

Lower Thames Crossing

5.1 Consultation Report (5 of 6)

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Lower Thames Crossing

5.1 Consultation Report (5 of 6)

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14 Response to the Community Impacts Consultation

14.1 Analysis of responses

Introduction

- 14.1.1 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 Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations), the Planning Inspectorate's advice notes and in the former DCLG's (currently the MHCLG) Guidance on the pre-application process document. The Supplementary Consultation (29 January to 2 April 2020), Design Refinement Consultation (14 July to 12 August 2020), Community Impacts Consultation (14 July to 18 September 2021) and the Local Refinement Consultation (12 May to 20 June 2022) 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.
- 14.1.2 This chapter of the report explains the way in which the Applicant has complied with its statutory requirements in respect of responses to the Community Impacts Consultation that is described in Chapter 8 of this report. It begins with an explanation of the way in which Community Impacts Consultation responses were received, categorised, analysed and considered by the Applicant.
- 14.1.3 The chapter then sets out the answers provided in response to the closed questions on the Community Impacts 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.
- 14.1.4 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.
- 14.1.5 The remainder of Chapter 14 provides a summary of the changes made to the Project proposals in response to feedback following the Community Impacts Consultation. It then provides an explanation of the way in which the Applicant has dealt with responses submitted after the stated deadline for the Community Impacts Consultation.

Method of analysis

- 14.1.6 It was possible to respond to the Community Impacts Consultation using any of three dedicated response channels. These channels consisted of:

- a. A Royal Mail Freepost address
 - b. An email address
 - c. An online response form, accessed through the Project consultation website
- 14.1.7 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 Community Impacts Consultation.
- 14.1.8 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.
- 14.1.9 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 S and
- 14.1.10 Table 14.1 lists each of the questions on the Project proposals that it contained.

Table 14.1 List of questions on the consultation response form

Question reference	Question	Closed question options
Q1a	Do you support or oppose how we plan to build the Lower Thames Crossing?	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 how we plan to build the Lower Thames Crossing, including the impacts of building the project. If your comment relates to a particular document, specific ward or location, please refer to it in your response.	N/A
Q1c	Do you support or oppose how we propose to mitigate the impacts of building the Lower Thames Crossing?	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 how we propose to mitigate the impacts of building the Lower Thames Crossing. If your comment relates to a particular document, specific ward or location, please refer to it in your response.	N/A
Q1e	Do you support or oppose how we plan to operate the Lower Thames Crossing?	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 how we plan to operate the Lower Thames Crossing, including the impacts of operating the project. If your comment relates to a particular document,	N/A

Question reference	Question	Closed question options
	specific ward or location, please refer to it in your response.	
Q1g	Do you support or oppose our proposed mitigation for the operational impacts of the Lower Thames Crossing?	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 our proposed mitigation for the operational impacts of the Lower Thames Crossing. If your comment relates to a particular document, specific ward or location, please refer to it in your response.	N/A
Q2a	Do you support or oppose the proposed changes south of the river?	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 south of the river.	N/A
Q2c	Do you support or oppose the proposed changes north of the river?	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 proposed changes north of the river.	N/A
Q2e	Do you support or oppose the changes to the proposed area of land that would be needed to build the Lower Thames Crossing?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q2f	Please let us know the reasons for your response to Q2e and any other comments you have on the proposed changes to land that would be needed 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 a legal interest in or right to use.	N/A
Q2g	Do you support or oppose the changes proposed regarding special category land and private recreational facilities?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q2h	Please let us know the reasons for your response to Q2g and any other comments you have on the changes proposed regarding special category land and private recreational facilities.	N/A
Q2i	Do you support or oppose our proposals for the inclusion of a new open space site, Tilbury Fields?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q2j	Please let us know the reasons for your response to Q2i and any other comments you have on our	N/A

Question reference	Question	Closed question options
	proposals for the inclusion of a new open space site, Tilbury Fields.	
Q2k	Of the two options presented for the height of the landform at Tilbury Fields, do you prefer the lower landform option or higher landform option?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q2l	Please let us know the reasons for your response to Q2k and any other comments you have on the options for the height of the landform at Tilbury Fields.	N/A
Q2m	Do you support or oppose our proposals for the inclusion of a new open space site, Chalk Park?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q2n	Please let us know the reasons for your response to Q2m and any other comments you have on our proposals for the inclusion of a new open space site, Chalk Park.	N/A
Q3a	Do you support or oppose how issues and suggestions about the Lower Thames Crossing have been addressed following earlier rounds of public consultation?	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 how issues and suggestions about the Lower Thames Crossing have been addressed, following earlier rounds of public consultation. If your comment relates to a particular consultation, please refer to it in your response.	N/A
Q4	We welcome any other comments you would like to make about the Lower Thames Crossing.	N/A
Q5a	Was the information presented clearly?	Very good / Good / Average / Poor / Very Poor / Not applicable
Q5b	Was the website 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
Q5e	Were the physical events of good quality?	Very good / Good / Average / Poor / Very Poor / Not applicable

Question reference	Question	Closed question options
Q5f	Were the physical events suitably located?	Very good / Good / Average / Poor / Very Poor / Not applicable
Q5g	Was the consultation promoted well and to the right people?	Very good / Good / Average / Poor / Very Poor / Not applicable
Q5h	Please let us know the reasons for your responses to Q5a – Q5g and any other comments you have on the delivery of this consultation.	N/A

14.1.11 Advice Note 14 (Planning Inspectorate, 2021) recommends that consultation reports should clearly explain how responses have been categorised. In order to assist with this process, Traverse selected an initial sample of responses, prioritising those that covered the full range of issues addressed by the consultation questions, 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.

14.1.12 Table 14.2 provides an illustration of the approach to developing codes.

Table 14.2 Extract from Traverse's analysis code framework

Topic area	Sentiment	Theme	Sub-theme	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

14.1.13 Codes were applied to each statement in the consultation responses and samples were checked throughout that process to ensure that a consistent approach had been applied. This process of analysis has informed the structure of the tables contained in Section 14.4 of this report, in which each table covers a separate topic area and contains a row for each specific point relevant to that topic. The tables in Section 14.4 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

- 14.1.14 Each code in the Traverse coding framework was assigned to an appropriate member of the Applicant's project team, so that its contents could be reviewed. This enabled decisions to be made as to whether or not the issue each code represented should lead to a change in the Project proposals.
- 14.1.15 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 14.4.

Classifying respondents

- 14.1.16 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.
- 14.1.17 In line with this advice, and whilst noting that the Community Impacts 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 with interests 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 (PILs) that had previously been consulted on a statutory basis, as well as new PILs that were consulted on a statutory basis for the Community Impacts Consultation, more information about which is set out at Chapter 5 and Appendix J of the report.
 - d. section 47 – local community
- 14.1.18 The categorisation of responses was completed by Traverse and quality assured by the Applicant. Traverse were provided with a copy of the database used to organise delivery of letters to all section 42 consultees at the Community Impacts Consultation.

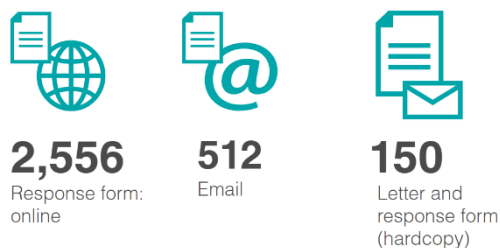
- 14.1.19 The names of all individuals and organisations submitting responses to the consultation were checked against this database and any matches were appropriately logged by Traverse.
- 14.1.20 In addition to this database, Traverse examined closely the answers provided in response to questions on 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.
- 14.1.21 If a response could not be positively identified as a section 42 response it was included with the section 47 consultees.
- 14.1.22 In Section 14.4 of this report, Section 47 consultees and respondents to non-statutory publicity (those who heard about the consultation through non- statutory notices conforming with the content and format of a s48 notice) are grouped together under the heading ‘s47 & s48’. Some organisations may fall into more than one consultee strand, for example a local authority may fall within both s42(1)(b) and s42(1)(d), as a person with an interest in land. 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)).
- 14.1.23 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

- 14.1.24 There were 3,218 responses to the Community Impacts Consultation.
- 14.1.25 Plate 14.1 provides a breakdown of the types of responses received.

Plate 14.1 Breakdown of response type

Breakdown of response type



- 14.1.26 For ease of reporting, all responses were assigned a consultee category. The categories were:
- Prescribed statutory bodies under section 42(1)(a) of the Planning Act 2008
 - Marine Management Organisation under section 42(1)(aa)

- c. Local authorities under section 42(1)(b) and the Greater London Authority under section 42(1)(c)
- d. People with an interest in land (PILs) under section 42(1)(d)
- e. Members of the public and other non-statutory organisations under section 47

14.1.27 Table 14.3 indicates the number of responses received for each category.

Table 14.3 Breakdown of consultee category

Consultee type	Count
S42(1)(a) – prescribed statutory organisations	19
S42(1)(aa) – the Marine Management Organisation	1
S42(1)(b) – local authorities	16
S42(1)(c) – the Greater London Authority	0
S42(1)(d) – PILs	199
S47 and S48 – Public	2,983
Total	3,218

14.1.28 Table 14.4 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

14.1.29 Plate 14.4, since there was no response received from the Greater London Authority.

14.1.30 Organisations' names (and addresses) change over time, the Applicant has cited the name as at the time the section 42 communication was issued. Details of changes of names and when they took effect are detailed in Appendix H of the Consultation Report.

Table 14.4 Section 42(1)(a)-(c) consultees who responded to the consultation

Organisation	Consultee strand
Forestry Commission	s42(1)(a)
Shorne Parish Council	s42(1)(a)
Royal Mail	s42(1)(a)
Higham Parish Council	s42(1)(a)
Natural England	s42(1)(a)
Port of Tilbury London Limited	s42(1)(a)
Port of London Authority (PLA)	s42(1)(a)
Transport for London	s42(1)(a)

Organisation	Consultee strand
Office for Nuclear Regulation	s42(1)(a)
Environment Agency	s42(1)(a)
Historic England	s42(1)(a)
Network Rail	s42(1)(a)
Public Health England	s42(1)(a)
Thurrock Clinical Commissioning Group (the CCG)	s42(1)(a)
Forestry England	s42(1)(a)
Thames and Medway Canal Association	s42(1)(a)
Maritime & Coastguard Agency	s42(1)(a)
Cobham Parish Council	s42(1)(a)
Kent Downs AONB Unit	s42(1)(a)
Marine Management Organisation	s42(1)(aa)
Gravesham Borough Council	s42(1)(b)
London Borough of Havering	s42(1)(b)
Canterbury City Council	s42(1)(b)
Essex County Council	s42(1)(b)
Maidstone Borough Council	s42(1)(b)
Dartford Borough Council	s42(1)(b)
Kent County Council	s42(1)(b)
Dover District Council	s42(1)(b)
Brentwood Borough Council	s42(1)(b)
Thurrock Council	s42(1)(b)
Chelmsford City Council	s42(1)(b)
Suffolk County Council	s42(1)(b)
Ashford Borough Council	s42(1)(b)
Southend-on-Sea Borough Council	s42(1)(b)
Medway Council	s42(1)(b)
Maldon District Council	s42(1)(b)

14.1.31 The names of the organisations categorised as section 47 consultees that responded to the Community Impacts Consultation are included in Appendix I of the Consultation Report.

