the Project albeit with certain concerns, which have been coded separately.	Port of Tilbury London Ltd	Dover District Council	7	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
GNL9	<p>Comments expressing concern about the proposals for charging for use of the crossing. Comments include opposition to charges entirely, concern that profit would be derived from charges, and requests for the extent of the Local Residents Discount Scheme to be extended to the London Borough of Havering and Medway Council residents. Some consultees say they are concerned that the charge would differ from the charge for using the Dartford Crossing.</p>	-	<p>London Borough of Havering, Gravesham Borough Council</p>	3	23	<p>It is Government policy that estuarial crossings will normally be funded by tolls or road user charges. To align with this policy and to help the Project meet its objectives, it is proposed that vehicles would be charged for using the Project.</p> <p>Taking account of the Scheme Objectives, responses to consultation, considerations regarding fairness, customer satisfaction and ease of understanding, and ease of operability, the Development Consent Order (DCO) application provides for a power to impose road user charges at the Lower Thames Crossing equal to those at the Dartford Crossing.</p> <p>If granted, the DCO would therefore provide powers for the Secretary of State to impose road user charges under the DCO at the new crossing equal to the charges that are in force at the Dartford Crossing.</p> <p>In addition, where that charge is imposed, charging hours and vehicle classifications at the new crossing would be the same as those in place at Dartford.</p> <p>The draft DCO (Application Document 3.1) also includes powers enabling the Secretary of State to apply a local resident discount for charges imposed under the DCO to 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</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>scheme would be in line with the system in place at the Dartford Crossing.</p> <p>The Applicant has received requests that the discount be extended to include the residents of the London Borough of Havering and Medway Council. 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>For information as to how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6). This explains the proposed charging regime, including more information on the local resident discount scheme and how the charges would be set.</p>	
GNL10	Comments expressing concern on the grounds that the Project's connectivity to local roads is not sufficient and that local road trips would be affected by the Project's construction, including impacts on bus services.	-	Thurrock Council	3	7	<p>The Project includes connections to the strategic road network (SRN) at the A2/M2, A13/A1089 and M25, as well as to selected local roads at the Gravesend East and Orsett Cock junctions. These connections ensure the Scheme Objective to relieve congestion at the Dartford Crossing is fulfilled, as well as the requirement to support sustainable local development and regional economic growth.</p> <p>The choice of junctions has been based on traffic modelling forecasts, feedback from engagement, environmental and community impact assessments and cost. The number of direct connections to local roads has been limited to avoid negative impacts on traffic and to reduce the environmental impacts of the proposed junctions, which would need to be</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>higher and with a larger footprint if more connections to local roads were included.</p> <p>It was previously proposed to include a direct connection from the Project to the A226 near Gravesend. However, this junction was removed due to concerns about increases in traffic on local roads and additional environmental impacts.</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.</p> <p>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 options considered and the Scheme Objectives, see the Need for the Project (Application Document 7.1).</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</p>	

Code	Summary of issue(s) raised	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 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 impacts of the Project during construction on local roads and the public transport network, including buses, 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 networks to reduce disruption. Prior notice and information would be given for planned works outside of core hours. Standard working hours will be 07:00 to 19:00 weekdays and 07:00 to 16:00 Saturday. For information about the core working hours, see Environmental Statement Appendix 2.2: Code of Construction Practice (Application Document 6.3). To reduce disruption from utilities works, trenchless technologies would be used where practicable in locations such as</p>	

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						<p>beneath major roads, reducing potential disruption. The Applicant consulted on utilities works as part of 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 or for local bus routes affected by the current performance of the Dartford Crossing.</p> <p>The Applicant consulted on how the Project would integrate with the existing public transport network and its impact on affected wards during the Community Impacts Consultation in July 2021. Further information can be found in the public transport section of the Ward Impact Summaries (see Appendix S of this report).</p>	
GNL11	General comments expressing concern about the construction of the Project. Consultees say that there would be increased congestion and pollution as a result of the construction activity, as well as road closures that would make local journeys more difficult. Some consultees say that construction would take a	Essex Police	Thurrock Council	17	49	<p>Local people and communities have been considered throughout the design and development of the Project and consulted at appropriate stages of development.</p> <p>The Applicant would continue to engage with stakeholders during construction to ensure that the impacts of construction activity, including utilities, on roads and local people can be minimised wherever possible.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been</p>	No

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	<p>long time and may overrun the schedule and budget, and that the proposed construction working hours are excessive.</p>					<p>carried out, 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 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 information about the proposed mitigation.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction 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.</p>	

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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 30 residential and 5 commercial properties.</p> <p>For more information about the Project's construction impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>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>ES Chapter 12: Noise and Vibration (Application Document 6.1) includes an assessment of the impact of noise on local properties and populations during construction.</p> <p>Good practice measures would be implemented, such as closed-board fencing installed around the construction compounds, the use of low-noise equipment, and the locating of noisy activities as far away from key local buildings as possible. Appropriate noise and vibration limits would be monitored and adjusted to ensure ongoing effectiveness.</p> <p>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, 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>ES Chapter 5: Air Quality (Application Document 6.1) includes an assessment of the Project's impact on local people during construction and operation as a result of changes in air quality. The assessment includes consideration of the impact of construction vehicles as well as dust caused by construction activities.</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 planning authority. This is secured through Requirement 10 of the Schedule 2 Requirements in the draft Development Consent Order (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. More information is available in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). The draft oTMPfC and Schedule 2 Requirements 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>The Transport Assessment (Application Document 7.9) sets out the Project's forecast impact on the strategic and local highway networks. It also assesses the predicted impacts on the road and public transport networks during the Project's construction.</p> <p>The Applicant 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, with the new road and tunnel planned to open in 2030.</p>	



Code	Summary of issue(s) raised	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 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>Should development consent for the Project be granted, the Applicant would work with appointed Contractors to put in place a programme of communication and engagement to ensure local people are aware of how construction might affect them. The approach to this engagement activity is set out in the CoCP (Application Document 6.3, ES Appendix 2.2).</p> <p>For the majority of the works, 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. During the summer, to take advantage of extended daylight hours and better weather conditions, construction work would be carried out between 07:00 and 22:00. Crews would be permitted to</p>	

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						<p>work for up to an hour before and after to prepare and close sites. The draft CoCP was consulted on during the Community Impacts Consultation in July 2021. Responses to the consultation are set out in Section 14.4 of this report.</p> <p>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 tunnel boring machines and lining the tunnel continuously are required to minimise the risks associated with, among other things, ground movement and water ingress.</p> <p>Out of hours working would also be necessary for some works on the existing utility, road and rail networks to reduce disruption. Prior notice and information would be given for planned works outside of core hours.</p>	
GNL12	Comments expressing concern that the Project does not represent value for money. Some consultees say the cost of the Project is high in comparison to other projects and the money should be spent on the COVID-19 pandemic response or elsewhere in the economy.	Shorne Parish Council	-	17	84	<p>Costs of construction and operation are considered at every part of the design process. All parts of the Project, including links and structures, have been designed to be cost-efficient and the Project carries out periodic reviews to ensure costs are controlled. The budget is also subject to close scrutiny by the Department for Transport, whose objectives include that the Lower Thames Crossing be affordable to government and users, and to achieve value for money. In assessing the three shortlisted options for a northern route, the Non-Statutory Consultation in January 2016 assessed their relative costs, benefits, benefit-cost ratios (BCRs) and value for money. The Pre-</p>	No

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						<p>Consultation Scheme Assessment Report (Highways England, 2016a), produced to inform the Non-Statutory Consultation, reported that Route 3 had the highest BCR, would provide the shortest route, the greatest improvement to journey times and would have the lowest environmental impact of the three options. Of the options presented at the Non-Statutory Consultation, Route 3 also proved to be the most popular.</p> <p>The benefits of the Project are documented in the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table Report within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results. The Project has been designed to address all the Scheme Objectives, including value for money, focusing on how public resources can be used to create and maximise public value.</p> <p>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.</p> <p>National policies regarding investment dealing with COVID-19, and other areas of the economy are the responsibility of the Government, including</p>	

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						<p>the Department of Health and the Department for Business, Energy and Industrial Strategy.</p> <p>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 EAP.</p> <p>The Applicant has a good record of delivering major projects on time and to budget, such as the A14 Cambridge to Huntingdon upgrade (National Highways, n.d.) and the same or enhanced standards would be applied to the Project, with the new road and tunnel planned to open 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>	
GNL13	Comments expressing concern about the Applicant's decision-making processes for the Project. Consultees say that the revised proposals should have been presented earlier, that decisions are made based	Shorne Parish Council, Cobham Parish Council	Gravesham Borough Council, Thurrock Council	11	43	<p>For projects of this scale, it is common for consultation to be undertaken on a phased basis, as design development progresses, encompassing an initial Statutory Consultation followed by further rounds of non-statutory consultation. The Government guidance on the pre-application process (Department for Communities and Local Government, 2015) encourages such an approach. It states at paragraph 70 that '<i>...applicants are</i></p>	No

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	<p>on inadequate information or in order to reduce costs, and that the opinions of those who would be most affected have not been adequately considered.</p>					<p><i>encouraged to consider an iterative, phased consultation consisting of two (or more) stages, especially for large projects with long development periods</i>. Since Statutory Consultation in October 2018, the Applicant has carried out four additional non-statutory consultations, with the timings of these consultations and the proposals therein governed by the iterative design and development process. During each consultation, the Applicant provided enough information and time for individuals and stakeholder groups to give feedback on the proposals. Non-statutory consultations included a nine-week Supplementary Consultation in January 2020, a four-week Design Refinement Consultation in July 2020, an eight-week Community Impacts Consultation in July 2021, and a five and a half week Local Refinement Consultation in May 2022. Feedback from each consultation has influenced the subsequent development of the Project, leading to design changes that have formed part of the Project's application for development consent. Information about feedback from consultees that has resulted in changes to the Project can be found in Chapters 11, 12, 13, 14 and 15 of this report.</p> <p>The approach taken to selecting the preferred route and developing the design for the Project is in accordance with the legislation, standards and guidance set out by the Government. The process ensured that transport modelling, environmental assessments and economic appraisals were carried out on a fair and consistent basis. The compliance of the proposals for the Project with the National Policy Statement for National</p>	

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						<p>Networks (Department for Transport, 2014) are set out within the Planning Statement (Application Document 7.2), which includes 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. For example, during Statutory Consultation, over 60 consultation-related events were held, with many in the areas most affected by the proposals. The consultation process is reported throughout this report, with information about how Statutory Consultation in October 2018 was carried out in Chapter 4 of this report.</p> <p>The opinions of all consultees have been carefully considered throughout the consultation process. An Environmental Impact Assessment (EIA) has been carried out to assess the impact of the Project, and this 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 assessments of the Project's impacts on local communities during construction and operation, as well as the proposed mitigation.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation</p>	

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						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.	
GNL14	Comments expressing concern about the Project's design, including comments on the number of lanes, tunnel safety and ventilation, road lighting, the safety of smart motorway features, and charging points for electric vehicles.	Shorne Parish Council, Essex Police, National Grid, Royal Mail Group	Thurrock Council	5	26	<p>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 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 and the A13/A1089/A122 Lower Thames Crossing junctions 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. Traffic modelling information is available in the Combined Modelling and Appraisal Report (Application Document 7.7).</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>	No

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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>For more information about the design of the route, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>Under normal circumstances, air in the tunnels would be refreshed primarily by the movement of traffic through each tunnel. In support of this, there</p>	



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						<p>would be a longitudinal ventilation system comprising banks of jet-fans mounted within each tunnel at regular intervals. The tunnels would be equipped with equipment to monitor visibility, carbon monoxide and nitrous oxide levels, and the ventilation would operate automatically to disperse concentrations of gases.</p> <p>The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the tunnel and connecting roads would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design and would include lighting that promotes safe and comfortable driving. The lighting, including the portal lighting, would be controlled automatically, with the light level within the tunnel linked to the brightness outside the tunnel, helping drivers safely transition between the different light levels.</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</p>	

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						<p>these locations during the Local Refinement Consultation in May 2022.</p> <p>After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities. 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.</p> <p>More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p>	

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GNL15	Concerns that the economic benefits of the Project would not be realised or would not be realised in local areas. Some consultees say that the Project would have a negative impact on the local economy.	-	Brentwood Borough Council, Dover District Council, Gravesham Borough Council, Thurrock Council	7	18	<p>The Project aligns with the South East Local Enterprise Partnership (SELEP) strategy for tackling housing shortages, encouraging infrastructure and improving workforce skills to increase productivity and regional economic growth. The majority of the Project's economic, social and environmental benefits accrue from trips that begin and/or end in local authorities within the SELEP area. SELEP local authorities north and south of the River Thames, including Gravesham and Thurrock, 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, while the Economic Appraisal Report (EAR) provide more information about the appraisal results. The EAR presents the benefits from the Project for SELEP local authorities north and south of the river.</p> <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. Improved connectivity provided by the Project would benefit local economic growth and employment by making it easier for local</p>	No

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						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 EAP.	
GNL16	Comments expressing concern about the need for the Project, given the UK's exit from the EU.	-	-	1	5	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).  There is no current evidence to suggest that the promotion of home-working as an alternative to road travel has affected the Scheme Objectives as agreed with the Department for Transport.  The Dartford Crossing is operating significantly above its intended capacity. It is designed to take 135,000 vehicles a day but carries more than 180,000 vehicles on some of the busiest days in the year. Whilst the COVID-19 pandemic has resulted in significant change in transport patterns across the country, flows across the Dartford Crossing are already at or exceeding pre-pandemic levels.	No
GNL17	Comments expressing concern about the need for the Project, given the COVID-19 pandemic and its impact on economic activity, employment and home-working.	-	-	6	29		No

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GNL18	Comments expressing concern about the need for the Project, on the grounds that electric vehicles and autonomous vehicles will be used in future.	-	-	0	4	<p>The Applicant has considered that 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. 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). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	No
GNL19	General comments expressing concern about the need for the Project on the grounds the Project is not justified and will not resolve issues at Dartford Crossing.	-	-	3	19	<p>The Dartford Crossing is operating significantly above its intended capacity. It is designed to take 135,000 vehicles a day but carried more than 180,000 vehicles on some of the busiest days of the year in 2019. This often results in long delays, particularly at peak times, and is a significant factor in why roads and motorways on both sides of this crossing experience frequent congestion. The Dartford Crossing also frequently closes as a</p>	No