14.2 Geographical distribution of responses

14.2.1 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 2,500 respondents provided a valid UK postcode.

- 14.2.2 Plate 14.2 shows the distribution of responses at a national level and Plate 14.3 shows the distribution of responses in the south east region of the UK.

Plate 14.2 Geographical distribution of responses: nationwide

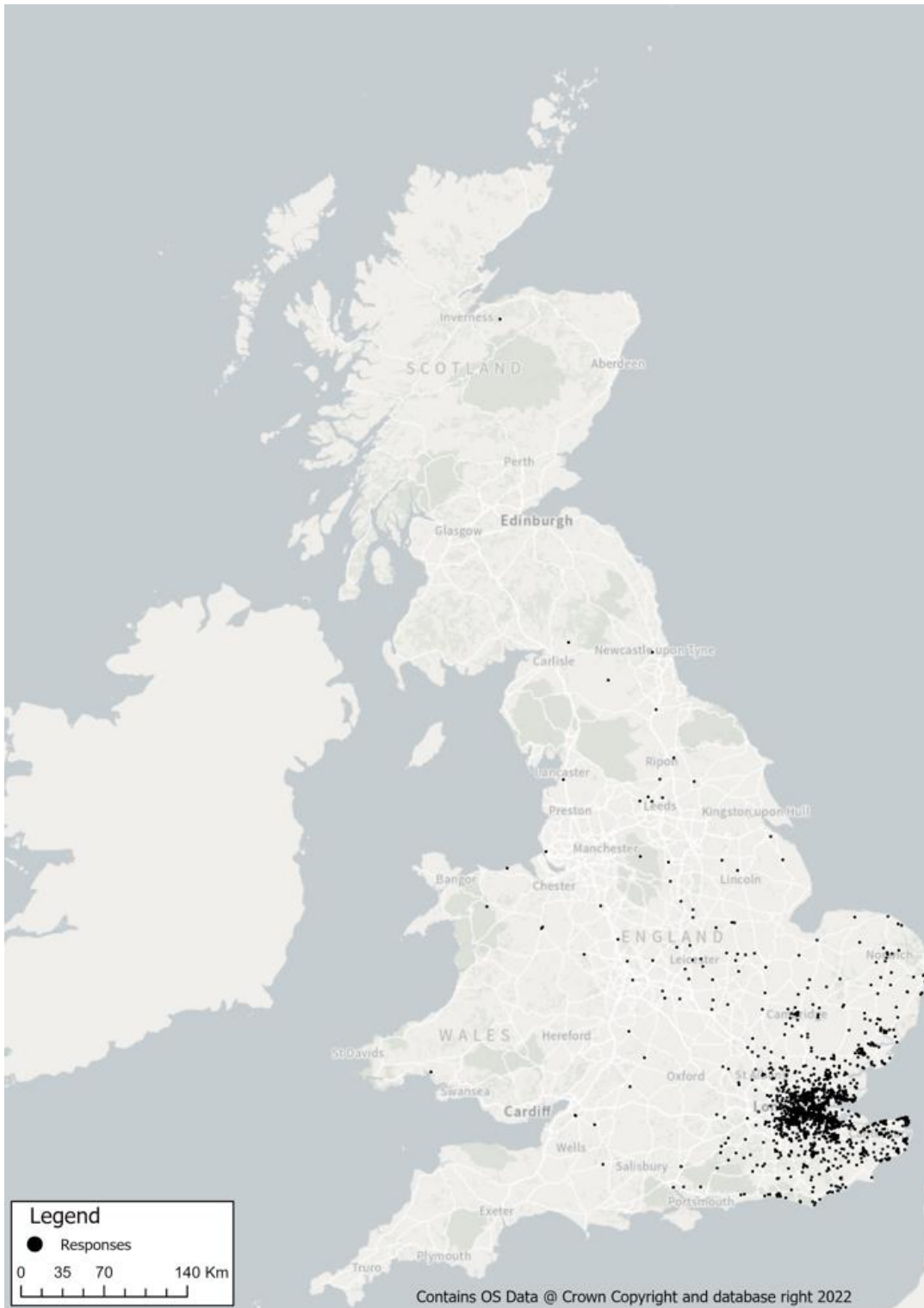
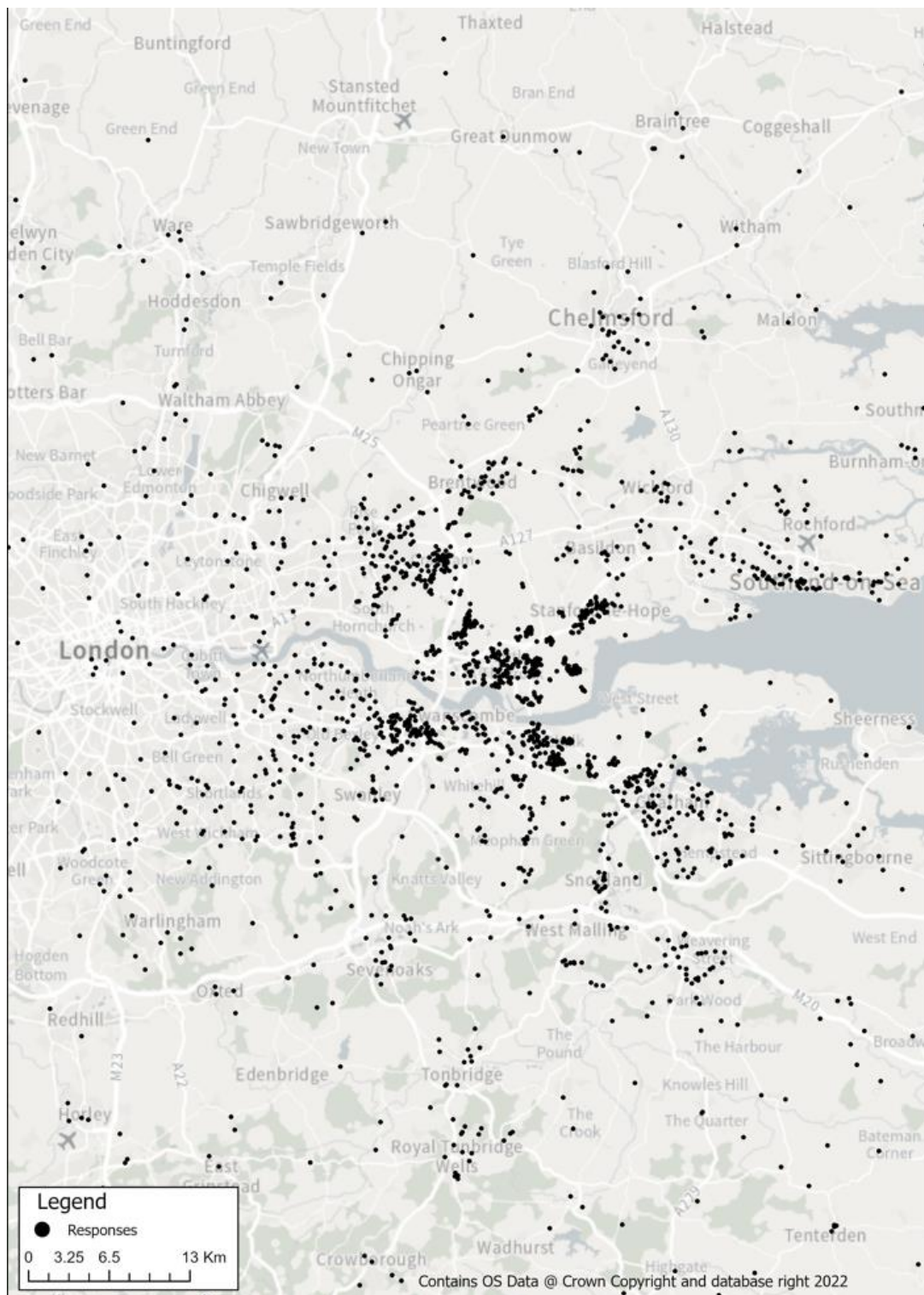


Plate 14.3 Geographical distribution of responses: regional (in the vicinity of the south east of England)



14.3 Data from respondents

14.3.1 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.

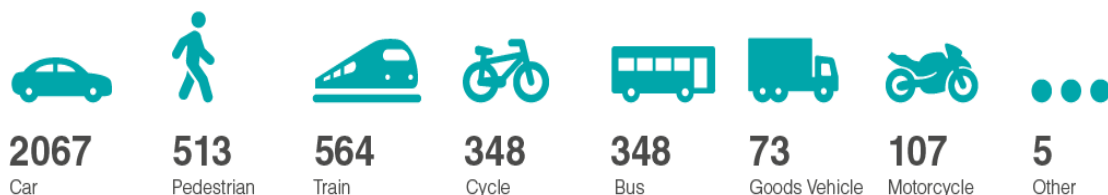
Identification questions

- 14.3.2 Questions 1 – 5 in the identification section asked for respondents to provide information on their identity (or the identity of the organisation they represented) and so are not summarised in this report. Question 6 in the identification section stated, 'If you use the transport network in the area that may be affected by the Lower Thames Crossing, please tell us how you travel by ticking one or more of the following boxes' and provided a series of options.
- 14.3.3 Plate 14.4 shows the results of that question.

Plate 14.4 How respondents use the transport network in the area that may be affected by the Lower Thames Crossing

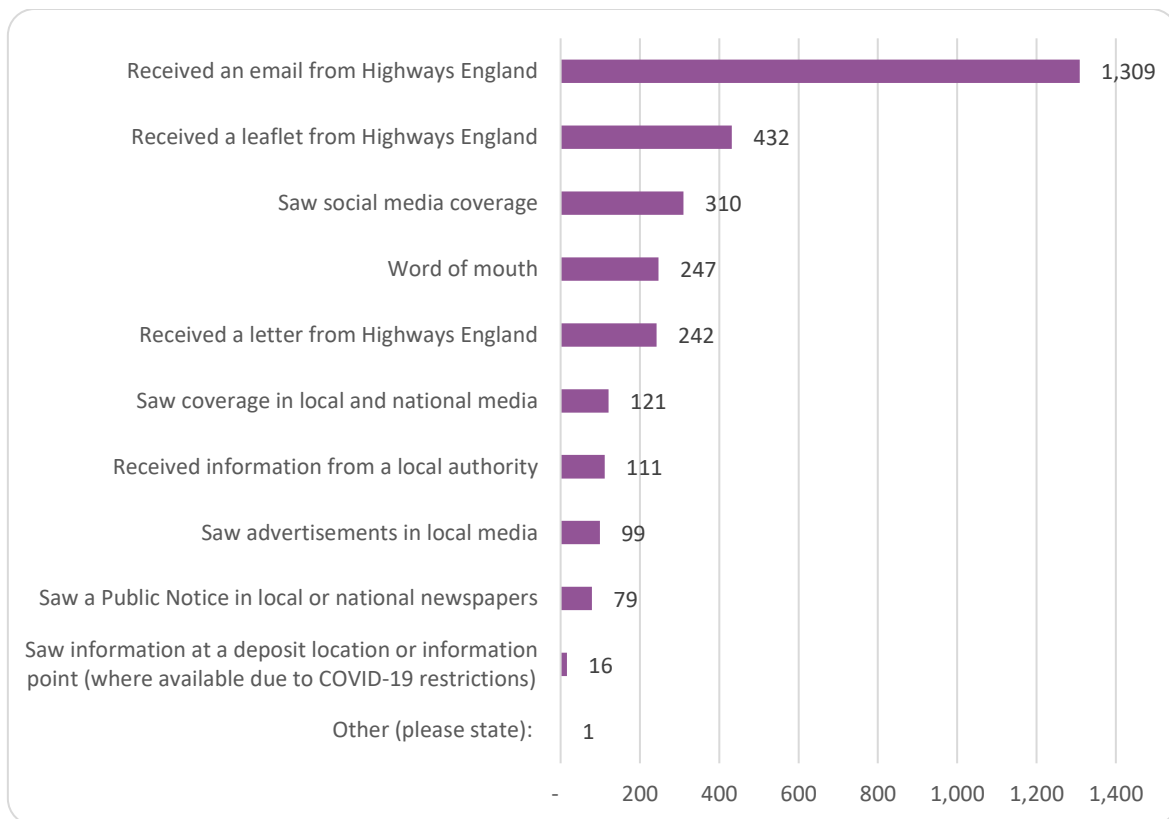
Identification question 6:

"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."



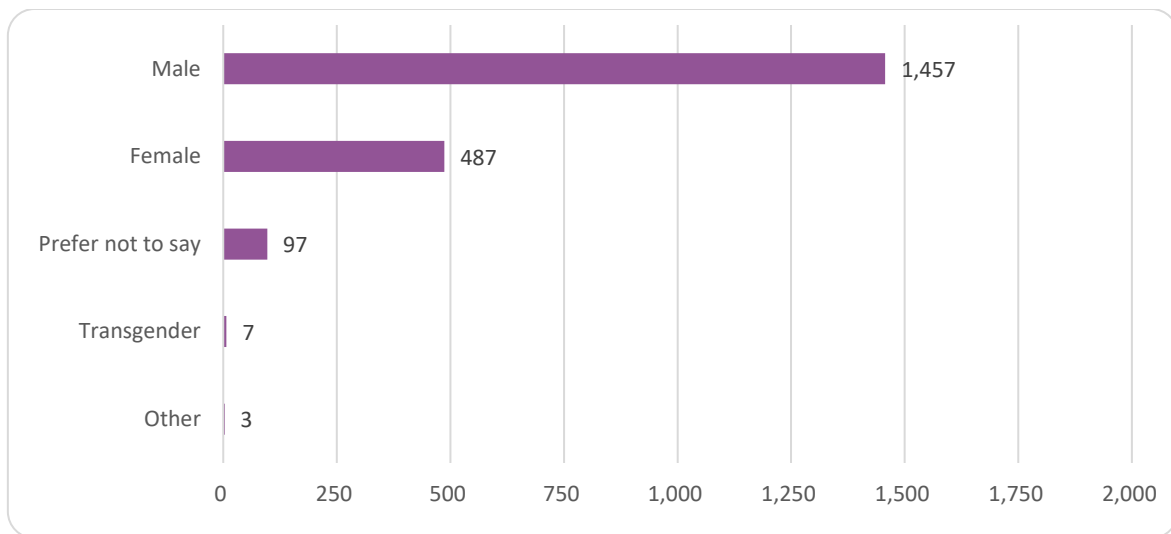
- 14.3.4 Respondents selecting the 'Other' option were invited to explain the way in which they use the surrounding transport network.
- 14.3.5 Question 7 in the identification section of the response form stated, '*Please let us know how you heard about this consultation by ticking one or more of the following boxes*' and provided a series of options.
- 14.3.6 Plate 14.5 shows the results of that question.

Plate 14.5 How respondents heard about the consultation



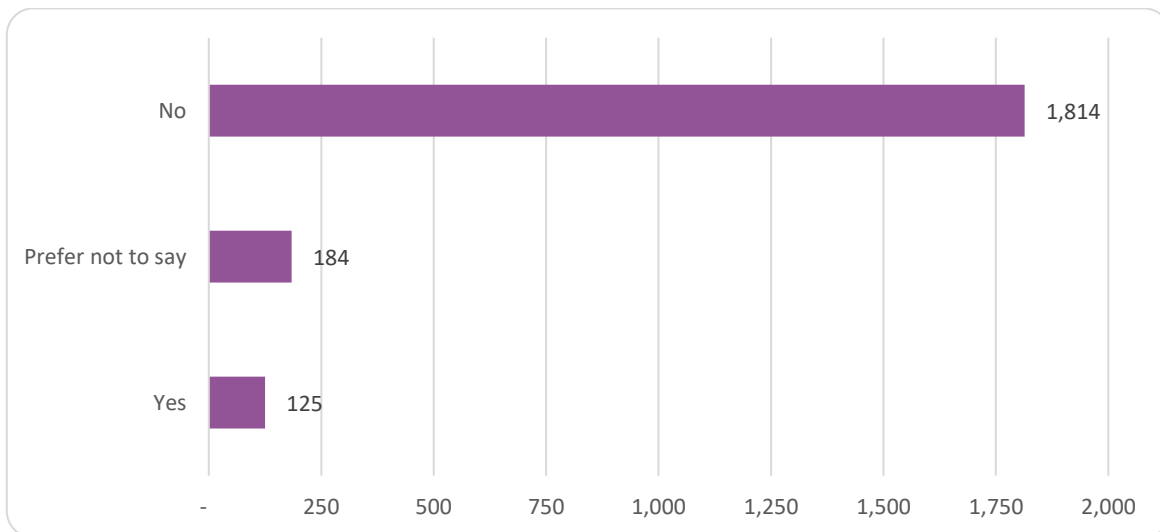
- 14.3.7 Respondents choosing the 'Other' option were invited to state the way in which they heard about the consultation. There was a wide range of answers to this question, including from a local community group or elected representative, and social media.
- 14.3.8 The response form included an 'equality and diversity' section, which began with a tick box option for respondents to confirm that they gave their consent for National Highways to process the 'special category data' provided in response to the subsequent questions. In total, 2,068 respondents ticked this consent box and provided answers to some or all of the equality and diversity questions.
- 14.3.9 The answers provided to a question asking for respondents' gender identity is provided in Plate 14.6.

Plate 14.6 Gender identity of respondents



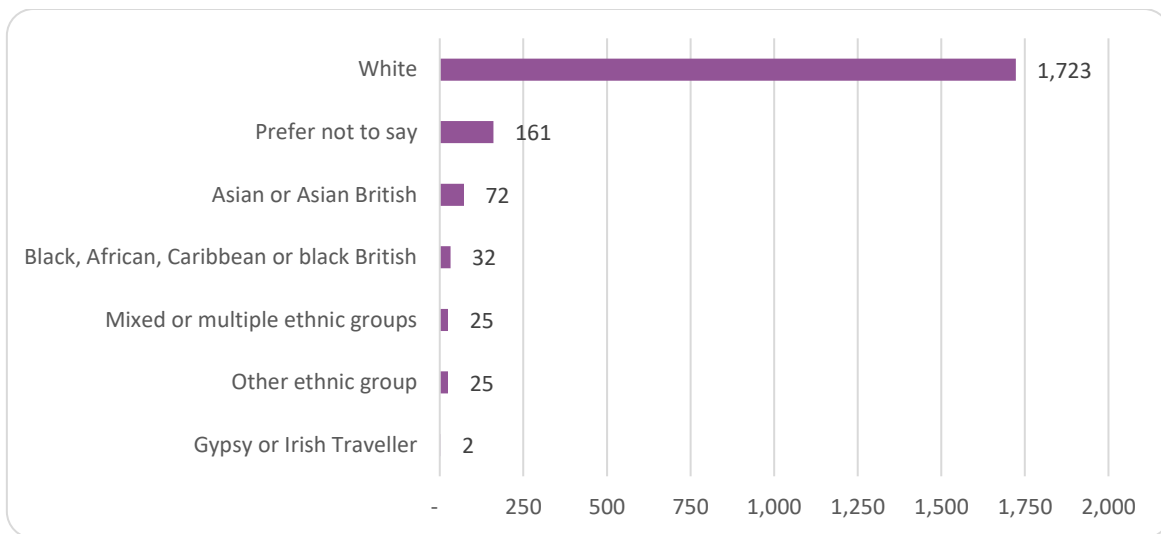
14.3.10 Respondents were asked to state whether they considered themselves to be ‘a person with a disability’ by selecting an answer from a list. The results of that question are provided in Plate 14.7.

Plate 14.7 Disability status of respondents



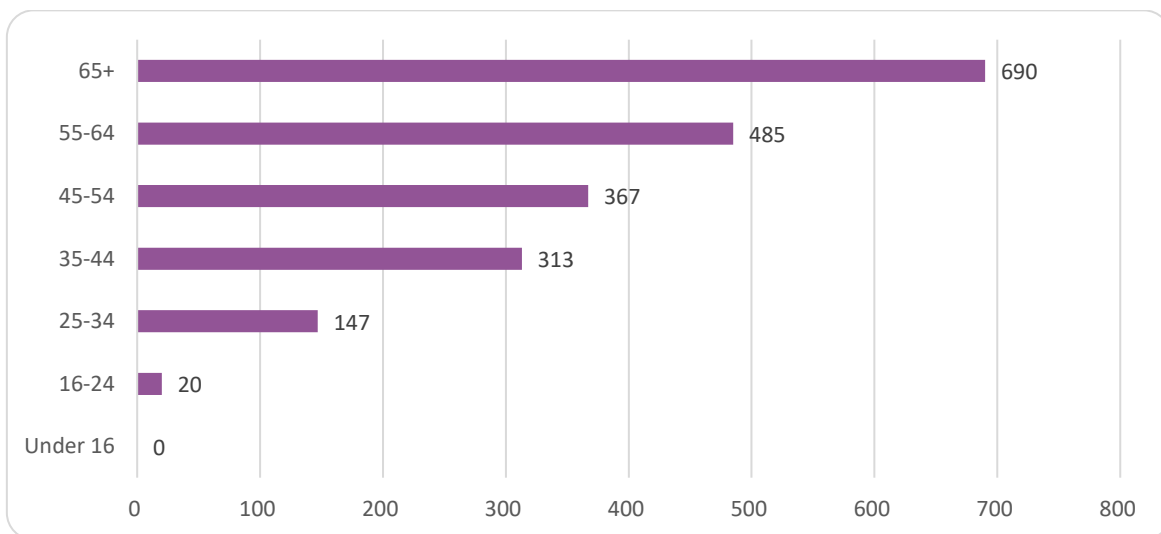
14.3.11 The next question in the equality and diversity section of the response form asked respondents to indicate their ethnic background by choosing from a list of options. The results are presented in Plate 14.8.

Plate 14.8 Ethnic background of respondents



14.3.12 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 14.9.

Plate 14.9 Age range of respondents



Levels of agreement

14.3.13 The Community Impacts Consultation response form provided questions on three themes related to the consultation proposals: the Project’s impacts and mitigations (section 1 of the response form); changes since the Design Refinement Consultation (section 2 of the response form); and the You Said, We Did document produced for the consultation (section 3 of the response form). The fourth section provided an open question for any comments on topics not covered by other sections of the form and the fifth section provided a series of questions on the delivery of the consultation. Sections 1, 2,3 and 5 included a series of closed questions in which respondents were asked to tick a box according to their level of support or agreement for a specified proposal.