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						<p>result of vehicle collisions, high winds and other circumstances such as oversized lorries and dangerous goods being escorted through the tunnels.</p> <p>The Project would provide additional free-flowing capacity across the River Thames and give road users a choice of routes, therefore providing an alternative in the event of network incidents, particularly the closure of the Dartford Crossing. Implementation of the Project 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 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 rationale for the Project and the Scheme Objectives agreed between the Applicant and the Department for Transport are set out in the Need for the Project (Application Document 7.1).</p>	
GNL20	Comments expressing concern about the need for the Project, on the grounds that it would be ineffective at addressing congestion at the Dartford Crossing and generate further traffic for local communities.	Shorne Parish Council, Cobham Parish Council	-	18	71	<p>Traffic modelling submitted as part of the application for development consent shows that - compared to the situation without the new crossing - the overall level of traffic using the Dartford Crossing is forecast to fall by 19% in 2030 and remain below current levels for the foreseeable future.</p> <p>Average speeds on that part of the network would rise and journey times would become more reliable.</p>	No

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						<p>In addition to the benefits at the Dartford Crossing, the Project is forecast to result in reductions in traffic in some parts of the strategic road network (SRN) and local roads such as those near the Dartford Crossing, the A127 and A128.</p> <p>As well as providing relief at Dartford and its approach roads, in line with the Scheme Objectives, traffic modelling predicts that the Project would have an impact on other parts of the SRN and local roads, with some roads forecast to experience a decrease in traffic and others an increase. Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p>	

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



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						<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>More information on the traffic impacts during operation is available in the Transport Assessment (Application Document 7.9).</p>	
GNL21	Comments expressing concern on the grounds that the Project would impact on other proposed developments, including Manston Airport, the London Resort, retail and residential developments, and solar farms.	Port of London Authority, National Grid, Transport for London, Royal Mail Group	Thurrock Council	18	48	<p>The relevant local planning authorities are responsible for planning for future developments, details of which are included in their local plans. To understand future aspirations for growth, the Applicant has assessed the development plans within those local plans that are relevant and that are sufficiently advanced. For more information about how the Applicant has assessed developments in the wider area, see Environmental Statement (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).</p> <p>Wherever practicable, and where the Government's transport analysis guidance (Department for Transport, 2021b) applies, this has been taken into account in the design of the Project and mitigation measures to reduce the impact have been included.</p> <p>One of the ways in which the application for development consent will be assessed is the extent to which the proposals account for existing and proposed land uses in the vicinity of the plans.</p>	No

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						<p>For more information, see the Applicant's Planning Statement (Application Document 7.2).</p> <p>The Applicant is aware of other major infrastructure projects taking place within the Greater London and South East regions and is taking care to avoid challenges with material supply and ensuring that waste materials are reused in a sustainable manner.</p> <p>The Applicant's inter-project effects assessment considers combined effects of the Project and other developments north and south of the River Thames. ES Chapter 16 presents the assessment, concluding that no additional mitigation measures would be required by the Applicant during construction or operation beyond those proposed in the topic chapters of the ES. However, each of the other developments identified has the responsibility to include mitigation within their proposals to avoid or reduce adverse effects on the environment and comply with the relevant legislative requirements.</p>	
GNL22	Comments expressing concern about the classification of the new road. Consultees say that they are concerned about the proposals to use smart technology and the restrictions that would be placed on certain types of users.	-	-	5	46	<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. Although the route is not a motorway, similar restrictions would apply for safety reasons, so pedestrians, low-powered motorcycles,</p>	No

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						<p>unaccompanied learner drivers, cyclists, horse riders and agricultural vehicles would be prohibited. These restrictions are due to the high volumes of high-speed traffic expected to use the route.</p> <p>The Applicant has a corporate aim that no one should be harmed when travelling or working on the strategic road network as part of its Home, Safe and Well programme (Highways England, 2019a).</p> <p>The Project would be designated an all-purpose trunk road (APTR), which is a type of A-road, similar to existing major multi-lane roads such as the A13. The Project would be named the A122.</p> <p>The Project is being designed to the requirements set out in Design Manual for Roads and Bridges (DMRB) GD 300 Requirements for New and Upgraded All-Purpose Trunk Roads (Expressways) (Revision 2) (Highways England, 2020g), which introduces best-in-class design and technology interventions for a dual carriageway A-road.</p> <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>	

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

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The Project would 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>For more information about safety and the Project, refer to the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021. For information about the road's classification and vehicle access, see the Classification of Roads Plans (Application Document 2.11), Schedule 5 and 6 of the draft Development Consent Order (DCO) (Application Document 3.1), and the Traffic Regulation Measures Plans (Application Document 2.10).</p>	

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GNL23	General comments expressing concern about the impact of the Project on traffic and congestion, particularly in the event of an incident. Consultees say that the strategic road network, including in the wider region, would not cope with traffic associated with the Project. Some consultees raise concerns regarding Heavy Goods Vehicle (HGV) traffic using the Project.	Shorne Parish Council, Royal Mail Group	Canterbury City Council, Dover District Council, Thurrock Council, Medway Council	21	112	<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 a safer, more efficient and reliable driving experience for all road users. It is expected that local roads near the Dartford Crossing that are currently affected by congestion are forecast to see less traffic because congestion at that crossing and its approaches are relieved by the implementation of the Lower Thames Crossing. In addition, it is expected that the number of incidents and collisions at the Dartford Crossing would fall as a result of the reduced traffic flows, which would provide improved resilience at both crossings.</p> <p>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. As part of the wider signage and technology strategy for the route, appropriate information on journey times</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>and incidents would enable drivers to make informed choices about the best route for their journey.</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 the approaches to the route, including details of any incidents and journey times for the Dartford Crossing and the Lower Thames Crossing, so motorists could make informed decisions about their route.</p>	

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						<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.</p> <p>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.</p> <p>The Project would maintain 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 tunnel has been designed to be a free-flowing, 70mph maximum speed crossing, without the restrictions on large and dangerous goods HGVs that are a feature of the Dartford Crossing, which increase the risk of incidents and delays.</p> <p>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).</p>	



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GNL24	Comments expressing concern about the modelling used to forecast the traffic and air quality impacts of the Project. Consultees say that the data used is not accurate and that the modelling does not take account of planned local developments.	Shorne Parish Council, Cobham Parish Council	Brentwood Borough Council, Gravesham Borough Council, Thurrock Council, Medway Council	4	46	<p>The Applicant's traffic modelling has been carried out according to the latest transport analysis guidance (Department for Transport, 2021b) and using the most reliable data available (at the time of submission) taking into account planned developments in accordance with the Government's guidance. Carrying out traffic modelling according to 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 future usage for the foreseeable future.</p> <p>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).</p> <p>The Applicant's Environmental Impact Assessment (EIA) has been carried out according to the guidance set out in the Design Manual for Roads and Bridges. The Applicant's EIA 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 methodology and how the Applicant has assessed the Project's impacts on air quality, which includes the use of robust traffic modelling data (among other information) to predict changes</p>	No

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						to air quality in the vicinity of the Project. Overall, the Project is not expected to have a significant impact on air quality in relation to human health during construction or operation.	
GNL25	General comments expressing concern on the grounds that the Project would be overly complex and would not be sufficiently safe for users. Consultees also raise concerns regarding tunnel safety and design.	-	Thurrock Council	4	17	<p>The Applicant has a corporate aim that no one should be harmed when travelling or working on the strategic road network as part of its Home, Safe and Well programme (Highways England, 2019a).</p> <p>The Project would be designated an all-purpose trunk road (APTR), which is a type of A-road, similar to existing major multi-lane roads such as the A13. The Project would be named the A122.</p> <p>The Project is being designed to the requirements set out in Design Manual for Roads and Bridges (DMRB) GD 300 Requirements for New and Upgraded All-Purpose Trunk Roads (Expressways) (Revision 2) (Highways England, 2020g), which introduces best-in-class design and technology interventions for a dual carriageway A-road.</p> <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>	No

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

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						<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. 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</p>	

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						<p>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>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 to 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 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>For more information about safety and the tunnel, refer to the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	

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GNL26	Comments expressing concern about the safety and security of utilities infrastructure during and after construction.	Essex Police, National Grid	Thurrock Council	1	0	<p>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 its Home, Safe and Well strategy (Highways England, 2019a).</p> <p>All utilities 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 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.</p> <p>Utilities works would conform to the appropriate regulatory and statutory clearances and distances, with works carried out by appointed Contractors in accordance with health and safety, engineering and construction legislation, as well as relevant technical standards and guidance. Any departures from these would require special approval and appropriate consultation.</p> <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</p>	No

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						<p>authorities, police and other emergency services to ensure all such risks are identified and considered. The substations would be utility company assets and would be secured, managed and operated in line with their standards.</p> <p>Construction worksites would be under the control of the appointed Contractor, who would have a statutory duty to maintain security. The 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 Environmental Statement Appendix 2.2: Code of Construction Practice (CoCP) (Application Document 6.3).</p>	
GNL27	General comments opposing the revised proposals for the Project.	Kent Downs AONB unit, Shorne Parish Council	London Borough of Havering, Gravesham Borough Council, Thurrock Council	74	249	<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 in October, with more information in Chapter 9 in 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). After Statutory Consultation, the Applicant made revisions to the Project based on additional design development and consideration of the feedback received during consultation. The Project's overall alignment and choice of connections to the strategic road network have remained the same</p>	No

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						<p>after Statutory Consultation in October 2018, although there were refinements to the design, which included improvements to junctions, enhanced proposals for walking, cycling and horse riding, and new utilities diversions.</p> <p>The proposals presented during the Design Refinement Consultation in July 2020 included updates to utilities, landscaping, Public Rights of Way and land use. More information about the consultation and the proposals can be found in Chapter 7 of this report.</p> <p>Traffic modelling forecasts that the Project 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.</p> <p>Minimising adverse impacts on the environment is another of the Scheme Objectives agreed between the Applicant and the Department for Transport. 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. For more information about the environmental impacts and proposed mitigation,</p>	



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						see the Environmental Statement (Application Documents 6.1, 6.2 and 6.3).	
GNL28	Suggestions that the Project should have other connections in addition to those proposed. Some consultees suggest that there could be additional connections including suggestions to unlock potential developments, while others suggest connections with specific roads. Roads mentioned include the M20 and M11.	-	Brentwood Borough Council	2	8	<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 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 Planning Statement (Application Document 7.2), the Applicant has thoroughly assessed and, where appropriate, carried out consultations on where junctions should be situated and the connections they should provide.</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</p>	No

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						<p>major population centres in Thurrock and Gravesend.</p> <p>In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design provides a direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the Project northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the Orsett Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road.</p> <p>For more about the design principles, see the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>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> <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</p>	

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						<p>within those local plans that are relevant and that are sufficiently advanced. For more information about how the Applicant has assessed developments in the wider area, see Environmental Statement Chapter 16: Cumulative Effects Assessment (Application Document 6.1). Assessments of the relevant local plans can be found in the Planning Statement (Application Document 7.2).</p> <p>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 the Department for Transport's transport analysis guidance. Information about which developments 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 (Application Document 7.7).</p>	
GNL29	Suggestions for additional features that could be added to the Project, including adding more tunnels or a bridge, or providing cross-river public transport and walking and cycling routes across the river.	-	Gravesham Borough Council, Essex County Council	2	18	The objectives for the Project were agreed between the Applicant and the Department for Transport (DfT) and are recorded in the Scheme Objectives (see the Need for the Project, Application Document 7.1). These objectives include the requirement to relieve the congested Dartford Crossing and approach roads. The proposals for the Project have been assessed as the optimal response to the objectives set. The traffic impacts of the Project have been forecast using traffic modelling, which predicts that traffic	No

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						<p>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. 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.</p> <p>The interaction between the Project and the existing public transport network was consulted upon in the Community Impacts Consultation in 2021. For further information see the ward impact summaries.</p> <p>An assessment was undertaken by the DfT in 2009 which found that, accounting for both passenger and freight provision, the inclusion of rail infrastructure within the Project would not provide value for money. More information about this assessment can be found in the Planning Statement (Application Document 7.2).</p> <p>The existing ferry across the River Thames between Gravesend and Tilbury, used by pedestrians and cyclists, is operated by a private company that is subsidised by Kent County Council and Thurrock Council. Their service would not be affected by the Project.</p> <p>The Applicant has considered various options during the development of the Project to provide improved river crossings for walkers and cyclists. The options investigated include using the tunnel,</p>	

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						<p>upgrading the existing ferry, relocating the ferry, building a separate bridge or cable car, and providing a shuttle service through the tunnel.</p> <p>All of these options have been rejected for reasons including lack of technical feasibility, operational issues, lack of commercial viability, cost, environmental impacts and impacts on safety.</p> <p>Latent demand for walking and cycling across the River Thames at the Project crossing point is low and therefore unlikely to unlock enough trips to make the required infrastructure for a shuttle service economically viable. In addition, journey times and distances for a shuttle would be excessive because the most suitable collection and drop-off points would be at the proposed M2/A2/A122 Lower Thames Crossing junction and as far north as the proposed A13/A1089/A122 Lower Thames Crossing junction. For more information about the proposed walking, cycling and horse riding routes, see the Project Design Report (Application Document 7.4).</p>	
GNL30	Suggestions that the Project should be replaced with investment in alternative schemes instead, including public transport, sustainable means of transport, and schemes to reduce road usage. Some consultees suggest alternative routes or allocating investment	Kent Downs AONB unit	-	17	111	The objectives for the Project were agreed between the Applicant and the Department for Transport (DfT) and are recorded in the Scheme Objectives (see the Need for the Project, Application Document 7.1). These objectives include the requirement to relieve the congested Dartford Crossing and approach roads. The proposals for the Project have been assessed as the optimal response to the objectives set. The traffic impacts of the Project have been forecast using traffic modelling, which predicts that traffic	No

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	<p>towards increasing capacity at the Dartford Crossing, for example, by putting in place an additional crossing at that site.</p>					<p>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.</p> <p>The Project could be used by public transport operators running bus or coach services and would improve journey times for existing bus routes using the Dartford Crossing or for local bus routes affected by the current performance of the Dartford Crossing.</p> <p>An assessment was undertaken by DfT in 2009 which found that, accounting for both passenger and freight provision, the inclusion of rail infrastructure within the Project would not provide value for money. More information about this assessment can be found in the Need for the Project.</p> <p>Implementation of the Project 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.</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. For more information about the options consideration phase</p>	