14.3.14 The following plates provide a breakdown of the answers to the closed questions in sections 1,2,3 and 5 of the response form. For each closed

question there are three sets of plates: 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=2,541)'.

14.3.15 Q1a asks: 'Do you support or oppose how we plan to build the Lower Thames Crossing?'

14.3.16 In total 2,648 respondents answered this question.

Plate 14.10 Answers from members of the public and other non-prescribed organisations to Q1a (n=2,541)

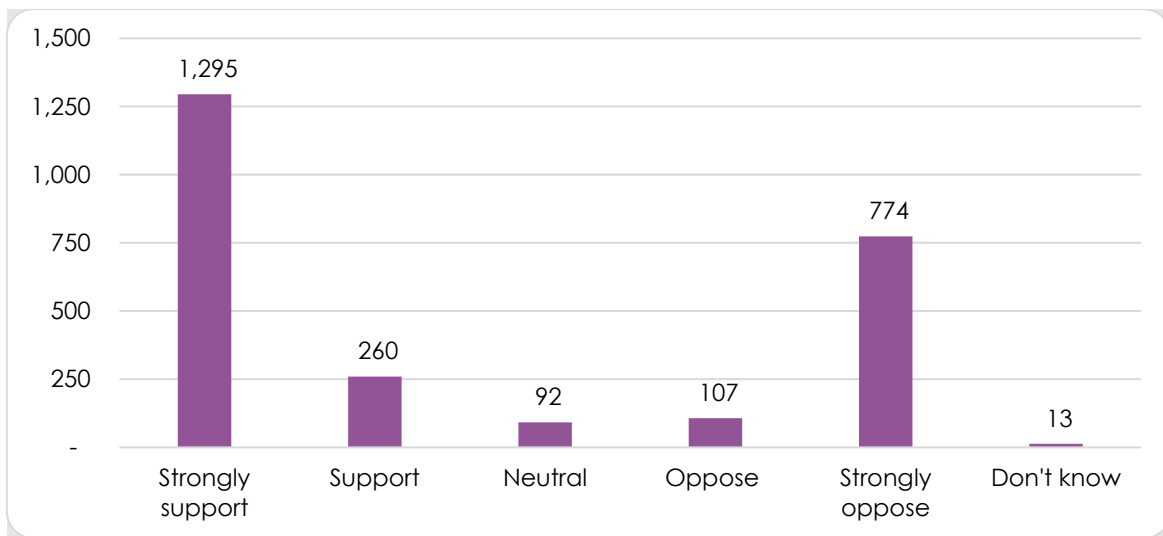


Plate 14.11 Answers from people with interest in land (PIL) to Q1a (n=101)

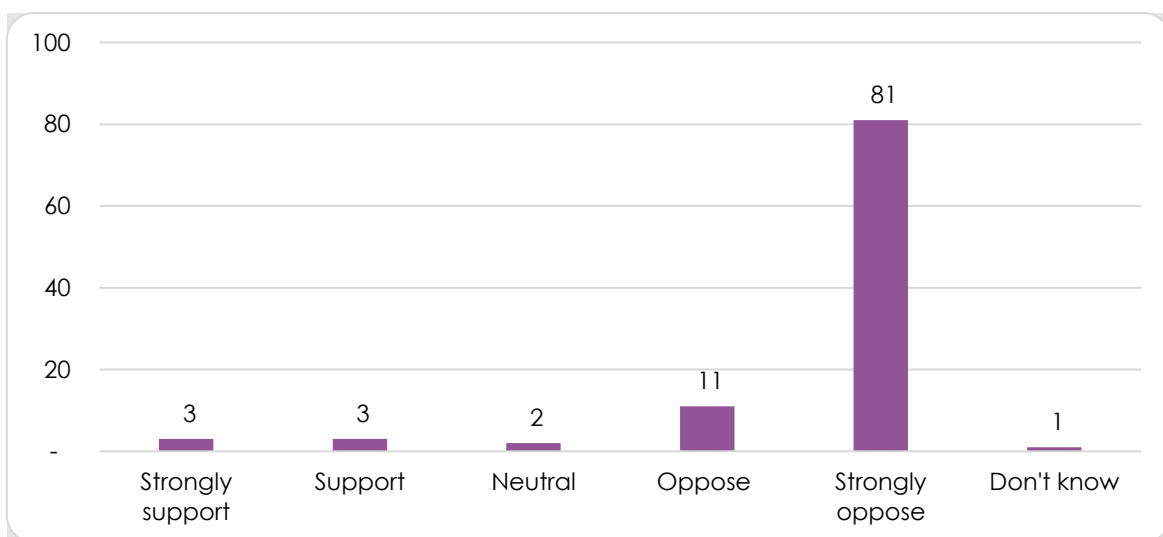
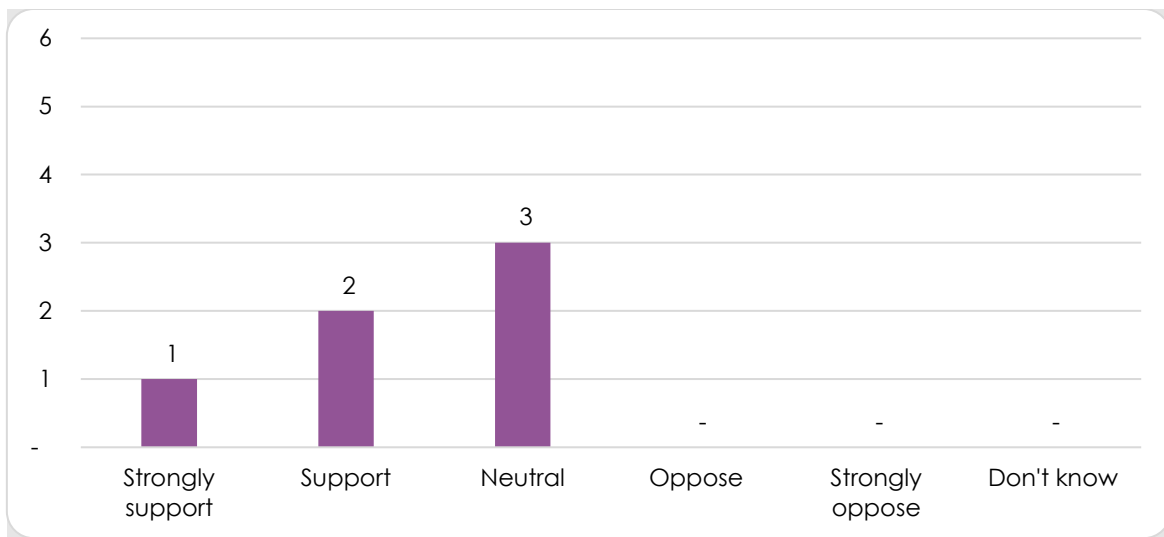


Plate 14.12 Answers from prescribed consultees and local authorities to Q1a (n=6)



14.3.17 Q1c asks: ‘Do you support or oppose how we propose to mitigate the impacts of building the Lower Thames Crossing?’

14.3.18 In total 2,621 respondents answered this question.

Plate 14.13 Answers from members of the public and other non-prescribed organisations to Q1c (n=2,517)

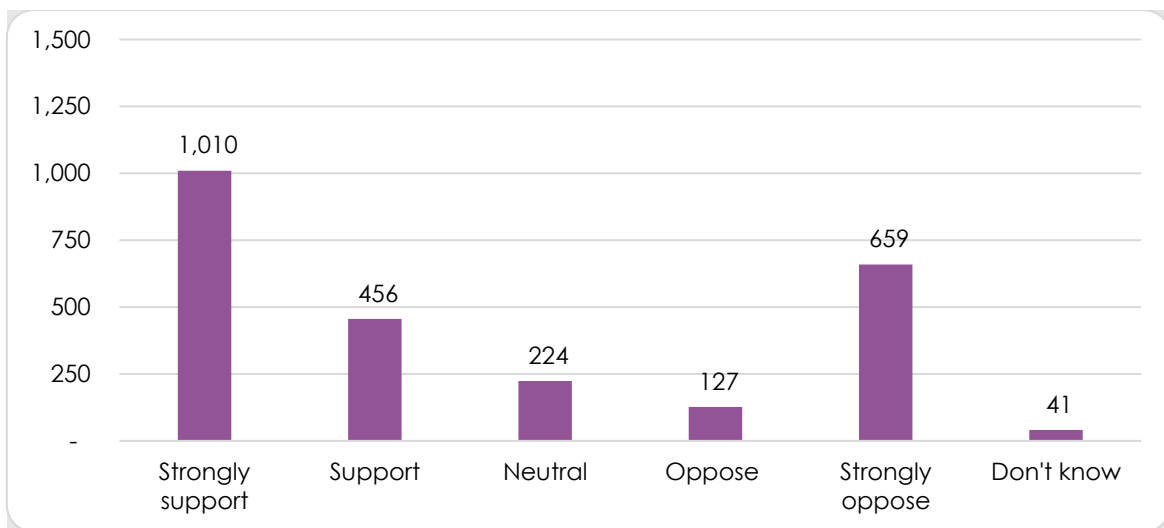


Plate 14.14 Answers from people with interest in land to Q1c (PIL) (n=98)

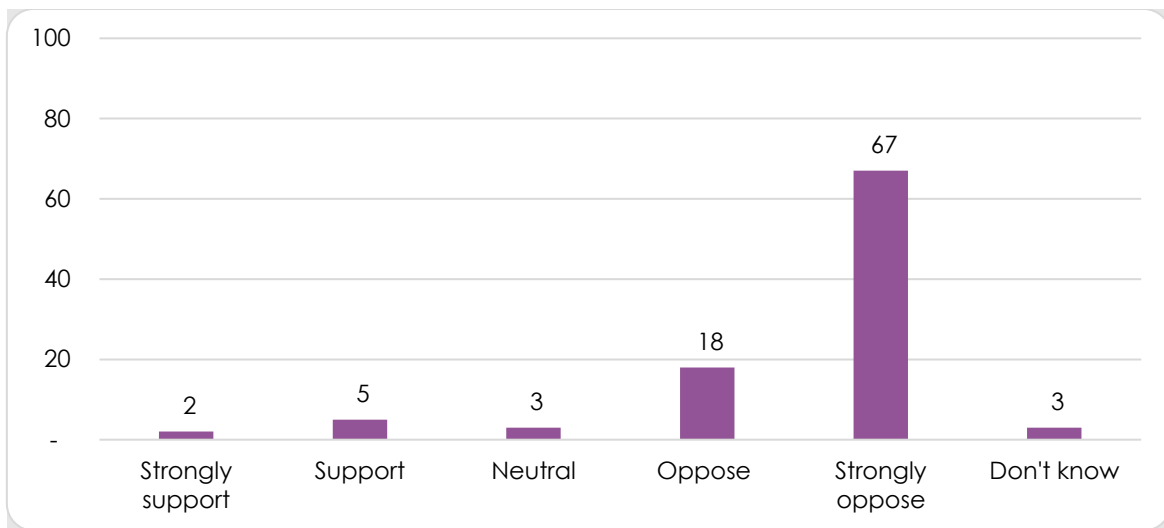
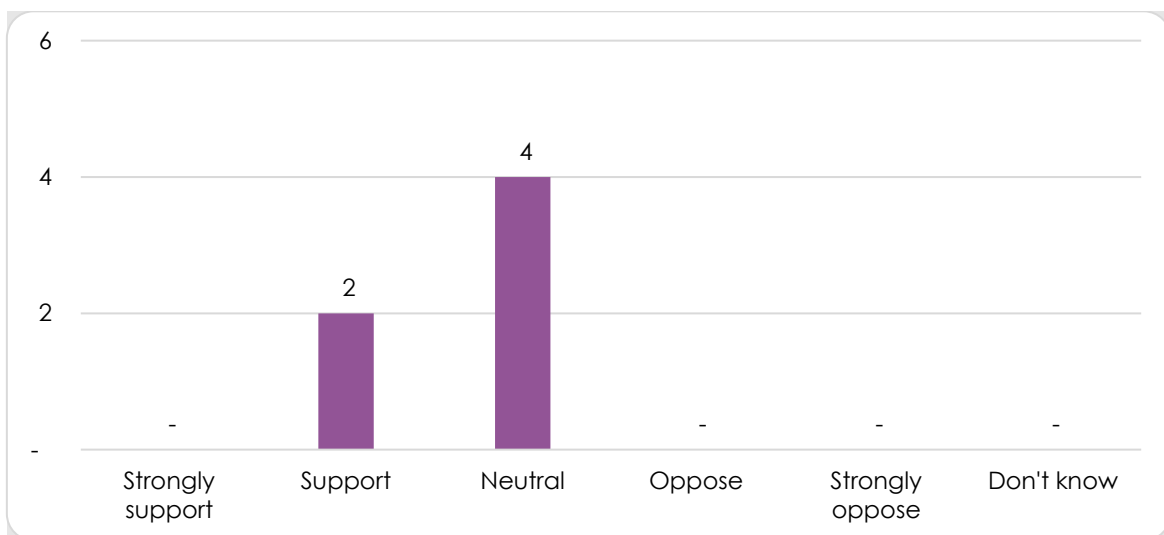


Plate 14.15 Answers from prescribed consultees to Q1c (n=6)



14.3.19 Q1e asks: ‘Do you support or oppose how we plan to operate the Lower Thames Crossing?’

14.3.20 In total 2,592 respondents answered this question.

Plate 14.16 Answers from members of the public and other non-prescribed organisations to Q1e (n=2,491)

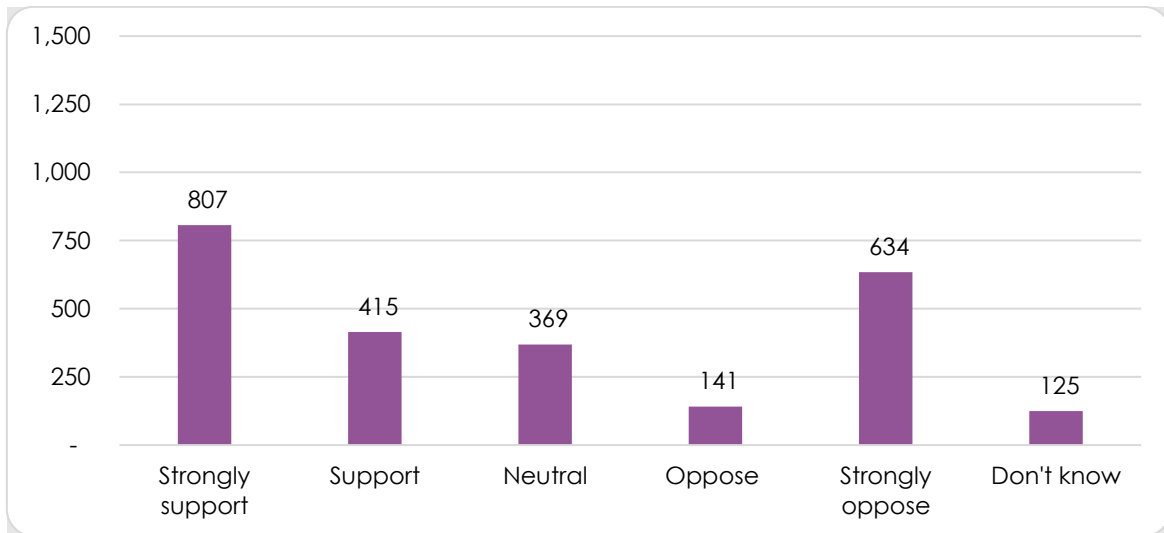


Plate 14.17 Answers from people with interest in land (PIL) to Q1e (n=95)

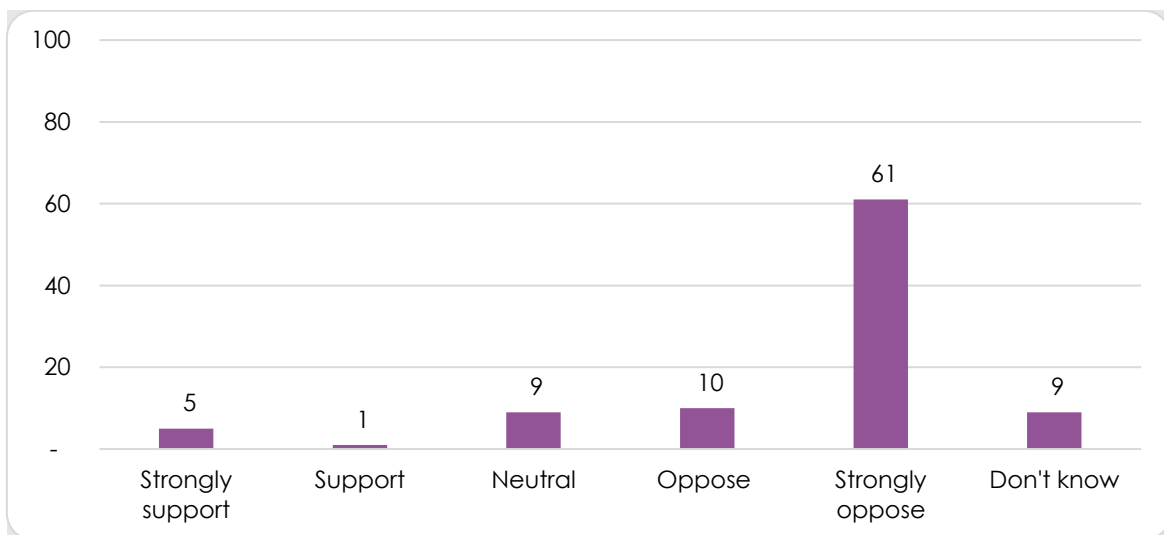
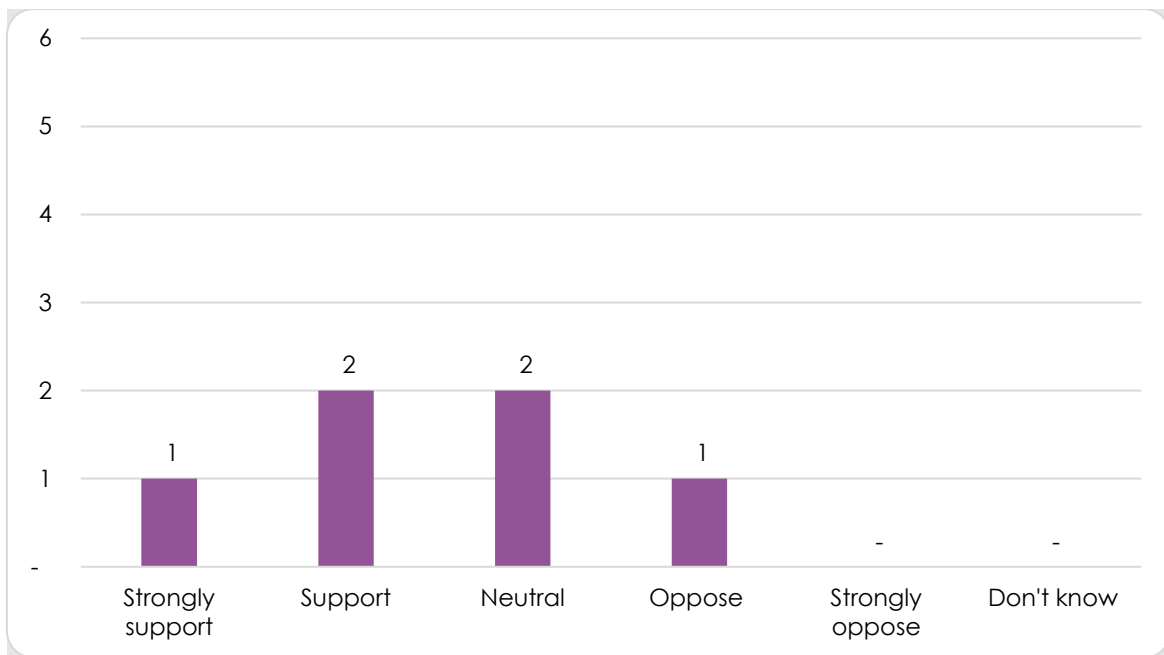


Plate 14.18 Answers from prescribed consultees to Q1e (n=6)



14.3.21 Q1g asks: 'Do you support or oppose our proposed mitigation for the operational impacts of the Lower Thames Crossing?'

14.3.22 In total 2,570 respondents answered this question.

Plate 14.19 Answers from members of the public and other non-prescribed organisations to Q1g (n=2,469)

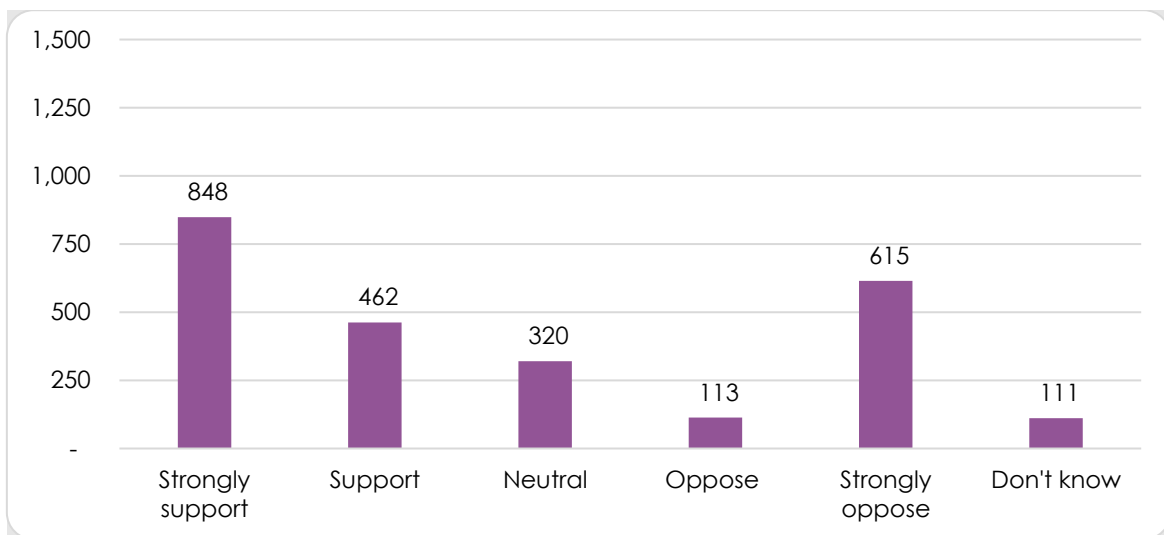


Plate 14.20 Answers from people with interest in land (PIL) to Q1g (n=95)