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						<p>of the Project, see the Planning Statement (Application Document 7.2).</p> <p>The Applicant monitors and regularly reviews the operation of the Dartford Crossing to identify whether further efficiencies can be made. This includes, regularly reviewing incidents and responses and updates being made to the control systems that reduce the time taken to release escorts and to remove oversized vehicles from the approaches.</p> <p>Improvements that have been delivered include enforcement cameras installed at A282 junction 1b (December 2020) and improvements to A282/M25 junction 2 to improve and manage traffic flows (August 2019).</p> <p>Due to the existing constraints at the Dartford Crossing, improvements to the existing infrastructure and management, while improving traffic flow, would not provide the additional capacity needed to relieve the congested Dartford Crossing and its approach roads.</p> <p>National policies regarding investment in other schemes are the responsibility of the Government. 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</p>	

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						Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7).	
GNL31	<p>Suggestions for charging for use of the Project. Suggestions include that there should be no charge, that the money raised should be ringfenced for local use, and that the Local Residents Discount Scheme should cover certain areas (in particular Gravesend, the London Borough of Havering and Medway), or all residents within a certain radius. Others suggested a holistic approach to charging across all River Thames crossing.</p>	Transport for London	Gravesham Borough Council, Medway Council	2	22	<p>Taking account of the Scheme Objectives, responses to consultation, considerations regarding fairness, customer satisfaction and ease of understanding and ease of operability, the Development Consent Order (DCO) application provides for a power to impose road user charges at the Lower Thames Crossing equal to those at the Dartford Crossing.</p> <p>If granted, the DCO would therefore provide powers for the Secretary of State to impose road user charges under the DCO at the new crossing equal to the charges that are in force at the Dartford Crossing.</p> <p>At Statutory Consultation in October 2018, the Applicant intended to seek 'flexible' charging powers. Further modelling and assessments demonstrated that making the charge for the Lower Thames Crossing the same as for the Dartford Crossing would be the most beneficial option. Following this the Applicants approach evolved and at supplementary consultation in January 2020 they 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. Where a charge is imposed, charging hours and vehicle classifications at the new crossing would be the same as those in place at Dartford.</p> <p>The draft DCO (Application Document 3.1) also includes powers enabling the Secretary of State to</p>	No



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						<p>apply a local resident discount for charges imposed under the DCO to residents of the local authorities in which the tunnel portals would be situated, which would mean those living in Gravesham and Thurrock. It is also expected that discounts would be offered to account holders, on the same terms as the account discounts that apply at the Dartford Crossing.</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 (DfT, 2014). For more information about how the charges would be implemented, see the Road User Charging Statement (Application Document 7.6).</p>	
GNL32	Suggestions for the construction of the Project. Suggestions include using rail and river transport for materials and excavated materials, reducing impacts on the local area, and hiring local workers.	Essex Police, National Grid, Transport for London, Royal Mail Group, Cobham Parish Council	Dover District Council, Kent County Council, Dartford Borough Council	3	15	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 11: Material Assets and Waste (Application Document 6.1), explains how material use has been optimised, with disposal the least favoured option after opportunities to reuse, repair and recycle have been explored. The relevant legislation, best practice and British Standards would determine which materials would be used in construction. ES Appendix 11.1: Excavated Materials Assessment (Application Document 6.3) outlines the plans for landscaping and reinstatement of land.	Yes

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						<p>After Statutory Consultation in October 2018, plans were developed to reuse excavated materials in creating new landforms around the North Portal and South Portal. These would be elevated areas, landscaped in keeping with the surrounding terrain, and accessible via Public Rights of Way. These proposals were consulted on during the Supplementary Consultation and Design Refinement Consultation in January and July 2020. See Chapters 6 and 7 of this report for more information about those consultations.</p> <p>Since Statutory Consultation in 2018, amendments to the Applicant's designs have nearly halved the proposed numbers of Heavy Goods Vehicle (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 in January 2020, this figure had been reduced to an average of 13,300 HGV journeys per month. The reduction would be achieved by reusing excavated materials for landscaping features around the tunnel portals and other design changes. The Applicant consulted on revised proposals for HGV movements during the Community Impacts Consultation of July 2021. These would mean a further reduction to an average of 10,350 HGV journeys per month Project-wide during the construction phase.</p>	

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						<p>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 have a reduction in noise and environmental impacts related to construction. These changes were consulted on in the Local Refinement Consultation in May 2022.</p> <p>The Applicant is also proposing to raise the new road in some locations, such as the proposed A122 Lower Thames Crossing/M25 junction and near North Road, where this can be achieved without increasing visual impacts or noise. More information was included in the Local Refinement Consultation in May 2022.</p> <p>The Applicant's latest proposals would mean a further reduction to an average of 9,500 HGV journeys per month across the whole Project during the construction phase, a 46% reduction on the original proposals at Statutory Consultation in October 2018.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant provided a breakdown of daily average HGV movements to individual compounds during construction. This information was included in the Ward Impact Summaries document, with more information about the movement of excavated materials and materials</p>	

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						<p>also provided in the draft outline Site Waste Management Plan (oSWMP) and the draft outline Materials Handling Plan (oMHP). These consultation documents can be found in Appendix M 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 oSWMP (Application Document 6.3, ES Appendix 2.2, Annex A) and oMHP (Application Document 6.3, ES Appendix 2.2, Annex B) are included as part of the application for development consent.</p> <p>Excavated materials would also be used elsewhere on site to form embankments and other landscaped areas. Excess excavated materials would be transported off site via a suitable method. For more information, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5), including information about the proposals at Chalk Park).</p> <p>Excavated materials from the tunnels would be in the form of slurry pumped from the tunnel boring machine to the surface "Slurry Treatment Plant" equipment where the material is dewatered to form suitable spoil which is deposited at Tilbury Fields located on top of Goshems Farm, near to the North Portal.</p> <p>The vast majority of excavated materials, such as from cuttings, would be used onsite, with the remainder (for example, any contaminated</p>	

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						<p>material) removed by road or river. The planned percentage removed by river is included in the updated oMHP taking account of factors such as available marine-accessible reception sites. The excavated materials from the tunnels would be in the form of slurry, which would be dewatered and placed as landfill at Goshems Farm, near to the proposed North Portal. 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 (Application Document 3.1). The use of railways to remove excavated materials or bring in materials is not practicable due to the lack of proximity to a suitable railhead.</p> <p>It is not yet known whether equipment and materials, such as the tunnel boring machines or aggregates, would be transported to the Project by river. It is anticipated that some materials and potentially equipment will be brought to site through port facilities, either using the river or existing rail facilities at Port of Tilbury 2. The oMHP sets out commitments to utilise port facilities and to encourage use of river transport. The final decision would be taken following the granting of development consent.</p> <p>The Applicant has revised its proposals south of the River Thames, so the long-term stockpile of excavated material consulted on during the Design Refinement Consultation is no longer required. This is because further assessments of the geology of the area and refinements to construction practices</p>	

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						<p>and the design of Chalk Park mean the majority of excavated material is being reused by the Project onsite, with only contaminated material being transported away by road.</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>	
GNL33	Suggestions for changes to the design of the Project, including more running lanes, a hard shoulder, a roadside service facility, and electric vehicle charging points.	Shorne Parish Council, Natural England, Essex Police, National Grid, Royal Mail Group	Canterbury City Council, Kent County Council	4	39	The number of lanes along the Project's route has been adjusted as part of the ongoing design development process. The route mostly has three lanes in each 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 and the A13/A1089/A122 Lower Thames Crossing junctions could be reduced from three to two while still managing forecast traffic	No

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						<p>demand. This reduces the footprint, impacts and costs of the route along this section. The Project's traffic modelling forecasts that it would remain free-flowing for the foreseeable future.</p> <p>Traffic modelling information is available in the Combined Modelling and Appraisal Report (Application Document 7.7).</p> <p>The Project would be designated an all-purpose trunk road (APTR), which is a type of A-road, similar to existing major multi-lane roads such as the A13. The Project would be named the A122.</p> <p>The Project is being designed to the requirements set out in Design Manual for Roads and Bridges (DMRB) GD 300 Requirements for New and Upgraded All-Purpose Trunk Roads (Expressways) (Revision 2) (Highways England, 2020g), which introduces best-in-class design and technology interventions for a dual carriageway A-road.</p> <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</p>	

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						<p>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>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. For more information about safety and the tunnel, refer to the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <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. This means there are currently no charging points for electric vehicles 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.</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>	
GNL34	Suggestions for managing traffic on the Project, including limiting HGV access increasing the speed limit, and ensuring that clear signage is used.	-	Thurrock Council	1	11	<p>The Project has 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>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</p>	No

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						<p>2022. The detailed design for the Project and its route would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design, including design features to encourage safe lane changes and adequate capacity for predicted traffic levels. The national speed limit would apply (70mph for cars) and this could be adjusted depending on conditions. There are no plans to increase the speed limit above what is the standard for this type of road because that would compromise safety.</p> <p>Signage along the route would advise motorists of destinations, variable speed limits, lane closures and incidents. Real-time journey information for the Dartford Crossing and the Project would also be provided on the approaches to the route, so motorists could make informed decisions about their route.</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 used along the route. The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
GNL35	Suggestions for the classification of the Project. Suggestions include that it should be classified as a motorway,	-	-	0	17	The Project would be designed as an all-purpose trunk road with a restriction on Heavy Goods Vehicles (HGVs) using lane three, similar to a motorway. There would be no other restrictions on HGV movements along the route. Although the	No

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	that it should have an entirely new designation, and that certain types of users, such as motorcyclists, should be allowed to use it.					<p>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. Standard motorcycles would be allowed to use the road, as they can a motorway.</p> <p>For more information about the road's classification and vehicle access, see the Classification of Roads Plans (Application Document 2.11), Schedules 5 and 6 of the draft Development Consent Order (Application Document 3.1) and the Traffic Regulation Measures Plans (Application Document 2.10).</p>	
GNL36	Suggestions that the route for the Project should be changed, either at certain locations or in its entirety. Some consultees say that the Project should be moved closer to the Dartford Crossing, to Purfleet, or further east to Canvey Island.	Shorne Parish Council	-	10	55	<p>During the Project's design development to date, the Applicant and the Department for Transport (DfT) have considered many options for the route. Each option has been considered carefully with regards to how it would contribute towards the Scheme Objectives agreed with DfT (see the Planning Statement, Application Document 7.2). Public consultations have been carried out at appropriate points in the Project to gain feedback from the public and stakeholders on the proposals presented.</p> <p>In 2009, there were five potential locations for an additional Thames crossing under consideration, labelled A to E. Location D, linking the M2 to Canvey Island, and Location E, linking the Isle of Grain to Southend-on-Sea were appraised as part</p>	No

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						<p>of a 2009 feasibility study. 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 essential to the Project.</p> <p>In 2013, Option B, linking the A2 Swanscombe Peninsula with the A1089, was also rejected after public consultation. Feedback from the consultation showed that Option B received limited support and would frustrate plans for significant development in the area.</p> <p>From 2014, the Applicant investigated engineering solutions for Option A (the Dartford area) and Option C (multiple locations east of Gravesend and Tilbury) 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.</p> <p>All the alternative locations for the crossing were tested for how well they fulfilled the Scheme Objectives, and for technical viability and value for money. After careful consideration of all the options, the Applicant concluded that a bored tunnel east of Gravesend and Tilbury was the only viable crossing solution.</p>	

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						<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 Option C (east of Gravesend and Tilbury) and a number of alternative routes (two south of the River Thames and three to the north) that could connect this crossing location to various points on the SRN.</p> <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.</p> <p>South of the River Thames, the preferred route uses the Western Southern Link, which offers high value for money, fully supports wider regeneration and economic benefits, while having a materially lower impact than the Eastern Southern Link on the environment and local communities.</p> <p>The northern route for the Project was selected following the Non-Statutory consultation in January 2016, in which three route corridors north of the River Thames were presented for comment. 'Route 3' – following the same alignment as the proposed northern route – was selected on the basis that it was the shortest of the options and would provide an entirely new route for traffic between the A2/M2 south of the River Thames and the M25 north of the river. It was also the most popular northern route option among consultees.</p>	

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						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. More information about the Approach to Design, Construction and Operation document can be found in Appendix M of this report. The process is also described in the Need for the Project.	
GNL37	Suggestions that the Project should include upgrades to the strategic road network in the region. Roads mentioned include the A13, the A2/M2, and the link roads between the M2 and M20.	Transport for London	Canterbury City Council, Dover District Council, Gravesham Borough Council, Kent County Council, Thurrock Council	3	26	<p>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. 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 Wider Network Impacts Management and Monitoring Plan (WNIMMP) which formed part of the Community Impacts Consultation in July 2021 provides further details on planned future traffic monitoring as part of the Project (Application Document 7.12). Any proposed upgrades would be considered alongside other calls for investment in the SRN and subject to the decision-making</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
						process set out in the Road Investment Strategy post-2020 (Department for Transport, Office of Rail and Road, and National Highways, 2021) or those processes governing local road funding bids.	
GNL38	Recommendations for construction in proximity to existing utilities infrastructure.	National Grid	-	0	0	The Applicant has engaged with National Grid throughout the development of the Project, to seek to ensure it would be possible for works to be carried out in a way that would protect the workforce and National Grid's assets while minimising disruption to people and communities, businesses and road users. This includes minimising any interruption to supply during any work affecting utilities infrastructure. Schedule 14 of the draft Development Consent Order includes protective provisions for the benefit of National Grid. For more information about proposed utilities works, refer to Environmental Statement Chapter 2: Project Description (Application Document 6.1).	Yes
GNL39	Suggestions that the Project should include further provision for walkers, cyclists and horse riders, including a cross-river service.	Shorne Parish Council, Transport for London	Brentwood Borough Council, Kent County Council, Essex County Council, Medway Council	2	20	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.	No