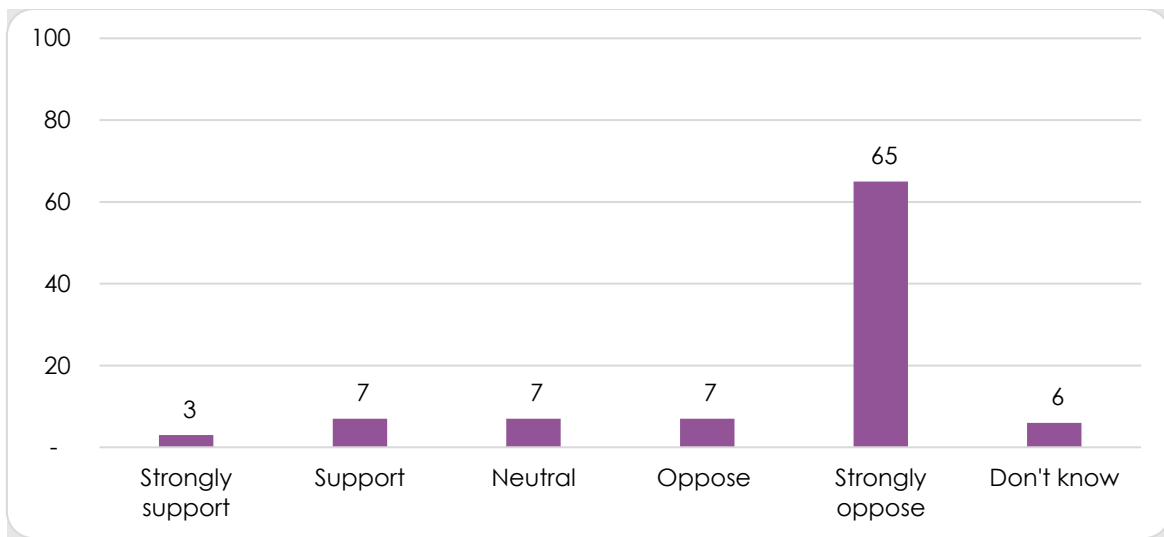
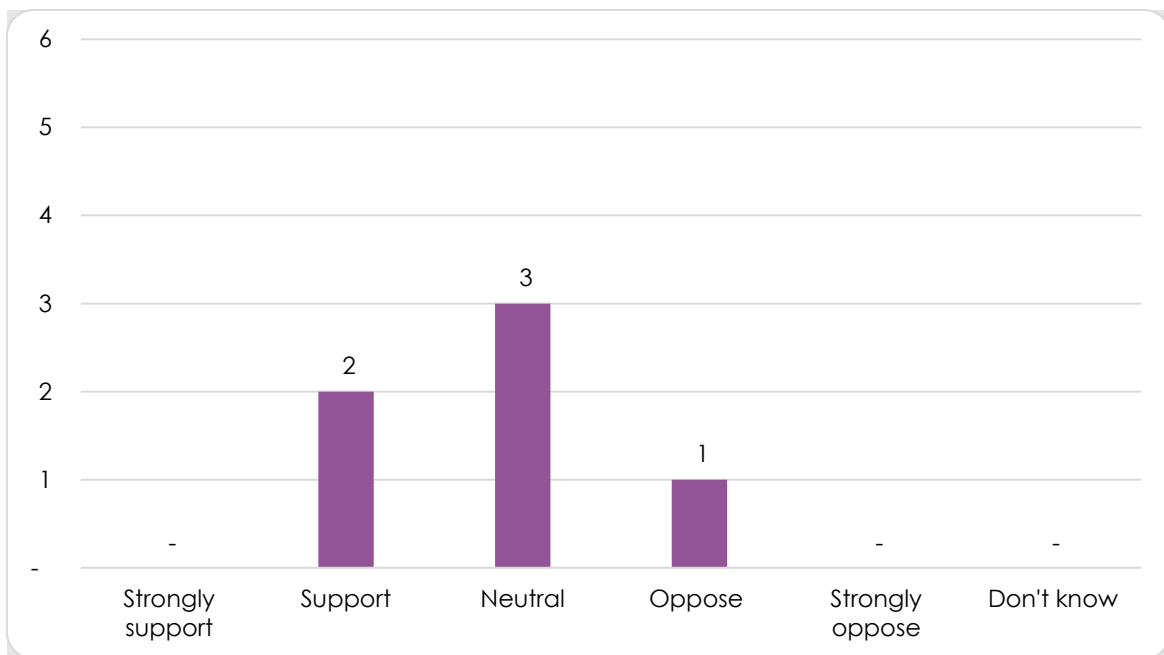


Plate 14.21 Answers from prescribed consultees to Q1g (n=6)



14.3.23 Q2a asks: ‘Do you support or oppose the proposed changes south of the river?’

14.3.24 In total 2,519 respondents answered this question.

Plate 14.22 Answers from members of the public and other non-prescribed organisations to Q2a (n=2,425)

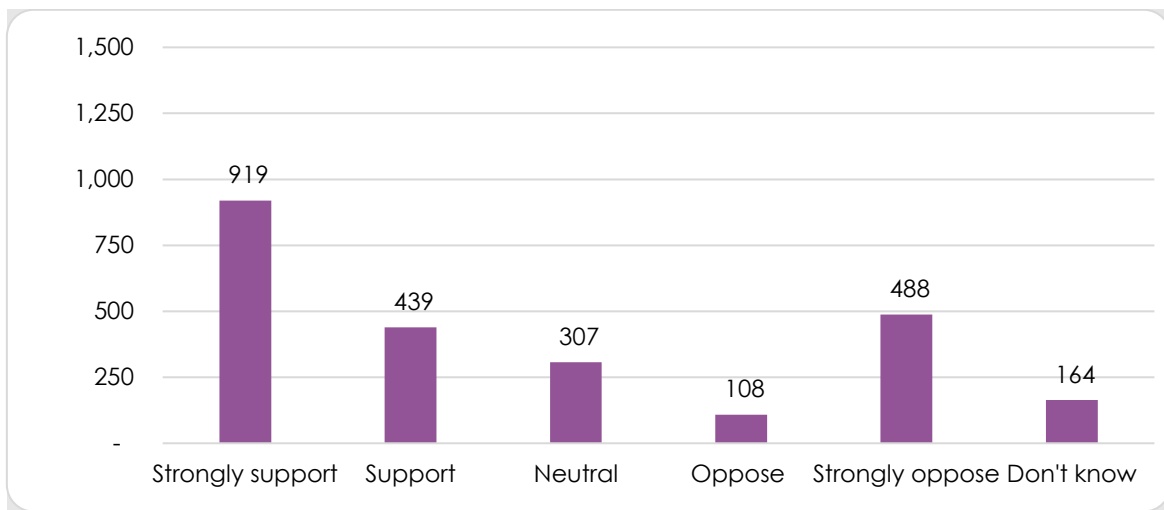


Plate 14.23 Answers from people with interest in land (PIL) to Q2a (n=89)

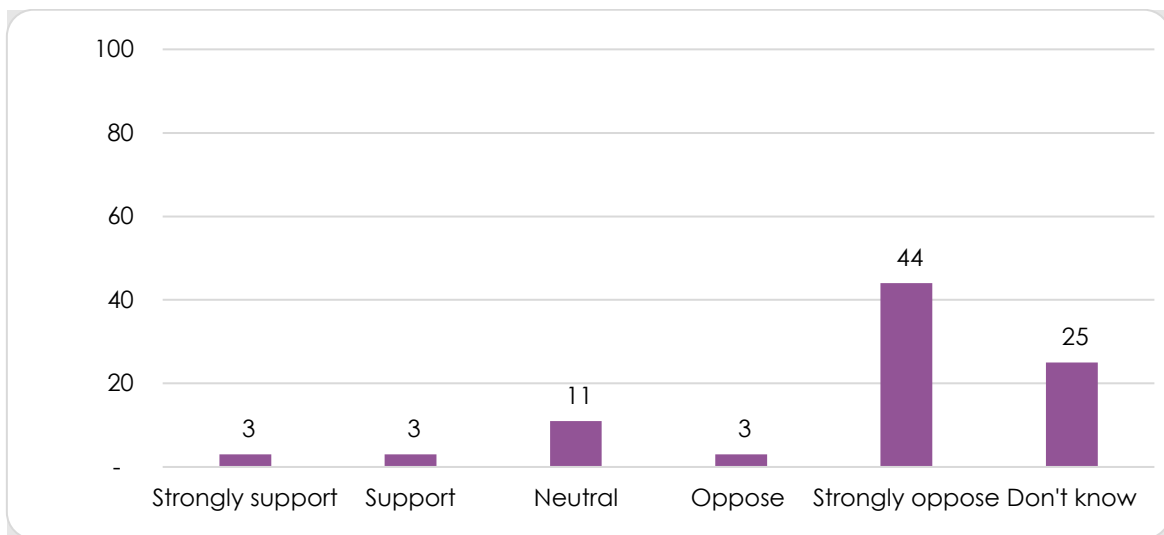
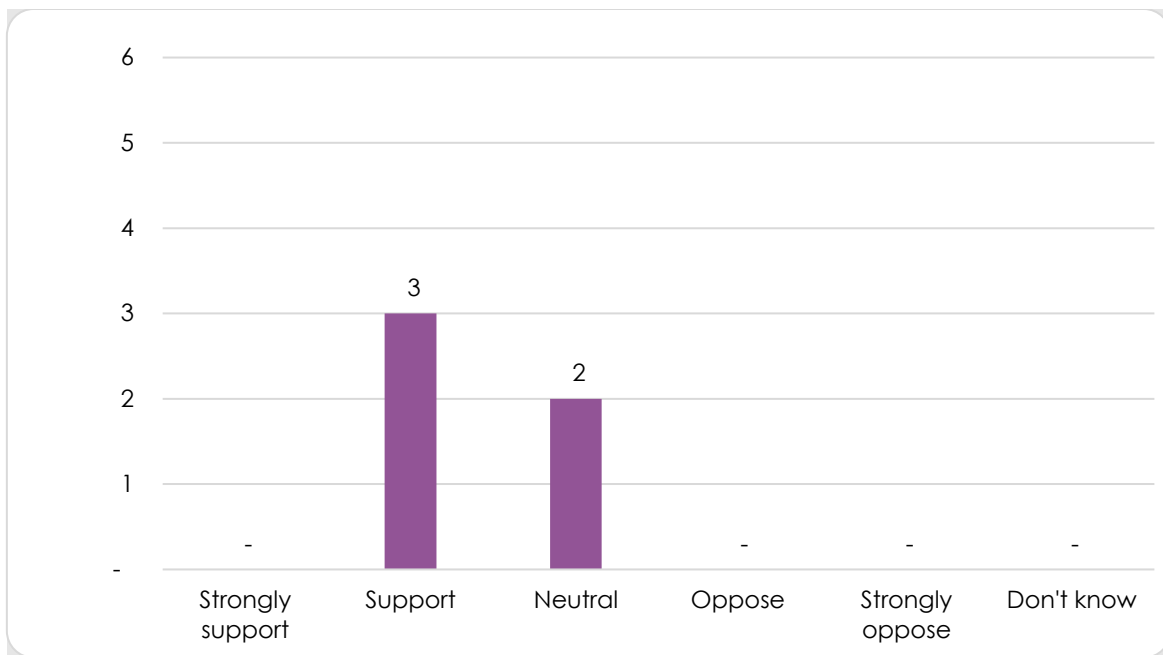