Code	Summary of issue(s) raised	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 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 would be available during construction or once the Project is complete.</p> <p>More information about the proposals for improving and upgrading Public Rights of Way and the proposed green bridges are set out in the Project Design Report (Application Document 7.4). 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</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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 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 a new bridge for walkers, cyclists and horse riders across the A127 west of M25 junction 29, linking Moor Lane in the south to Folkes Lane in the north. This change addresses consultation feedback about connectivity between the north and south footways and cycleways alongside the A127, to both east and west sides of M25.</p> <p>In addition, following consultation feedback from the British Horse Society and Essex County Council, and safety concerns about horses sharing routes with motor traffic, the Applicant proposed an</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>upgrade to the previously proposed A127 walking-cycling bridge east of junction 29, so it could also accommodate horse riders and to would include a link to bridleway BR183. This means horse riders would no longer be dependent on the existing vehicle bridge across the A127, which is shared with motor traffic, including Heavy Goods Vehicles. The Applicant would be required to deliver this new bridge for walking, cycling and horse riding, unless alternative facilities for walking, cycling and horse riding are constructed and open for use. These commitments are set out in the Design Principles (Application Document 7.5). Under Requirement 3 of the draft Development Consent Order (Application Document 3.1), the Applicant would be required to carry out the authorised development in accordance with the Design Principles.</p> <p>The Applicant has considered various options during the development of the Project to provide improved river crossings for walkers and cyclists. The options investigated include using the tunnel, upgrading the existing ferry, relocating the ferry, building a separate bridge or cable car, and providing a shuttle service through the tunnel.</p> <p>All of these options have been rejected for reasons including lack of technical feasibility, operational issues, lack of commercial viability, cost, environmental impacts and impacts on safety.</p> <p>The potential demand for walking and cycling across the Thames at the new crossing point is low, and therefore unlikely to generate enough trips to make the infrastructure for a shuttle service</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>economically viable. In addition, journey times and distances for a shuttle would be excessive. The most suitable collection and drop-off points would be near the proposed M2/A2/A122 Lower Thames Crossing junction and near the proposed A13/A1089/A122 Lower Thames Crossing junction in the north.</p> <p>For more information about the proposals for walking, cycling and horse riding, see the Project Design Report (Application Document 7.4).</p>	

## Issues raised in response to open Question 5f

- 13.4.85 Table 13.14 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q5f in the consultation response form, which was as follows:
- 13.4.86 *Q5f: Please let us know the reasons for your responses to Q5a–5e and any other comments you have on the delivery of this consultation.*
- 13.4.87 For reference, the closed Questions 5a–5e referred to in Q5f above were as follows:
- 13.4.88 *Q5a: Was the information presented clearly and was it easy to understand?*
- 13.4.89 *Q5b: Was the online exhibition easy to navigate?*
- 13.4.90 *Q5c: Were the online webinars useful for understanding our latest proposals?*
- 13.4.91 *Q5d: Did the telephone surgery answer your questions about our latest proposals?*
- 13.4.92 *Q5e: Was the consultation promoted well and to the right people?*
- 13.4.93 For more information about Q5a–5e and how consultees responded to it and the other closed questions in the consultation response form, see Section 13.3 of this report.
- 13.4.94 The issues raised that relate to the Design Refinement Consultation are summarised in Table 13.14 below. Where issues were raised in response to Q5f that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 13.4.95 The Applicant has fully considered all of the responses received, Table 13.14 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.
- 13.4.96 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to them with a combined response.

## Information presented in Table 13.14

- 13.4.97 The information presented in Table 13.14 is the following:
- 'Code' is a unique code assigned to each issue for reference purposes.
  - 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q5f 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.

- 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 Design Refinement 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 Design Refinement Consultation and the Applicant's responses**

- 13.4.98 Table 13.14 below summarises the issues raised relating to the Design Refinement Consultation and the Applicant's responses to those issues raised.

**Table 13.14 Summary of issues raised relating to the Design Refinement 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
DCN1	Comments from consultees expressing support for the information about the Project, saying it presented clearly and in a useable format.	-	Gravesham Borough Council, Dartford Borough Council	3	48	These comments have been noted	No
DCN2	Comments expressing support for the online exhibition, saying it was useful and easy to use.	-	-	1	17		No
DCN3	Comments expressing support on the grounds that the Applicant engaged well with local consultees. Some consultees say the webinars were useful.	Shorne Parish Council, Cobham Parish Council	-	4	14		No
DCN4	Comments expressing support for the way the Applicant carried out the consultation process.	Essex Police	-	6	60		No
DCN5	General comments expressing support for the revised proposals, saying they demonstrate the Applicant has listened to feedback from previous consultations.	-	Kent County Council	1	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
DCN6	Comments expressing concern about the environmental documentation provided by the Applicant, including the Environmental Impacts Update and the Preliminary Environmental Information Report. Consultees say the information in the environmental documentation is incomplete – for example, not including enough information about mitigation.	Historic England, Natural England	London Borough of Havering, Gravesham Borough Council, Kent County Council, Thurrock Council	4	13	<p>The Preliminary Environmental Information Report (PEIR) published at Statutory Consultation in October 2018 provided environmental information to allow consultees to take an informed view of the Project and provide their consultation feedback. The Applicant followed the relevant regulations, paid attention to guidance notes and industry best practice and, where appropriate, involved relevant stakeholders in the development of the PEIR.</p> <p>The PEIR was produced to include the environmental topics in line with the Scoping Report (Highways England, 2017c) and the approach to the Environmental Impact Assessment (EIA) was updated to reflect the Scoping Opinion (Planning Inspectorate, 2017b). The response to the Scoping Opinion is set out line by line in Environmental Statement (ES) Appendix 4.1 (Application Document 6.3). The Applicant has also had further discussions with relevant stakeholders to discuss and agree the scope of certain assessments, as the scoping opinion requested.</p> <p>The information presented in the PEIR included a detailed description of the policy and legislative requirements for the Project, and it set out how the Project would respond to areas of concern in the ES.</p> <p>For the Design Refinement Consultation in July 2020, the Applicant published a 208-page Environmental Impacts Update (EIU) document setting out how the proposals affected 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>environmental assessments provided in the PEIR. The EIU set out the expected effects of each proposal and details of the Applicant's proposed mitigation measures. The EIU provided a comprehensive explanation of how refinements to the proposals impacted on the preliminary assessments reported in the PEIR.</p> <p>Further assessments and the development of proposals to reduce environmental effects are reported in the ES, which is also informed by the Project's consideration of consultation responses, and further survey and design work.</p>	
DCN7	Comments expressing concern about the consultation documentation, including consultees saying that maps and other documents are unclear, misleading, missing information, or contain mistakes.	Kent Downs AONB unit, Port of London Authority, Port of Tilbury London Ltd, Shorne Parish Council, Historic England, Natural England, Essex and Suffolk Water, Cobham	London Borough of Havering, Gravesham Borough Council, Kent County Council, Thurrock Council	58	151	<p>Considerable care was taken to ensure the consultation materials were clear and understandable, provided an appropriate level of detail, and were suitable for both technical and non-technical audiences. The Guide to Design Refinement Consultation in July 2020 set out the proposals. It included maps, photographs, 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.</p> <p>In-line with accessibility guidelines and the wishes of local authorities, the Applicant also produced an Easy Read version of the Guide to Design Refinement Consultation, which was aimed at those with learning difficulties.</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
		Parish Council				Other documents included the Environmental Impact Update, which included tables presenting the expected effects of the proposals and information about the proposed mitigation.	
DCN8	Comments expressing concern on the grounds that there is too much information in the consultation documentation and that the documents are overly complicated or difficult to understand.	-	Thurrock Council	19	44	<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 affected land. The map books included in the consultation materials were designed to offer an in-depth look at the design of the Project and followed the format used in previous Project consultations. Feedback, such as at events where the map books were used to discuss the Project with consultees, indicated that they were useful to affected parties.</p> <p>The consultation website also included links to all the consultation documents, as well as hosting visual aids such as ‘before and after’ photos of the Project. The consultation website also included an interactive map, with which consultees could search by address or postcode to see the proposals in their area.</p> <p>Descriptions of the Design Refinement Consultation in July 2020 materials and links to copies of each on the consultation website can be found in Appendix R of this report.</p> <p>Rigorous measures were put in place to ensure the information sent to consultees, including notification letters to people with an interest in land, were accurate and timely. The Applicant acknowledges that occasional errors or delays</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>occurred and once identified, sought to rectify these as soon as possible.</p> <p>During consultation, minor inconsistencies between the online and printed response forms were identified by the Applicant and rectified as soon as possible. These minor errors would not have prevented a consultee from providing an informed response to the proposals. For more information, see Chapter 7 of this report.</p>	
DCN9	<p>Comments expressing concern about the consultation questionnaire. Some consultees say it was difficult to use and confusing, while others say it included leading questions.</p>	Essex and Suffolk Water	-	4	25	<p>Every effort was made to ensure the response form was clear and easy to follow. The Applicant structured the response form to correspond with the order in which information was presented in the Guide to Design Refinement Consultation in July 2020 and on the consultation website. Signposts were provided within the guide and within the online response form to direct consultees to the relevant part of the response form. It was also possible to respond by email or letter, providing an alternative for people who did not wish to follow the question-based format of the online and hardcopy response form. Measures were also put in place to enable comments to be provided by telephone.</p> <p>Of the approximately 1,200 responses received during the design refinement consultation in July 2020, over 800 of these were submitted via the online response form, suggesting that most consultees were comfortable using the response form as provided.</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 questions in the response form were written in deliberately neutral terms and, in the case of multiple-choice questions, there were always an equal number of positive and negative options to choose from. There was also an opportunity for consultees to comment generally on the Project proposals, in the free text section of the response form.</p> <p>The response form is included in the consultation materials in Appendix R of this report.</p>	
DCN10	Comments expressing concern about the usability of the consultation documentation. Some consultees said they were difficult to read on a smaller screen. Others were concerned the printed documents were not available to view locally.	-	Thurrock Council	8	45	<p>Due to the COVID-19 pandemic and associated restrictions, a digital first approach was required for the consultation materials. All of the consultation materials were available to view online and every effort was made to ensure these were presented in accordance with best practice UK web usability guidelines.</p> <p>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.</p>	No
DCN11	Comments expressing concern about the quality and usability of the online exhibition page. Some said it was difficult to navigate and view content, particularly on devices with small screens.	-	Thurrock Council	5	17	<p>In addition to the online consultation information provided for the Applicant's previous consultations, an enhanced online offering and 'online exhibition' was embedded within the Project's consultation website. This section of the website included an interactive map where people could search by address or postcode to see the Project proposals in their area, explanatory videos which covered the proposals across the Project and summary information from the consultation print materials</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>including visual 'before and after' depictions of the Project proposals.</p> <p>If people had difficulty accessing the consultation materials, they could also order printed copies free of charge by calling 0300 123 5000.</p> <p>Other measures to promote accessibility included a telephone service, which people could use to speak to a member of the Project Team if they had any questions, as well as public webinars where people could learn more about the key proposals and ask questions during moderated question and answer sessions. Every effort was also made to include information points and deposit locations, as was the case with previous consultations. Due to the COVID-19 restrictions, there were more limited opportunities to do so, however a limited offering was provided. The Applicant provided one deposit location and five information points, where people could pick up consultation materials.</p> <p>Due to the Government's restrictions on social gatherings put in place to address the COVID-19 pandemic, no physical exhibitions were permitted. The online exhibition contained panels that explained the proposed changes, alongside video guides and an interactive map. The exhibition platform has been used by other major projects in the past and was selected for its simple interface and ease of navigation. It contained accessibility measures and was optimised for internet-enabled mobile devices, so it automatically adjusted the size and layout to suit the device being used. The exhibition'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>online exit survey shows that over 62% of users who took part were either happy or very happy with the experience.</p> <p>For more information regarding how the Applicant responded to COVID-19, see Chapter 7 of this report.</p>	
DCN12	Comments from consultees who expressed concern that they experienced technical issues with the exhibition page.	Shorne Parish Council	-	3	19	<p>The online exhibition was supported by a dedicated technical team between 9:00 and 20:00 Monday to Friday, for the duration of the design refinement consultation in July 2020. However, no problems were reported during the consultation period. With the consultation website and exhibition being online, some users may have experienced local connectivity issues related to their internet or mobile signal strength. During the consultation, the Applicant offered to post the consultation materials free of charge to consultees or to arrange a call back from a member of the Project staff.</p>	No
DCN13	Comments expressing concern about the quality of webinars and telephone consultations. Consultees say that these methods are not an effective substitute for face-to-face events, that their questions were not answered, and that calls did not take place at the appointed time. Concerns	Shorne Parish Council	Gravesham Borough Council	15	20	<p>As the Applicant was not able to organise face-to-face events due to Government guidance surrounding the COVID-19 pandemic, other methods of engagement were provided to ensure the public could access, ask questions about, and comment on the proposals. Take up for these alternative forums was strong.</p> <p>The Applicant delivered two webinars focussing on refinements north of the River Thames, and two webinars focused on refinements south of the river. During the webinars, Project staff provided an overview of the proposals related 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>were also raised that having to download the webinar platform may have discouraged people from participating and that there should have been a freephone line.</p>					<p>the relevant section of the route. Members of the public were able to submit questions to Project representatives during the webinar and responses were provided to as many of the questions as possible within the allotted time during the live question and answer section of the webinar.</p> <p>During the four public webinars, 79 people registered to attend the webinars and 57 questions were answered during the question-and-answer sections.</p> <p>Consultees in attendance were reminded in the webinar that if their question was not addressed during the question-and-answer section, that they could book a call-back using a telephone information service. Attendees could join the webinar live by downloading the software to their computer or by downloading the app to watch on a mobile device. The process to download and install the platform software or app would have been familiar to most computer, tablet or phone users and typically took a few minutes.</p> <p>Consultees also had the opportunity to book a free call-back by either completing a form on the consultation website or by calling the Applicant's customer contact centre (a local rate number). A total of 68 calls were received and answered during the consultation period.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
DCN14	<p>Comments expressing concern about how consultees without computers or internet access could take part in the consultation. There were also comments about the lack of availability of printed materials locally. Other comments said online consultation documents were not compatible with all devices and were not high enough resolution.</p>	Shorne Parish Council	Gravesham Borough Council, Thurrock Council	15	61	<p>During the Design Refinement Consultation in July 2020 measures were put in place to ensure that those with limited or no access to computers or the internet could participate. These measures include the delivery of leaflets to over 135,000 addresses across the area where the Project would be situated, letters to people with an interest in land that would be affected by the Project, as well as public notices in local newspapers.</p> <p>It was possible to request the delivery of copies of the consultation material free of charge and to submit a response form using a Freepost address. Responses could be submitted via the telephone and, if further information was required, it was possible to speak to a member of the Project Team on the telephone.</p> <p>Every effort was also made to include information points and deposit locations as per previous consultations. Due to the COVID-19 restrictions, one deposit location and five information points, where people could pick up consultation materials, were used.</p> <p>The consultation website was designed to be compatible with desktop, tablet and mobile devices. Every effort was made to ensure the consultation materials were presented in accordance with best practice UK web usability guidelines.</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
DCN15	Comments expressing concern that the Project proposals keep changing, including comments that the proposals may still change further.	Shorne Parish Council	Gravesham Borough Council	3	4	For projects of this scale, it is common for consultation to be undertaken on a phased 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 (2015) guidance on the pre-application process encourages such an approach. It states at paragraph 70 that ' <i>...applicants are encouraged to consider an iterative, phased consultation consisting of two (or more) stages, especially for large projects with long development periods</i> '.  The revised proposals presented at Design Refinement Consultation in July 2020 were the product of further design development, assessments and engagement, including responses to previous rounds of consultation.	No
DCN16	Comments expressing concern about the promotion of the consultation. Consultees say that local people were not adequately informed that the consultation was taking place. Other comments noted that landowners had not received a notification letter.	-	-	19	71	The Design Refinement Consultation in July 2020 included an extensive publicity campaign and the relatively high volume of responses and visit to the consultation website indicates that this campaign was successful. The campaign included a leaflet-drop two weeks ahead of consultation launch to 135,000 properties within an area within approximately 2km each side of a line down the centre of the Project. Publicity also included paid-for advertising over the four weeks of the consultation in 10 local newspapers on or	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
DCN17	Suggestions about how the consultation should have been promoted i.e. using local newspapers and social media	-	-	1	5	near the proposed route in Kent, Thurrock, Essex and Havering. The Applicant also published non-statutory notices in local and national newspapers, starting the week ahead of consultation to inform people about the consultation and how to take part.	No
DCN18	Comments expressing concern about the Applicant's communication with consultees, including comments about delayed or missing communication and the amount of time taken to respond to enquiries.	Shorne Parish Council	Gravesham Borough Council, Kent County Council, Thurrock Council	26	23	There were also social media posts, emails sent to more than 44,000 subscribers on the Project's customer database, news releases and letters sent to non-statutory and statutory groups with an interest in the Project, including any new and existing land interest holders. More information about the methods used to promote the Design Refinement Consultation in July 2020 can be found in Chapter 7 of this report.  During the Design Refinement Consultation in July 2020, the Applicant publicised the consultation on its Facebook page and used paid-for advertising to raise awareness of the consultation. The consultation was also publicised on Twitter using the @LowerThames and other Twitter accounts.  Rigorous measures were put in place to ensure the information sent to stakeholders, 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.  Further information on the Applicant's engagement with people with an interest in land across successive phases of pre-application	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>consultation is set out in Chapter 5 of the report. Chapter 7 provides further information on the identification and notification of land interests for the Design Refinement Consultation in July 2020, and Chapter 13 explains how the issues raised by those consultees were considered by the Applicant. There is a list of land interests in Appendix J of this report.</p> <p>The Applicant was notified that, in a small number of instances, letters to people with an interest in land were not received. The Applicant investigated these cases and concluded that there may have been isolated instances of failed delivery by the Royal Mail. Where this was the case, the Applicant wrote to the affected parties and provided an appropriate extension, beyond the deadline of 12 August 2020, for those specific parties to respond to the consultation proposals.</p> <p>The Applicant aims to respond to all correspondence at a time and in a manner that are appropriate to the issue being raised. During the Design Refinement Consultation in July 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. During the consultation, there were 1,041 requests for paper and electronic documentation fulfilled after receiving requests from consultees, with the majority coming from the consultation website’s dedicated request form.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
DCN19	Comments expressing concern about the cost of the consultation process.	-	-	1	3	The Applicant took reasonable steps to ensure that delivery of the promotional activities was carried out in an efficient and cost-effective way. Before the consultation launch, the Applicant engaged with local authorities on the proposed promotional activities. Where possible, feedback from local authorities informed the scale and nature of the activities planned to deliver the design refinement consultation in July 2020. For more information about the consultation promotional activities, see Chapter 7 of this report.	No
DCN20	Comments expressing concern about the consultation having taken place during the COVID-19 pandemic. Consultees say that the consultation should have been delayed until face-to-face events could be held, and that many people have had to prioritise other matters and therefore may not have taken part in the consultation. Some consultees say that the consultation period should have been extended in light of the pandemic.	Shorne Parish Council	London Borough of Havering, Gravesham Borough Council, Thurrock Council, Essex County Council	26	74	<p>The Design Refinement Consultation in July 2020 took place at a time when restrictions on social gatherings were in place due to the COVID-19 pandemic. This being the case, the Applicant carried out a consultation that made extensive use of digital resources, but also included engagement channels that were not digital. The Applicant put measures in place to ensure the consultation was as accessible as possible and that there were meaningful opportunities to engage with the consultation material.</p> <p>The Applicant provided a telephone service, through which consultees could speak to a member of the Project staff if they had any questions about the proposals or the consultation. During the consultation period, 68 calls were received. The Applicant also accepted consultation responses by telephone.</p> <p>Four public webinars were carried out, during which consultees could learn more about the key proposals and ask questions during moderated</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>question and answer sessions with Project staff. In total, 79 people registered to attend the webinars and 57 questions were answered during the question-and-answer sections.</p> <p>The Applicant arranged for pre-ordering and home delivery of Design Refinement Consultation in July 2020 documents, with one copy sent per household, free of charge. There were 1,041 copies of the guide or consultation materials sent out during the consultees.</p> <p>A leaflet-drop was carried out two weeks ahead of consultation launch to 135,000 properties within an area approximately 2km either side of a line down the centre of the Project. The leaflet included an introduction to the Project, the Design Refinement Consultation, and explained the pre-order service for the consultation materials.</p> <p>The Applicant also published non-statutory notices in local and national newspapers, starting the week ahead of consultation to inform people about the consultation and how to take part.</p> <p>Two weeks before the launch of the Design Refinement Consultation in July 2020, the Applicant also sent letters to any new land interest holders that were identified as being affected by the Project. The letters advised those with an interest in land of the forthcoming consultation and where they could access and consider copies of documents published at Statutory Consultation and Supplementary 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>Publicity also included paid-for advertising over the four weeks of the consultation in 10 local newspapers on or near the proposed route in Kent, Thurrock, Essex and Havering, as well as adverts on Facebook.</p> <p>In addition to the online consultation information provided for the Applicant's previous consultations, an enhanced online offering and 'online exhibition' was embedded within the Project's consultation website. This section of the website included an interactive map where people could search by address or postcode to see the Project proposals in their area, explainer videos which covered the proposals across the Project, and summary information from the consultation print materials, which included 'before and after' images of the proposals.</p> <p>For more information about the Design Refinement Consultation in July 2020, see Chapter 7 of this report.</p> <p>A consultation period of four weeks was considered to be appropriate, based on an assessment of the scale and complexity of the consultation proposals, which were much more contained in scope than those presented at Statutory Consultation in October 2018 and Supplementary Consultation in January 2020, and the anticipated public interest. The consultation duration was also considered appropriate within the context of the Applicant's wider consultation and engagement process. This has included an extensive 10-week</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						Statutory Consultation held in 2018, followed by a nine-week Supplementary Consultation held in early 2020. Continuous technical engagement with stakeholders has also occurred throughout the Project's design process. 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. The volume of responses received and the level of engagement in the consultation activities indicate that many people were able and prepared to participate in the design refinement consultation.	
DCN21	Comments from consultees who say that responses to the consultation would have no effect because decisions about the Project have already been made.	Shorne Parish Council	-	15	67	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), Chapter 12 (Supplementary Consultation in January 2020), Chapter 13 (Design Refinement Consultation in July 2020), Chapter 14 (Community Impacts Consultation in July 2021) and Chapter 15 (Local Refinement Consultation in May 2022) of this report demonstrate how comments submitted by consultees have been considered and, where appropriate, have influenced the Project. These chapters include summaries of key changes made to the Project as a result of consultation.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
DCN22	Comments expressing concern that the duration of the consultation was too short, and that the consultation was held too soon after the Supplementary Consultation.	Shorne Parish Council	Thurrock Council	7	29	<p>A consultation period of four weeks was considered appropriate, based on an assessment of the scale and complexity of the consultation proposals, which were much more contained in scope than those presented at Statutory Consultation in October 2018, Supplementary Consultation in January 2020 and the Community Impacts Consultation in July 2021, and the anticipated public interest. The consultation duration was also considered appropriate within the context of the Applicant's wider consultation and engagement process. This included an extensive 10-week Statutory Consultation held in 2018, followed by a nine-week Supplementary Consultation held in early 2020. The Applicant held an eight-week Community Impacts Consultation in July 2021. Continuous technical engagement with stakeholders has also occurred throughout the Project's design process. 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. The Supplementary Consultation ended on 2 April 2020, while the Design Refinement Consultation launched on 14 July 2020. The Applicant considers that this provided an appropriate separation between the two consultations and allowed sufficient time for feedback provided at Supplementary Consultation in January 2020 to be considered</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						and, where relevant, to inform the proposals that were presented as part of the Design Refinement Consultation in July 2020.	
DCN23	General comments expressing concern about the consultation process, including comments that the consultation was inadequate, as well as comments that that the Applicant does not want to receive consultation responses.	Cobham Parish Council	London Borough of Havering, Kent County Council, Thurrock Council	14	27	<p>The Design Refinement Consultation in July 2020 materials included over 400 pages of information about the proposed changes to the Project. During the consultation, the Applicant provided a number of ways for consultees to view and receive information on the consultation materials. A list of the materials published for the Design Refinement Consultation in July 2020 can be found in Appendix R of this report, along with links to each on the Project website and copies of certain core documents.</p> <p>The consultation included an extensive publicity campaign. This included a leaflet drop two weeks ahead of consultation launch to 135,000 properties within an area approximately 2km either side of a line down the centre of the Project. Publicity also included paid-for advertising over the four weeks of the consultation in 10 local newspapers on or near the proposed route in Kent, Thurrock, Essex and Havering, as well as adverts on Facebook. There were also non-statutory notices published in local and national newspapers, social media posts, emails sent to more than 44,000 subscribers on the Project's customer database, news releases and letters sent to non-statutory and statutory groups with an interest in the Project. More information about the methods used to promote the Design Refinement</p>	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Consultation in July 2020 can be found in Chapter 7 of this report.</p> <p>Further information on the Applicant's engagement with people with an interest in land across successive phases of pre-application consultation is set out in Chapter 5 of the report. Each of Chapters 4 (Statutory Consultation in October 2018), 6 (Supplementary Consultation in January 2020), 7 (Design Refinement Consultation in July 2020), 8 (Community Impacts Consultation in July 2021) and 9 (Local Refinement Consultation in May 2022) provides further information on the identification and notification of land interests for each respective consultation, Chapters 11, 12, 13, 14 and 15 explain how the issues raised by those consultees in the respective consultations were considered by the Applicant. There is a list of land interests in Appendix J of this report.</p> <p>The Applicant was notified that, in a small number of instances, letters to people with an interest in land were not received. The Applicant investigated these cases and concluded that there may have been isolated instances of failed delivery by the Royal Mail. Where this was the case, the Applicant wrote to the affected parties and provided an appropriate extension, beyond the deadline of 12 August 2020, for those specific parties to respond to the consultation proposals.</p> <p>The consultation generated a number of informed and detailed responses representing 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>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. The number of responses (approximately 1,200) also provides an indication that the consultation's publicity methods were appropriate and well targeted.</p> <p>The Applicant encouraged responses to the consultation through a wide variety of means and had regard to these views in shaping the Project.</p> <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), Chapter 12 (Supplementary Consultation in January 2020), Chapter 13 (Design Refinement Consultation in July 2020), Chapter 14 (Community Impacts Consultation in July 2021) and Chapter 15 (Local Refinement Consultation in May 2022) of this report demonstrate how comments submitted by consultees have been considered and, where appropriate, have influenced the Project. These chapters include summaries of key changes made to the Project as a result of consultation.</p>	
DCN24	Comments expressing concern that local opinion on the Project has been ignored by the Applicant.	Shorne Parish Council	Gravesham Borough Council, Thurrock Council	10	42	The Applicant has considered all feedback equally and has taken into account all consultation responses while developing the Project proposals. It would not be appropriate for special weighting to be given to responses from	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
DCN25	Suggestions that the opinions of local residents should be prioritised, as they would be most affected by the Project.	Shorne Parish Council	-	2	6	<p>consultees according to their proximity to the Project.</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> <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), Chapter 12 (Supplementary Consultation in January 2020), Chapter 13 (Design Refinement Consultation in July 2020), Chapter 14 (Community Impacts Consultation in July 2021) and Chapter 15 (Local Refinement Consultation in May 2022) of this report demonstrate how comments submitted by consultees have been considered and, where appropriate, have influenced the Project. These chapters include summaries of key changes made to the Project as a result of consultation.</p>	No
DCN26	Comments expressing concern about previous consultations on the Project, such as comments that information was missing from the consultation documentation or that the	Shorne Parish Council, The Mayor's Office for Policing and Crime	London Borough of Havering, Gravesham Borough Council, Kent County Council,	17	26	<p>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.</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 process was inadequate.		Thurrock Council			<p>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.</p> <p>In 2020, 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 1,200 responses respectively.</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>At each stage of consultation, the Applicant provided an extensive set of materials describing the proposals. These documents were comprehensive, accurate and provided a level of detail at each stage that was appropriate to the stage of Project development included within</p>	