Plate 14.24 Answers from prescribed consultees and local authorities to Q2a (n=5)



14.3.25 Q2c asks: 'Do you support or oppose the proposed changes north of the river?'

14.3.26 In total 2,553 respondents answered this question.

Plate 14.25 Answers from members of the public and other non-prescribed organisations to Q2c (n=2,449)

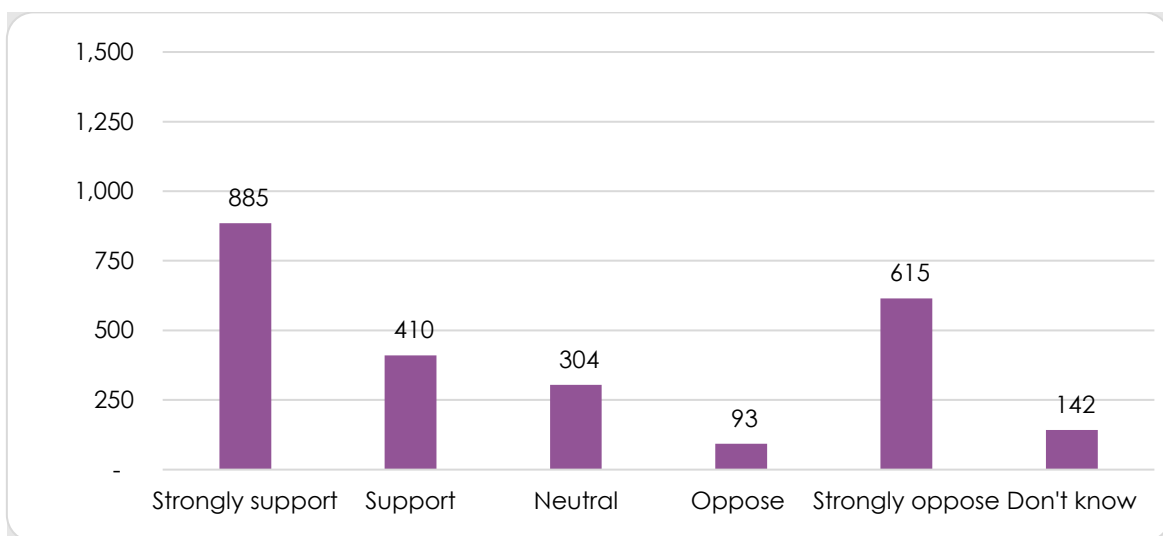


Plate 14.26 Answers from people with interest in land (PIL) to Q2c (n=97)

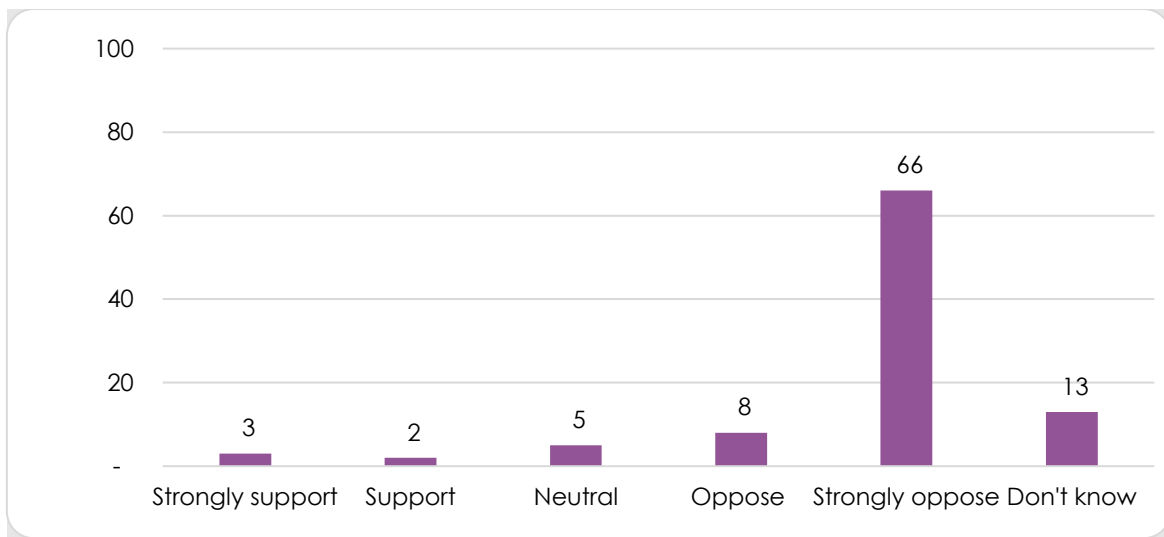
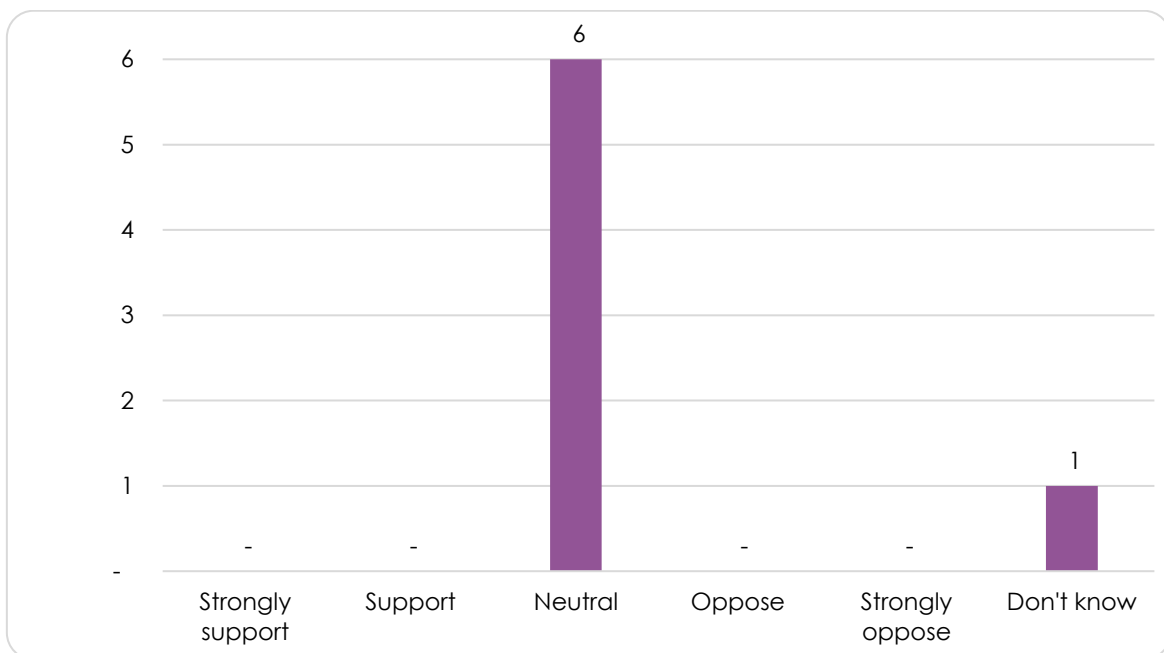


Plate 14.27 Responses to Q2c from prescribed consultees and local authorities (n=7)



14.3.27 Q2e asks: ‘Do you support or oppose the changes to the proposed area of land that would be needed to build the Lower Thames Crossing?’

14.3.28 In total 2,558 respondents answered this question.

Plate 14.28 Responses to Q2e from members of the public and non-prescribed organisations (n=2,454)

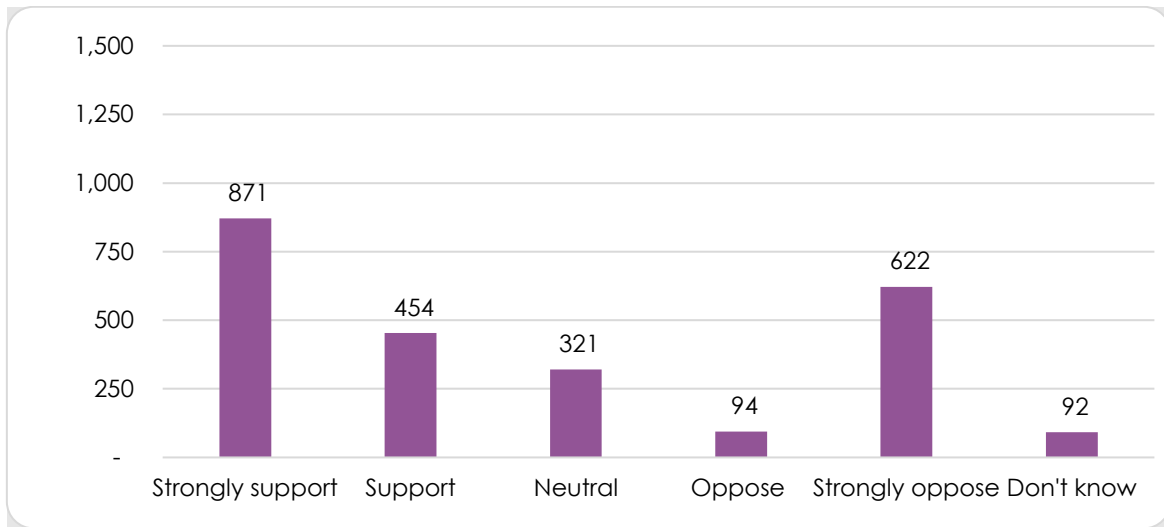


Plate 14.29 Responses to Q2c from PILs (n=98)