Code	Summary of issue(s) 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 consultation. The consultation and engagement undertaken by the Applicant is documented in this report, along with information as to how the Applicant has had regard to those consultation responses.	
DCN27	Requests for further information or clarification about proposed aspects of the Project.	Port of London Authority, Environment Agency, Shorne Parish Council, Historic England, Forestry Commission (SE & L), Natural England, Essex Police, Transport for London, Essex and Suffolk Water, Cobham Parish Council, Anglian Water	Brentwood Borough Council, London Borough of Havering, Gravesham Borough Council, Kent County Council, Thurrock Council, Medway Council	56	81	<p>For the Design Refinement Consultation in July 2020, the Applicant published over 400 pages of information about the proposed changes to the Project. The Guide to Design Refinement Consultation was the main document describing the proposals. It included maps, photographs, 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.</p> <p>In-line with accessibility guidelines and the wishes of local authorities, the Applicant also produced an Easy Read version of the Guide to Design Refinement Consultation, which was aimed at those with learning difficulties. Other documents included a 208-page Environmental Impact Update that included tables outlining the predicted environmental effects of the proposals, in comparison with those presented in the Preliminary Environmental Information Report published at Statutory Consultation in October 2018, what the Applicant was doing and why. Furthermore, technical documents were also produced, including map books that covered the Project's General Arrangements, Engineering and Land Use plans. These were relatively</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>complex because of the need to convey information about the design, utilities and topography of the land affected. A full explanation of the materials published for the Design Refinement Consultation in July 2020 can be found in Appendix R of this report.</p> <p>There were also a number of ways people could find out more information if required. This included a dedicated consultation website, a telephone service where people could speak to a Project representative and public webinars where people could learn more about the key proposals and ask questions during moderated question and answer sessions with Project Team representatives. For more information about the consultation activities, see Chapter 7 of this report.</p> <p>The Applicant aimed to respond to all correspondence at a time and in a manner that is appropriate to the issue being raised. During the Design Refinement Consultation in July 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>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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						soon as these were identified, the Applicant sought to rectify these as soon as possible.	
DCN28	Suggestions that the questionnaire should have contained links to the relevant information in the consultation documentation.	-	-	0	3	The online and paper response forms each provided a short description of the changes and referred consultees to the relevant chapter of the Guide to Design Refinement Consultation in July 2020 for further information. Both the printed and online questionnaire provided explanations of where consultees could find information in the consultation pack that was relevant to the subject of a stated question or set of questions  For more information about the consultation materials and the website, see Chapter 7 of this report.	No
DCN29	Suggestions that the Applicant should have provided a summary of the revised proposals.	-	-	1	2	There were a number of ways people could view a summary of the proposals for the Design Refinement Consultation in July 2020. This included a leaflet which provided high-level information about the proposals and guidance on how to find out more. The Guide to Design Refinement Consultation provided a summary of the consultation proposals, and this document itself included a higher-level overview of the information contained within it. The consultation website also provided a summary of the refinements, in line with what was published in the printed and PDF versions of the Guide. In addition, the online exhibition section of the consultation website provided a series of summaries of different elements of the proposals, including an overview of the proposed refinements. This exhibition content aligned with	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>the summary information provided in the Guide and on the main consultation website.</p> <p>For more information on the consultation and materials, see Chapter 7 and Appendix R of this report.</p>	
DCN30	Suggestions that there should be another round of consultation, with more information provided.	-	London Borough of Havering	3	4	<p>Following the Design Refinement Consultation in July 2020, the Applicant submitted a DCO application to the Planning Inspectorate in October 2020. However, based on early feedback, the Applicant withdrew the application in November 2020.</p> <p>The Applicant held a Community Impacts Consultation in July 2021 on construction and operational impacts, changes to the Project since the Design Refinement Consultation and how feedback from previous consultations had informed the development of the Project. More information about this consultation can be found in Chapter 8 of this report.</p> <p>The Applicant has undertaken an extensive pre-application consultation process, covering a Statutory Consultation in October 2018 and two further rounds of non-statutory consultation into Project changes in 2020, in which a significant amount of information, both technical and non-technical, has been published for comment. It should also be noted that consultation into options for the Project can be traced back to 2013.</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
DCN31	Requests from consultees for the Applicant to engage further with them, or with other groups and organisations, about the Project.	Port of London Authority, Port of Tilbury London Ltd, Shorne Parish Council, Essex Police, National Grid, Transport for London, Royal Mail Group, Essex and Suffolk Water, Thames Water Utilities Ltd, Cobham Parish Council	Canterbury City Council, Brentwood Borough Council, Dover District Council, London Borough of Havering, Kent County Council, Thurrock Council, Dartford Borough Council, Medway Council	24	28	Throughout the design development of the Project, the Applicant has carried out extensive engagement with landowners, statutory bodies and other key stakeholders as set out in this report. This has occurred through face-to-face meetings and other channels at each stage of the Project's development and where appropriate, the Applicant has taken views into account when developing the Project.  The Applicant is committed to continuing to engage with key stakeholder groups and affected parties should the Project proceed to the construction phase.	Yes

## 13.5 Summary of changes made after the Design Refinement Consultation

- 13.5.1 Some comments made by consultees in response to the Design Refinement Consultation resulted in or informed changes to the Project. The Applicant had due regard to all responses made during the consultation.
- 13.5.2 If a request for a change to the proposals was adopted, this is indicated throughout Section 13.4 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.
- 13.5.3 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.
- 13.5.4 Section 13.4 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.
- 13.5.5 The tables below provide summaries of 20 Project changes made in response to feedback from Design Refinement Consultation. These summaries may contain multiple changes. Any changes that are unnumbered with a "N/A" provide a signpost to a change made at a later stage.
- 13.5.6 Some of the key changes that were informed by consultees' feedback and were made to the Project following Design Refinement Consultation included relocating the Shorne Woods utility switching station, a modification to the A13/A1089 junction to add an extra lane, amendments to environmental mitigation, refinements to utility works and updated proposals for special category land.
- 13.5.7 In July 2021, as part of the Community Impacts Consultation, the Applicant published You Said, We Did (Highways England, 2021) which provides a summary of the feedback from the Statutory, Supplementary and Design Refinement Consultations. It outlines how the feedback provided by consultees helped to develop the Project and includes all of the changes that have been made to the Project following the first three consultations. Chapter 8 of this report describes the materials produced for the Community Impacts Consultation.
- 13.5.8 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:

## Summary of Project changes

- 13.5.9 The following tables provide references to response codes in Section 13.4. However, this is not an exhaustive list of the response codes relevant to a given change.
- 13.5.10 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 13.23 'Provision of information' but have not been counted as changes as they are not physical changes that have been made to the Project.

## Road and junction design

**Table 13.15 Summary of Project changes: road and junction design**

Change No.	Project change	Summary of consultee comments	Relevant code in Section 13.5
1	As a result of feedback received during the Design Refinement Consultation, the Applicant moved a proposed car park close to the M2/A2/Lower Thames Crossing junction to a location west of Thong Lane and north of Gravel Hill Wood, consulting on this during the Community Impacts Consultation. Walking, cycling and horse-riding access to Shorne Woods from the car park would be provided via a new Pegasus crossing over Thong Lane.	Suggestions to change the proposals for the M2/A2/Lower Thames Crossing junction, including moving the proposed car park. Comments expressing concern about antisocial behaviour associated with the revised proposals in the area around the M2/A2 junction, including concerns relating to the proposed car park.	SOR15 and ENT23.
2	During the Community Impacts Consultation, the Applicant consulted on a change to the proposed A13/A1089 junction, comprising an extra lane on a previously proposed link road that connects the Project to the A13 eastbound and Orsett Cock junction. This would provide additional capacity for this link road, which is forecast as a result of additional proposed developments in the area.	Comments expressing concern about the revised proposals for the A13/A1089 junction, including the removal of a section of false cutting and changes to some link road designs at the junction.	A13J13 and A13J14.

## Environmental impacts and mitigation

**Table 13.16 Summary of Project changes: environmental impacts and mitigation**

Change No.	Project change	Summary of consultee comments	Relevant code in Section 13.5
3	<p>Since the Design Refinement Consultation, the Applicant has further refined special category and open space land proposals and these were presented at the Community Impacts Consultation in May 2022.</p> <p>At Shorne Woods Country Park, the Applicant proposed replacement land to the east of Brewers Wood, which would link Shorne Woods with Great Crabbles Wood and would create new recreational areas.</p> <p>At Thames Chase Forest Centre, the Applicant removed an area of land on the eastern side of the M25. Instead, the replacement land would be on the western side of the M25, situated north and south of the existing Thames Chase Forest Centre.</p>	<p>Suggestions that the impact of the Project on special category land should be reduced at locations including Thames Chase Forest Centre and Shorne Woods Country Park.</p>	<p>LAN9 and LAN10.</p>
4	<p>Since the Design Refinement Consultation, the Applicant has made changes to lessen the impact of the Project on archaeological sites. For example, 37 and 38 Thong Lane - two homes known as ‘Homes for Heroes’, which are considered heritage assets because of their historical significance – have been removed from within the Order Limits. The Applicant had previously proposed, at Statutory Consultation, that these would be demolished.</p> <p>Following feedback received during the Community Impacts Consultation, the Applicant moved an area of proposed compensatory planting to south of Shorne Ifield Road to reduce the impact on a Medieval settlement. See change 10 in Section 14.5 of this report.</p> <p>For further information on cultural heritage see ES Chapter 6: Cultural Heritage (Application Document 6.1).</p>	<p>Comments expressing concern about the impact of the Project on archaeological sites and other heritage assets, including listed buildings. Some consultees expressed concern about utilities works affecting archaeological remains.</p>	<p>ENT28.</p>

Change No.	Project change	Summary of consultee comments	Relevant code in Section 13.5
5	<p>At the Community Impacts Consultation in May 2022 the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads.</p> <p>The Applicant proposed further amendments in relation to low-noise road surfacing after the Local Refinement Consultation. See change 1 in Section 15.5.</p>	<p>Suggestions about ensuring mitigation of the environmental impact of the Project, including suggestions for noise barriers to be installed along the entire route.</p>	<p>ENT64.</p>
6	<p>The Applicant has sought to minimise the land required for the Project, while ensuring there is sufficient land to build and operate it, and has made changes to lessen the impact of the Project on agricultural land. For example, 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. The change would provide a curved edge rather than a stepped edge to the area of proposed ecological habitat creation. This will ensure the ongoing cultivation of the arable land and ease use of the arable field by the landowner whilst still providing a suitable area of ecological mitigation. This was developed as a direct result of landowner feedback.</p> <p>The Applicant has assessed the impact of the Project on the viability of farm businesses; see ES Chapter 13: Population and Human Health (Application Document 6.1).</p>	<p>Comments expressing concern that the Project would impact on agricultural land.</p>	<p>LAN15 and ENT15.</p>

Change No.	Project change	Summary of consultee comments	Relevant code in Section 13.5
N/A	<p>The Applicant has made changes to lessen the impact of the Project on designated sites such as Areas of Outstanding Natural Beauty (AONBs).</p> <p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge in response to feedback from Kent Downs Area of Outstanding Natural Beauty (AONB). See change 3 in Section 14.5 of this report.</p> <p>Impacts of the Project on the surrounding landscape, such as the Kent Downs AONB, are presented in ES Chapter 7: Landscape and Visual (Application Document 6.1), along with information about embedded design measures implemented to reduce adverse effects</p>	<p>Comments expressing concern about the impact of the Project on designated sites such as AONBs. Locations mentioned include Kent Downs AONB.</p>	ENT30.
N/A	<p>Following the Community Impacts Consultation, the Applicant presented new proposals at the Local Refinement Consultation in May 2022 for a wider green bridge at Thong Lane over the M2/A2. See change 4 in Section 14.5.</p>	<p>Suggestions that there should be more green bridges, or suggestions for the design of the green bridges proposed, including comments about width.</p>	ENT63.

## Order Limits and property

**Table 13.17 Summary of Project changes: Order Limits and property**

Change No.	Project change	Summary of consultee comments	Relevant code in Section 13.5
7	<p>Since Supplementary Consultation, the Order Limits have been refined to respond to feedback and accommodate changes proposed by stakeholders. This includes changes to a gas pipeline south of the River Thames, which would now be located underneath Brewers Road and Park Pale instead of in land adjacent to the M2/A2. The Order Limits have been amended to include the whole of Park Pale and to remove an area of ancient woodland, decreasing the amount of land within the Order Limits in this area following feedback from the Supplementary and Design Refinement consultations.</p>	<p>Comments expressing concern about the amount of land required for the Project in the area around the proposed M2/A2/Lower Thames Crossing junction.</p>	<p>SOR13.</p>



## Walking, cycling and horse-riding route provision

**Table 13.18 Summary of Project changes: walking, cycling and horse-riding route provision**

Change No.	Project change	Summary of consultee comments	Relevant code in Section 13.5
8	Following the Design Refinement Consultation, the Applicant amended the proposals in this location to include a new pedestrian cycling bridge over the A127 east of M25 junction 29 and new paths east of the proposed M25/A122 Lower Thames Crossing junction that would link up with the Thames Chase Forest Centre and Little Belhus Park. These were consulted upon during the Community Impacts Consultation.	Comments expressing concern about the impact of the Project on the connectivity and safety of routes for walkers, cyclists and horse-riders in the area around the proposed M25 junction.	ENT60 and ENT61.
9	At the Community Impacts Consultation, the Applicant also proposed a walking-cycling bridge to the west of M25 junction 29.		
N/A	The Applicant made changes to walking, cycling and horse-riding routes near to the A127 and M25 junction 29 at the Local Refinement Consultation. See change 12 in Section 14.5 of this report.	Suggestions for changes to the design of junction 29, including widening the footbridge over the A127.	29J5 and 29J10.
N/A	The Applicant consulted on additional information about the construction impacts on walking, cycling and horse-riding routes during the Community Impacts Consultation in July 2021. This included setting out the length of time that routes in the vicinity of the Project would be likely to close and what alternative routes would be available during construction or once the Project is complete.  During the Local Refinement Consultation in May 2022, and following feedback from local people and interest groups, the Applicant presented proposals to some sections of the walking, cycling and horse-riding network south of the River Thames to increase connectivity and safety. See changes 12 and 13 in Section 14.5 of this report.	General comments expressing concern about the impact of the Project on the connectivity and safety of routes for walkers, cyclists and horse-riders, including the proposed M2/A2 junction, Tilbury area and junction 29 of the M25.	ENT56, ENT57 and ENT58.

## Construction and utilities

**Table 13.19 Summary of Project changes: construction and utilities**

Change No.	Project change	Summary of consultee comments	Relevant code in Section 13.5
10	In response to comments raised at the Design Refinement Consultation and discussions with National Grid, the Applicant has revised proposals for underground gas pipeline diversions near Thong. The revised pipeline diversions would follow an amended alignment compared to that consulted on during the Design Refinement Consultation, reducing the complexity and cost of the works, while minimising impacts.	Comments expressing concern about the revised proposals for utilities in the area around the proposed M2/A2/A122 Lower Thames Crossing junction.	SOR17 and SOR18.
11	In line with consultation feedback, the 33kV electricity switching station at Thong Lane has been removed from the Project. Instead, the switching station equipment would be located at the A226 primary substation, which would be screened as part of the Project's landscaping proposals. The proposals would reduce the Project's overall visual impacts by allowing the removal of approximately 2.8km of existing overhead power lines and wooden poles between the A2/M2 and the A226. The Applicant consulted on this new proposal during the Community Impacts Consultation in July 2021.		
12	In response to comments raised at the Design Refinement Consultation and discussions with National Grid, the Applicant has revised proposals for the overhead power line diversion near the Tilbury Loop railway line. The revised diversion would follow an amended alignment compared to the one that was consulted on during the Design Refinement Consultation, reducing the impact on nearby properties and simplifying ongoing maintenance.	A suggestion to realign the overhead power line diversion near the Tilbury Loop railway line.	TLJ11

Change No.	Project change	Summary of consultee comments	Relevant code in Section 13.5
13	<p>The land required for works to divert and relocate existing utilities near the proposed A13/A1089 junction was reduced slightly after Supplementary Consultation due to a refinement of the area required for utility diversions and was presented at the Design Refinement Consultation. Following feedback received at this consultation about proposals for utilities near the A13/A1089 junction, the Applicant made some changes where practicable.</p> <p>After the Design Refinement Consultation, the alignment of the high-pressure gas pipeline around Rectory Road has been revised to locate it closer to the earthworks for the new road. This has been done keeping in mind the setting of the area and the restrictions and risks associated with a pipeline of this classification.</p>	<p>Comments expressing concern about the land required for the proposed A13/A1089 junction, including that needed for electricity and gas diversions.</p>	A13J12
14	<p>Following the Design Refinement Consultation, the Applicant made changes to proposals in the Ockendon area. Church Lane would no longer require sewerage works and so the proposal to install sewerage networks from Ockendon Road to St Marys Lane via the B186 was reduced.</p>	<p>Comments expressing concern about the revised proposals for utilities in the area around the M25/A122 Lower Thames and the area around junction 29, including the use of additional land. Some consultees say they are concerned about the impact of works near the B186, including sewer diversions.</p>	M25J9 and 29J8.

Change No.	Project change	Summary of consultee comments	Relevant code in Section 13.5
15	<p>The Applicant has revised its earthworks proposals south of the River Thames so the long-term stockpile consulted on during the Design Refinement Consultation is no longer required. This is because further assessments of the geology of the area and refinements to the design of Chalk Park and construction practices mean the majority of material is being reused by the Project, with only contaminated material being transported away by road.</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>Comments expressing concern about the construction of the Project, including associated multi-utility works in the area around the proposed M2/A2/Lower Thames Crossing junction. Some consultees say that the proposed period over which chalk would be stockpiled is too long.</p>	SOR12.
16	<p>The Applicant consulted on revised proposals for HGV movements during the Community Impacts Consultation of July 2021. These would mean a further reduction to an average of 10,350 HGV journeys per month project-wide during the construction period.</p> <p>The Applicant consulted on subsequent changes which has resulted in reductions to HGV movements. See change 16 in Section 14.5.</p>	<p>Suggestions for the construction of the Project, including that the Applicant should consider using rail and river transport for materials and excavated materials, and reducing impacts on the local area.</p>	GNL32.
17	<p>The Applicant has engaged with National Grid throughout the development of the Project, to seek to ensure it would be possible for works to be carried out in a way that would protect the workforce and National Grid's assets while minimising disruption to communities, businesses and road users. This includes minimising any interruption to supply during any work affecting utilities infrastructure. Schedule 14 of the draft Development Consent Order includes protective provisions for the benefit of National Grid.</p>	<p>Recommendations for construction in proximity to existing utilities infrastructure.</p>	GNL38.

## Amenities

**Table 13.20 Summary Project changes: amenities**

Change No.	Project change	Summary of consultee comments	Relevant code in Section 13.5
18	<p>Gravesend Golf Centre consists of a nine-hole golf course with a driving range. The Applicant proposes to permanently acquire the site of the nine-hole course to form part of the proposed area of public recreational land, Chalk Park, a landscaped area around the South Portal accessible via a network of new and existing Public Rights of Way.</p> <p>The Applicant is also seeking powers through the draft Development Consent Order (Application Document 3.1) to relocate the golf facility to the southeast of Cascades Leisure Centre, on part of the site of the existing Southern Valley Golf Club. However, the Applicant recognises that there are broader proposals for the redevelopment of the leisure centre site and that Gravesham Borough Council, which owns the site, has been exploring the feasibility of alternative locations for the relocated golf facility in order to maximise the future potential of the site. The Applicant is engaging with Gravesham Borough Council in this regard and is willing to support it in relation to any feasibility work. If an alternative location for the relocated golf facility were identified and progressed as a result, it would be delivered separately to the Project.</p>	<p>Comments expressing concern about the impact of the Project on amenities in the area around the proposed A2/M2 junction, including Shorne Woods Country Park and Michael Gardens, as well as the proposed closure of the Southern Valley Golf Club and the pitch and putt facilities at Gravesend Golf Centre.</p>	ENT44.
19	<p>Part of the Orsett Showground would need to be permanently acquired for the construction of link roads to the Orsett Cock roundabout and the A13. The Applicant also proposes to divert a gas pipeline along the southern boundary of the site, and permanent rights would be required over a limited corridor of land to operate and maintain the gas pipeline. After the Design Refinement Consultation, the alignment of the high-pressure gas pipeline either side of Rectory Road along the northern side of the A13 was revised to locate it closer to the earthworks that would form part of the new road. The relocated pipeline reduces the Order Limits and minimises the temporary and permanent disruption to the Orsett Showground. This was presented during the Community Impacts Consultation.</p>	<p>Comments expressing concern about the impact of the Project on amenities near the proposed A13/A1089 junction, including Orsett Showground and local sports and riding clubs.</p>	ENT45.

## Landscaping

**Table 13.21 Summary of Project changes: Landscaping**

Change No.	Project change	Summary of consultee comments	Relevant code in Section 13.5
20	<p>At the Community Impacts Consultation, the Applicant consulted on landscaping proposals around the North Portal and a new open space site 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.</p> <p>Following the feedback received from the Community Impacts Consultation, and the announcement of the Thames Freeport at Tilbury, the design of Tilbury Fields was refined further, and proposals were presented in the Local Refinement Consultation in May 2022. See change 9 in Section 14.5.</p>	<p>Comments expressing concern about the revised proposals for the Tilbury area, including the landscaping at the North Portal.</p> <p>Comments expressing concern about the visual appearance of the Project, or comments saying that the landscape would be permanently impacted by the Project.</p>	TLJ9 and ENT35.

## Consultation and engagement

**Table 13.22 Summary of Project changes: Consultation and engagement**

Change No.	Project change	Summary of consultee comments	Relevant code in Section 13.5
N/A	<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 planning permission for that development is granted.</p>	<p>Suggestions for the Project to accommodate the proposed Brentwood Enterprise Park</p>	29J10, 29J8 and ENT54.

## Provision of information

- 13.5.11 Table 13.23 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 20 Project changes described in Table 13.15 to Table 13.22 to above, as they are not physical changes that have been made to the Project.

**Table 13.23 Provision of information**

Provision of information	Summary of consultee comments	Relevant code in Section 12.4
<p>The Project’s approach to construction has been designed by industry experts to ensure that closures of roads and other impacts on businesses and local communities are kept to an absolute minimum. All closures would be essential to the safe construction of the Project, and the Applicant has worked closely with the local authorities and other stakeholders to ensure plans are realistic and do not cause unnecessary disruption.</p> <p>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. This included 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>ES Appendix 2.2: Code of Construction Practice (CoCP) (Application Document 6.3) also consulted on 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.</p>	<p>Consultees say they are concerned about road closures that would make local journeys difficult.</p>	<p>A13J10 and A13J11.</p>



Provision of information	Summary of consultee comments	Relevant code in Section 12.4
<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 particular the information presented in the Ward Impact Summaries (see Appendix S of this report). Updated 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>General comments expressing concern about the impact of the Project on local amenities and services, either without specifying a location, or with reference to the Project as a whole.</p>	<p>ENT43.</p>
<p>The Applicant provided further detail on replacement land in the Operations Update published as part of the Community Impacts Consultation in July 2021.</p>	<p>Comments expressing concern about the impact of the Project on amenities in the area around the proposed A2/M2 junction.</p>	<p>ENT44.</p>
<p>The Applicant held a Community Impacts Consultation on construction and operational impacts, changes to the Project since the Design Refinement Consultation and how feedback from previous consultations had informed the development of the Project. More information about this consultation can be found in Chapter 8 of this report. The Applicant also held a further non-statutory Local Refinement Consultation in May 2022. More information about this consultation can be found in Chapter 9 of this report.</p>	<p>Suggestions that there should be another round of consultation, with more information provided.</p>	<p>DCN30.</p>
<p>More information about the compounds and the measures to reduce their impacts on the surrounding area are presented in the Construction Update and draft CoCP that were consulted on by the Applicant at the Community Impacts Consultation in July 2021.</p>	<p>Comments expressing concern about the construction of the Project, including multi-utility works and construction compounds near the proposed A13/A1089 junction.</p>	<p>A13J10, A13J11</p>

## 13.6 Design Refinement Consultation late responses

- 13.6.1 The Applicant received 15 responses that had been submitted after the stated deadline for the Design Refinement Consultation. These responses were not analysed by Traverse and are not included within the tables in Section 13.5 in which the Applicant sets out its explanation of how each issue raised by respondents has been considered.
- 13.6.2 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 13.24 to



Table 13.36 below, each issue contained in the late responses has been listed, with corresponding references to the relevant entries in the tables contained in Section 13.5 where the Applicant's consideration of that issue (as raised in responses submitted before the deadline) is set out.

- 13.6.3 In some cases, the issues raised in these responses were also raised in responses to Supplementary Consultation, and the Applicant's response to the corresponding issue in Section 12.4 addresses the issue more directly. For these issues, the Applicant has provided references to the relevant entries in the tables contained in Section 12.4.
- 13.6.4 The response from Thurrock Council considered in this section was submitted in their capacity as a landowner under Section 42(1)(d) of the Planning Act 2008. The council's response in their capacity as a section 42(1)(b) local authority was received during the consultation period and is included within the tables in Section 13.5.
- 13.6.5 The council's response in their capacity as a landowner restates the text used in their response to the Supplementary Consultation in the same capacity, in some cases adding additional or updated information. That response was considered as part of the analysis of responses to the Supplementary Consultation and is included in the tables contained in Section 12.4.
- 13.6.6 The issues raised within the council's late response to the Design Refinement Consultation are included within Table 13.24 to Table 13.36 below, with the corresponding reference provided to the relevant entry in Section 12.4 where the Applicant's consideration of these issues is set out.
- 13.6.7 The Applicant has considered and responded to all of the issues raised through consultation, including those raised by Thurrock Council in relation to their interests as a landowner. In addition to considering the issues raised through consultation by Thurrock Council 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.
- 13.6.8 Table 13.24 below summarises the issues raised relating to the proposed A13/A1089 junction.

**Table 13.24. Summary of issues raised relating to the proposed A13/A1089 junction**

<b>Respondent (user ID / organisation)</b>	<b>Consultee strand</b>	<b>Issues raised</b>	<b>Supplementary Consultation response text where the issue is addressed</b>	<b>Design Refinement Consultation response text where the issue is addressed</b>	<b>Project change</b>
LTCDCONLATE5	Public (s47)	Concern about how access to A13 from the M25 will be impacted.		A13J7	No
Thurrock Council	PIL (s42(1)(d))	Concern about loss of residential property through permanent acquisition of the traveller site, noting that the council has a statutory obligation to provide sites like this.	A13-46		Yes, change made following Supplementary Consultation
		Comment noting that proposed sites for the relocation of the traveller site will be considered with reference to criteria set out in the relevant policy of the local plan.	A13-51		Yes, change made following Supplementary Consultation

13.6.9 Table 13.25 below summarises the issues raised relating to the construction of the Project.

**Table 13.25. Summary of issues raised relating to the construction of the Project**

<b>Respondent (user ID / organisation)</b>	<b>Consultee strand</b>	<b>Issues raised</b>	<b>Supplementary Consultation response text where the issue is addressed</b>	<b>Design Refinement Consultation response text where the issue is addressed</b>	<b>Project change</b>
Thurrock Council	PIL (s42(1)(d))	Concern about the impact of waste from the Project on health and the environment, saying that a Waste Management Plan was not part of the consultation material.	BLD44		No
		Concern about structural damage to buildings and subsidence caused by construction and operational vibration.	BLD59		No

13.6.10 Table.13.26 below summarises the issues raised relating to the Design Refinement Consultation.

**Table.13.26 Summary of issues raised relating to the Design Refinement Consultation**

Respondent (user ID / organisation)	Consultee strand	Issues raised	Supplementary Consultation response text where the issue is addressed	Design Refinement Consultation response text where the issue is addressed	Project change
LTCDCONLATE1	PIL (s42(1)(d))	Comment noting the lack of response to an enquiry during the consultation period.		DCN18	No
		Comment criticising the lack of information presented in the consultation material.		DCN7	No
LTCDCONLATE2	Public (s47)	Criticism of consultation process taking place during the COVID-19 pandemic.		DCN20	No
		Concern that consultation information including maps, was confusing and unclear.		DCN7	No
		Concern that the telephone surgery was poorly publicised and was not a freephone number.		DCN16 DCN13	No No
		Comment expressing a lack of trust in the consultation process.		DCN23	No
LTCDCONLATE4	Public (s47)	Suggestion that the Project should take account of local opinion and feedback.		DCN24	No
LTCDCONLATE4	Public (s47)	Concern about the consultation taking place during the COVID-19 pandemic, saying that people may not have been able to respond because of other concerns and priorities.		DCN20	No
LTCDCONLATE4	Public (s47)	Concern that people without internet access were less able to take part in the consultation process.		DCN14	No

Respondent (user ID / organisation)	Consultee strand	Issues raised	Supplementary Consultation response text where the issue is addressed	Design Refinement Consultation response text where the issue is addressed	Project change
LTCDCONLATE5	Public (s47)	Comment that the consultation maps were useful.		DCN1	No
		Suggestion that residents should be consulted and involved in plans for landscaping (for land in temporary use).		DCN26	No
LTCDCONLATE6	PIL (s42(1)(d))	Comment that the consultation materials were generally easy to understand.		DCN1	No
LTCDCONLATE8	Public (s47)	Concern that the consultation materials were less accessible to those without internet access.		DCN14	No
Thurrock Council	PIL (s42(1)(d))	Suggestion that the Applicant work with the council to develop appropriate mitigation measures.	CON61		No

13.6.11 Table 13.27 below summarises the issues raised relating to land use.

**Table 13.27 Summary of issues raised relating to land use**

Respondent (user ID / organisation)	Consultee strand	Issues raised	Supplementary Consultation response text where the issue is addressed	Design Refinement Consultation response text where the issue is addressed	Project change
LTCDCONLATE1	PIL (s42(1)(d))	Concern that the proposed bridleway will impact access to property.	LND15		No
LTCDCONLATE2	Public (s47)	Concern about land required for the Project and particularly the loss of farmland.		LAN15	No
		Concern about the impact on community land, open and green spaces.		LAN6	No
		Concern about the number of changes made to the Order Limits and the confusion and uncertainty this causes for landowners.	LND30	LAN16	No
		Concern about impacts on open space.		LAN6	No
LTCDCONLATE4	Public (s47)	Concern about loss of green space and impact on sports clubs.		LAN6	No
		Request for clarification on why Thong Lane North green bridge needs to be moved.	LND15		No
LTCDCONLATE5	Public (s47)	Support for the land use proposals, particularly consideration for returning land to original or new use.		LAN4	No
		Support for proposals for sports clubs and special category land that treat them sensitively.		LAN8	No

Respondent (user ID / organisation)	Consultee strand	Issues raised	Supplementary Consultation response text where the issue is addressed	Design Refinement Consultation response text where the issue is addressed	Project change
LTCDCONLATE6	PIL (s42(1)(d))	Support for proposals for sports clubs and special category land as these will be good for local communities.		LAN13	No
LTCDCONLATE13	PIL (s42(1)(d))	Reiteration of previous objections based on loss of land.		LAN17	No
		Opposition to permanent acquisition of golf club land, saying that land not needed for the route should be acquired temporarily and returned after construction.		LAN7	No
LTCDCONLATE8	Public (s47)	Concern that land required on temporary basis will be acquired permanently.	LND12		No
LTCDCONLATE10	Public (s47)	Concern that the Project will impact amenity land in Gravesham.		LAN10	No
Thurrock Council	PIL (s42(1)(d))	Concern that a number of properties and land titles owned by the council will be affected by the Project, saying that more information is needed to understand the extent of these impacts.	LND16		No
		Concern about loss of land with development potential and impact on development viability, including housing delivery and 'sterilisation' of land due to diversion of utilities.	LND9		No
		Concern about ongoing future liabilities for the council as a result of severed land titles, loss of rental and capital value and managing environmental and structural impacts.	LND21		No

13.6.12 Table 13.28 below summarises the issues raised relating to the economic case for the Project, including charging.

**Table 13.28. 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	Design Refinement Consultation response text where the issue is addressed	Project change
Thurrock Council	PIL (s42(1)(d))	Concern about loss of value and loss of residential amenity in council's residential stock, affecting rental income and sale value.	ECN17		No
		Concern about the impact of the Project on the local economy, saying that that there has been a reduction in economic activity from the expected development.	ECN15		No



13.6.13 Table 13.29 below summarises the issues raised relating to the environment.

**Table 13.29. Summary of issues raised relating to the environment**

Respondent (user ID / organisation)	Consultee strand	Issues raised	Supplementary Consultation response text where the issue is addressed	Design Refinement Consultation response text where the issue is addressed	Project change
LTCDCONLATE1	PIL (s42(1)(d))	Concern that works could cause light pollution to affect nearby property.		ENT35	No
LTCDCONLATE2	Public (s47)	Concern that communities and businesses will be affected by noise and vibration, and that mitigation proposed is inadequate.		ENT42 ENT39	No No
		Concern that local communities will be affected by dust from the Project.		ENT17	No
		Opposition to the route in the area around the proposed M25 junction on the grounds that it would negatively impact countryside and woodland, including Orsett Fen and the Mardyke Valley.		ENT53	No
		Concern about loss of trees from Thames Chase Community Forest.		ENT46	No
		Concern that environmental mitigation proposed is inadequate.		ENT38	No
		Concern that proposed noise mitigation will be inadequate.		ENT39	No
		Concern about impacts on air quality, saying the area already suffers from bad air quality.		ENT21	No
		Opposition to the Project because of impact on the environment, including ancient woodlands and forest.		ENT30	No

Respondent (user ID / organisation)	Consultee strand	Issues raised	Supplementary Consultation response text where the issue is addressed	Design Refinement Consultation response text where the issue is addressed	Project change
LTCDCONLATE4	Public (s47)	Suggestion that planting be used to mitigate pollution.		ENT26	No
		Concern about loss of habitats, such as trees and hedges.		ENT41	No
LTCDCONLATE5	Public (s47)	Concern about noise impacts.		ENT42	No
		Concern about sites of cultural or historical importance being impacted or removed.		ENT28	No
		Concern about disruption to Cranham as a result of proposals for junction, including noise, dust and dirt.		ENT49	No
		Concern about impact on sensitive areas as a result of the A13/A1089 proposals.		ENT52	No
		Concern that A13/A1089 area proposals will involve diverting water from areas that need it.		ENT27	No
		Concern about waste and pollution, including dust and dirt.		ENT21	No
LTCDCONLATE6	PIL (s42(1)(d))	Suggestion that ecology, wildlife and nature should be protected, including Green Belt.		ENT41	No
LTCDCONLATE8	Public (s47)	Concern that ancient woodland cannot be replaced with new planting.		ENT38	No
		Woodland compensation proposals inadequate.		ENT30	No

Respondent (user ID / organisation)	Consultee strand	Issues raised	Supplementary Consultation response text where the issue is addressed	Design Refinement Consultation response text where the issue is addressed	Project change
LTCDCONLATE10	Public (s47)	Concern that land provided as mitigation for HS1 will be required for the Project.	ENV112		No
		Concern about air pollution and health impacts on residents in Kent.		ENT16	No
		Concern about increased traffic and air pollution on local roads in Gravesham.		ENT16	No
LTCDCONLATE11	Public (s47)	Opposition to the need for the Project in the context of climate emergency.		ENT26	No
Thurrock Council	PIL (s42(1)(d))	Concern about severance of agricultural land leading to loss of income and affecting economic viability of agricultural tenancies and visual amenity.	ENV84 ENV77		No No
		Concern that the council's obligation to provide satisfactory housing could also be compromised by impacts of the Project affecting council tenants' quality of life and right to quiet enjoyment. These include increased noise, dust, vibration and light pollution.	ENV128 ENV122 ENV62 ENV105		No No No No
		Concern about flood risk to and from the development, saying that a Flood Risk Assessment should have been included in the consultation materials.	ENV151		No
		Concern about loss of public amenity, in terms of use and enjoyment of parks, quiet places and areas of landscape quality.	ENV132		No

Respondent (user ID / organisation)	Consultee strand	Issues raised	Supplementary Consultation response text where the issue is addressed	Design Refinement Consultation response text where the issue is addressed	Project change
		Concern about the impact of the Project on a Scheduled Ancient Monument which is partly under the council's land title.	ENV178		No
		Concern about the visual impact on the landscape and countryside as a result of agricultural land required for the Project.	ENV95		No

13.6.14 Table 13.30 below summarises the issues raised relating to general topics.

**Table 13.30. Summary of issues raised relating to general topics**

Respondent (user ID / organisation)	Consultee strand	Issues raised	Supplementary Consultation response text where the issue is addressed	Design Refinement Consultation response text where the issue is addressed	Project change
LTCDCONLATE1	PIL (s42(1)(d))	Opposition to the Project, saying the need for the Project should be reassessed in light of COVID-19.		GNL17	No
LTCDCONLATE2	Public (s47)	No need for the Project; will not bring any benefit to the area.		GNL19	No
		Concern that the Project will increase traffic on local roads, with congestion impacting local communities.		GNL11	No
		Concern that road layout is confusing and will cause accidents.	GEN27		No

Respondent (user ID / organisation)	Consultee strand	Issues raised	Supplementary Consultation response text where the issue is addressed	Design Refinement Consultation response text where the issue is addressed	Project change
LTCDCONLATE3	Public (s47)	Request that work start as soon possible because the Project is needed and long overdue to reduce delays in travel.		GNL5	No
LTCDCONLATE4	Public (s47)	Opposition to the proposed route, saying the crossing is in the wrong place and will not alleviate problems around Dartford.		GNL19	No
		Suggestion that tunnel crossing should be designed to allow cycle travel.		GNL29	No
		Suggestion that the Project and its traffic modelling should take account of additional traffic generated by other developments in the area, such as the proposed London Resort theme park.		GNL24	No
		Suggestion that a park and ride facility at Tilbury should be considered as part of the Project.		GNL29	No
LTCDCONLATE5	Public (s47)	Suggestion that other roads such as the M20 should be upgraded.		GNL37	No
		Query regarding traffic modelling for M20, which also says the M20 should be improved.		GNL37	No
LTCDCONLATE6	PIL (s42(1)(d))	Support for the Project because it will relieve Dartford crossing.		GNL6	No
		Support for the Project because it will relieve traffic issues locally.		GNL6	No
LTCDCONLATE8	Public (s47)	Opposition to the Project, saying it would be better to create jobs at the docks or ports instead.		GNL30	No

Respondent (user ID / organisation)	Consultee strand	Issues raised	Supplementary Consultation response text where the issue is addressed	Design Refinement Consultation response text where the issue is addressed	Project change
LTCDCONLATE10	Public (s47)	Concern about the impact on local residents, including increased congestion and noise.		GNL11	No
		Concern that other highway improvements are needed for routes in Kent affected by congestion.		GNL20	No
		Suggestion that a second bridge be provided in place of the Dartford Crossing, which would be an alternative to the Project.		GNL30	No
		Concern that the Project will not improve the resilience of the Thames crossings and the major road network.		GNL19 GNL28	No No
LTCDCONLATE13	PIL (s42(1)(d))	Concern that land required for the Project will impact future housing developments.		GNL21	No
LTCDCONLATE11	Public (s47)	Suggestion to invest in sustainable alternatives including public transport as an alternative to the Project.		GNL30	No
Thurrock Council	PIL (s42(1)(d))	Objection to the Project as proposed on grounds that it will have significant negative impacts on land titles held by the council.	GEN17		No

13.6.15 Table 13.31 below summarises the issues raised relating to the proposed changes to junction 29.

**Table 13.31. Summary of issues raised relating to the proposed changes to junction 29**

Respondent (user ID / organisation)	Consultee strand	Issues raised	Supplementary Consultation response text where the issue is addressed	Design Refinement Consultation response text where the issue is addressed	Project change
LTCDCONLATE2	Public (s47)	Concern about the impact of the route in this area on a solar farm.		29J6	No
LTCDCONLATE2	Public (s47)	Concern about the impacts on an operational solar farm.		29J6	No

13.6.16 Table 13.32 below summarises the issues raised relating to the proposed changes to the proposed M25 junction.

**Table 13.32. Summary of issues raised relating to the proposed M25 junction**

Respondent (user ID / organisation)	Consultee strand	Issues raised	Supplementary Consultation response text where the issue is addressed	Design Refinement Consultation response text where the issue is addressed	Project change
LTCDCONLATE2	Public (s47)	Concern about safety of the road in the area of the proposed M25 junction because of the lack of a hard shoulder.	M25-38		No
LTCDCONLATE5	Public (s47)	Support for the M25 area proposals, saying that two lanes are sufficient and that this minimises the impact of the Project.		25J1	No
LTCDCONLATE6	PIL (s42(1)(d))	Support for the Project because it will relieve M25 congestion.		25J4	No

13.6.17 Table 13.33 below summarises the issues raised relating to the proposals south of the River Thames.

**Table 13.33. Summary of issues raised relating to the proposals south of the River Thames**

Respondent (user ID / organisation)	Consultee strand	Issues raised	Supplementary Consultation response text where the issue is addressed	Design Refinement Consultation response text where the issue is addressed	Project change
LTCDCONLATE1	PIL (s42(1)(d))	Concern that the proposed substation location in Chalk is too close to housing.		SOR18	No
LTCDCONLATE3	Public (s47)	Support for the proposed changes south of the river (in the M2/A2 area) as the route seems clearer.		SOR1	No
LTCDCONLATE4	Public (s47)	Comment that the proposed car park on Thong Lane is unnecessary, saying there is no demand for this.		SOR14	No
		Comment that land for environmental mitigation should be maximised, saying that no extra car parks are needed.		SOR14	No
LTCDCONLATE5	Public (s47)	Support for the proposed southern route.		SOR1	No
		Suggestion that the M25, M20 and A2 need upgrading to relieve congestion.		SOR16	No
LTCDCONLATE8	Public (s47)	Concern about the amount of land required for the Project south of the River Thames.		SOR13	No
		Concern that changes south of the River Thames are not sufficient to reduce environmental impact.		SOR14 SOR13	No No
LTCDCONLATE10	Public (s47)	Concern that reduction in lanes on A2 will result in congestion and rat-running on local roads.		SOR11	No
		Concern about the impact of the South Portal on nearby villages and residential areas.	SOU40		No
LTCDCONLATE12		Concern that existing traffic and safety issues at Blue Bell Hill could be worsened.	SOU36		No



13.6.18 Table 13.34 below summarises the issues raised relating to the Project near Tilbury.

**Table 13.34. Summary of issues raised relating to the Project near Tilbury**

<b>Respondent (user ID / organisation)</b>	<b>Consultee strand</b>	<b>Issues raised</b>	<b>Supplementary Consultation response text where the issue is addressed</b>	<b>Design Refinement Consultation response text where the issue is addressed</b>	<b>Project change</b>
LTCDCONLATE2	Public (s47)	Concern about the visual impact of the proposed earthworks near Tilbury.		TLJ9	No
LTCDCONLATE2	Public (s47)	Concern about impact of construction works on water supply in the local area.		TLJ11	No
LTCDCONLATE2	Public (s47)	Concern about the disruption that works will cause for residents of Tilbury, East Tilbury and Linford, including impact on local bus routes.		TLJ6	No
LTCDCONLATE5	Public (s47)	Support for the Tilbury proposals because they will reduce the impact of the Project.		TLJ1	No
LTCDCONLATE14	PIL (s42(1)(d))	Concern that works will impact local traffic and commercial access in the Tilbury area, including access to commercial sites, saying that more information is needed on these impacts.	TIL27	TLJ6	No

13.6.19 Table 13.35 below summarises the issues raised relating to proposals for utility works.

**Table 13.35. Summary of issues raised relating to proposal for utility works**

Respondent (user ID / organisation)	Consultee strand	Issues raised	Supplementary Consultation response text where the issue is addressed	Design Refinement Consultation response text where the issue is addressed	Project change
Thurrock Council	PIL (s42(1)(d))	Objection to lack of detailed drawings provided to show diversion of utilities.	UTL35		No

13.6.20 Table 13.36 below summarises the issues raised relating to walking, cycling and horse riding.

**Table 13.36. Summary of issues raised relating to walking, cycling and horse-riding**

Respondent (user ID / organisation)	Consultee strand	Issues raised	Supplementary Consultation response text where the issue is addressed	Design Refinement Consultation response text where the issue is addressed	Project change
LTCDCONLATE4	Public (s47)	Suggestion that footpaths are reserved for pedestrian use.	WCH39		No

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