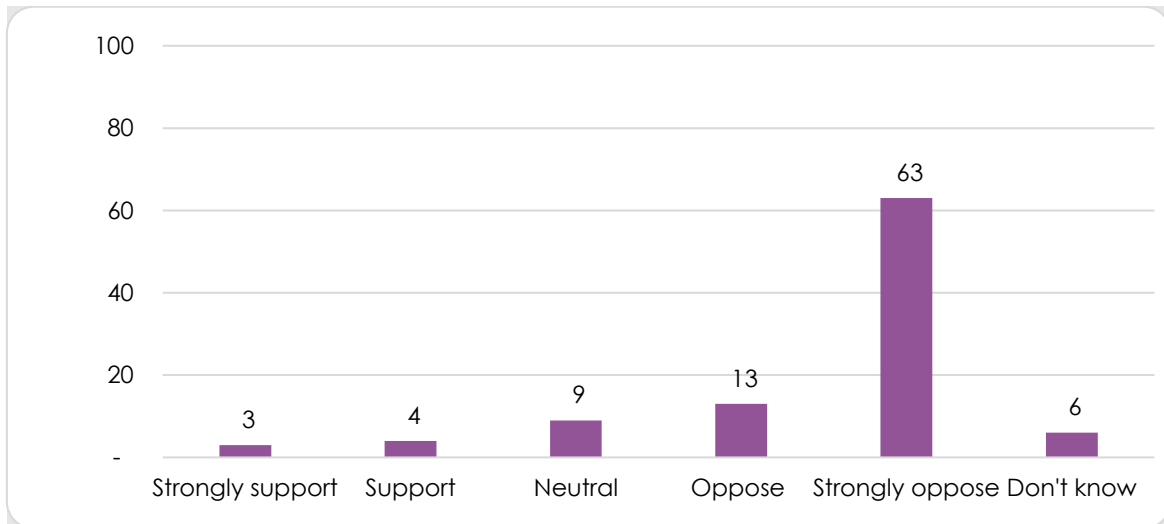
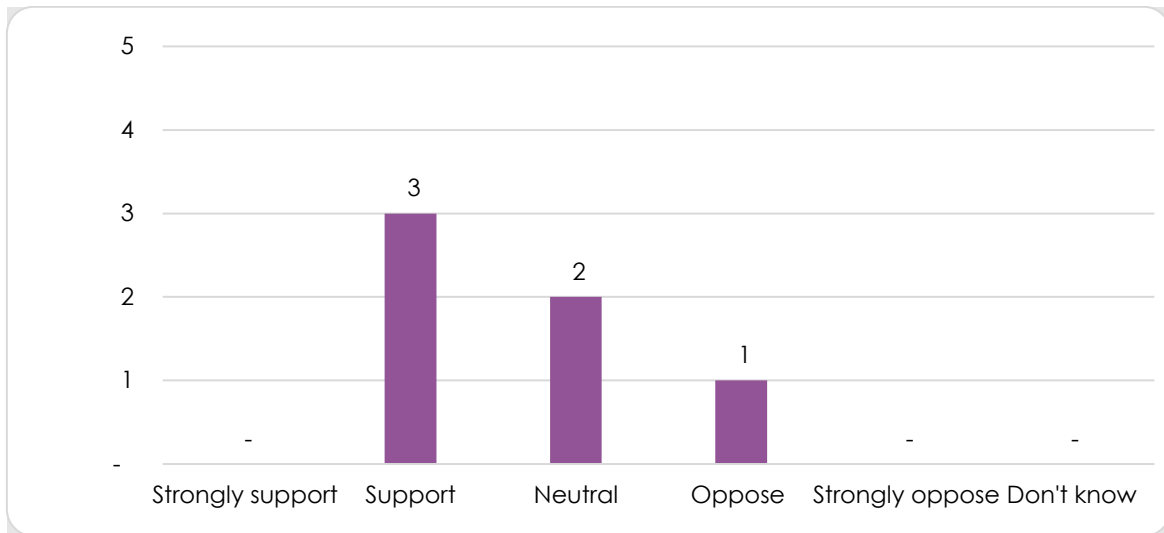


Plate 14.30 Responses to Q2e from prescribed consultees and local authorities (n=6)



14.3.29 Q2g asks: 'Do you support or oppose the changes proposed regarding special category land and private recreational facilities?'

14.3.30 In total 2,521 respondents answered this question.

Plate 14.31 Responses to Q2g from members of the public and non-prescribed organisations (n=2,427)

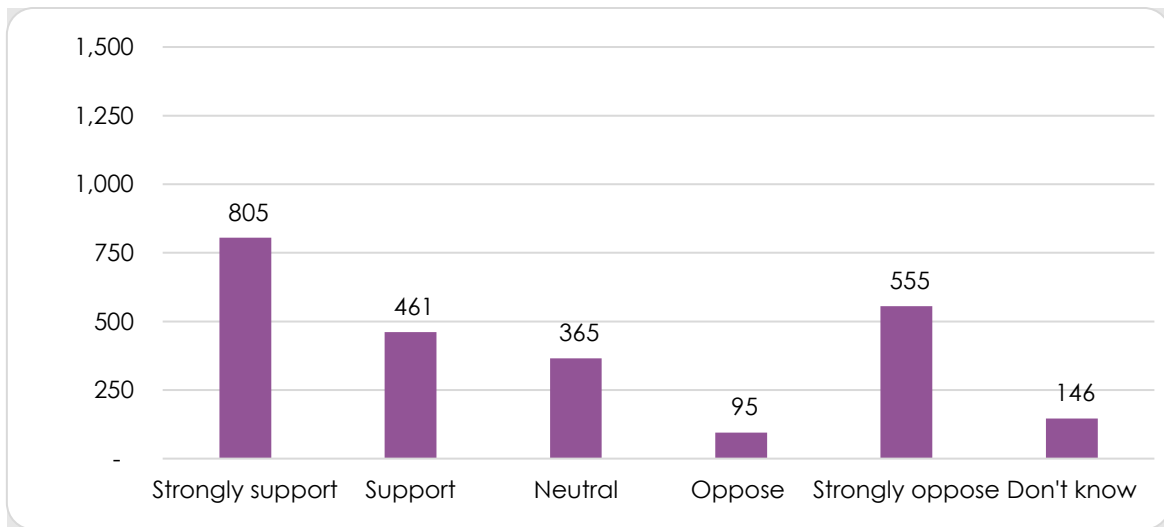


Plate 14.32 Responses to Q2g from PILs (n=88)

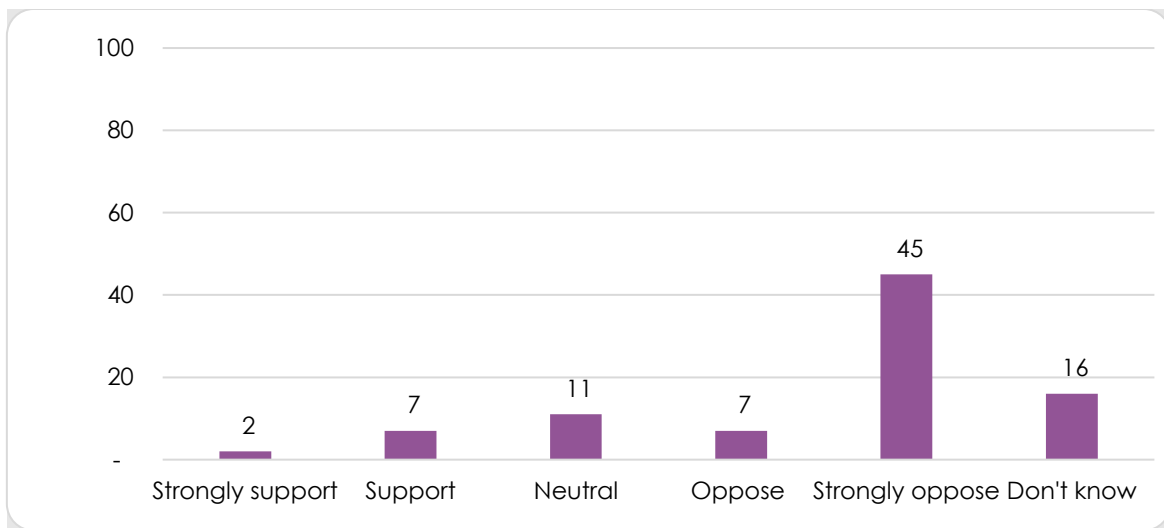
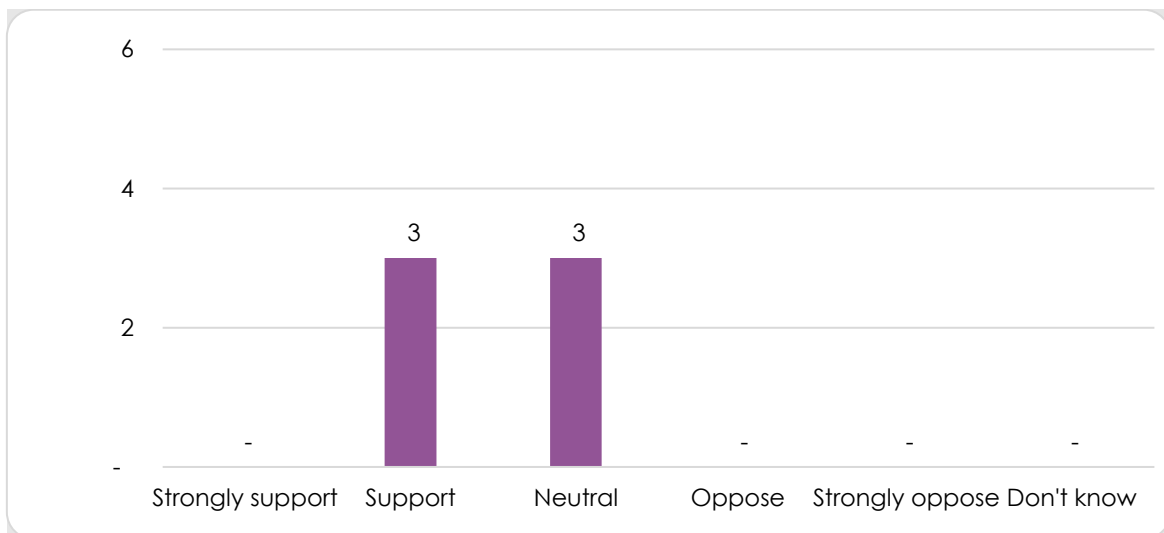


Plate 14.33 Responses to Q2g from prescribed consultees and local authorities (n=6)



14.3.31 Q2i asks: 'Do you support or oppose our proposals for the inclusion of a new open space site, Tilbury Fields?'

14.3.32 In total 2,503 respondents answered this question.

Plate 14.34 Responses to Q2i from members of the public and non-prescribed organisations (n=2,409)

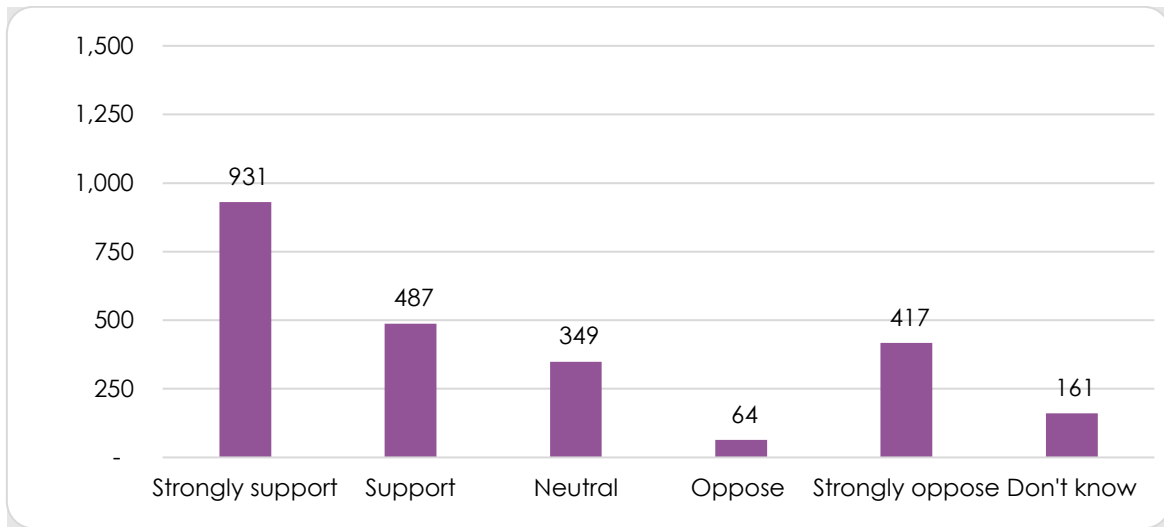


Plate 14.35 Responses to Q2i from PILs (n=88)

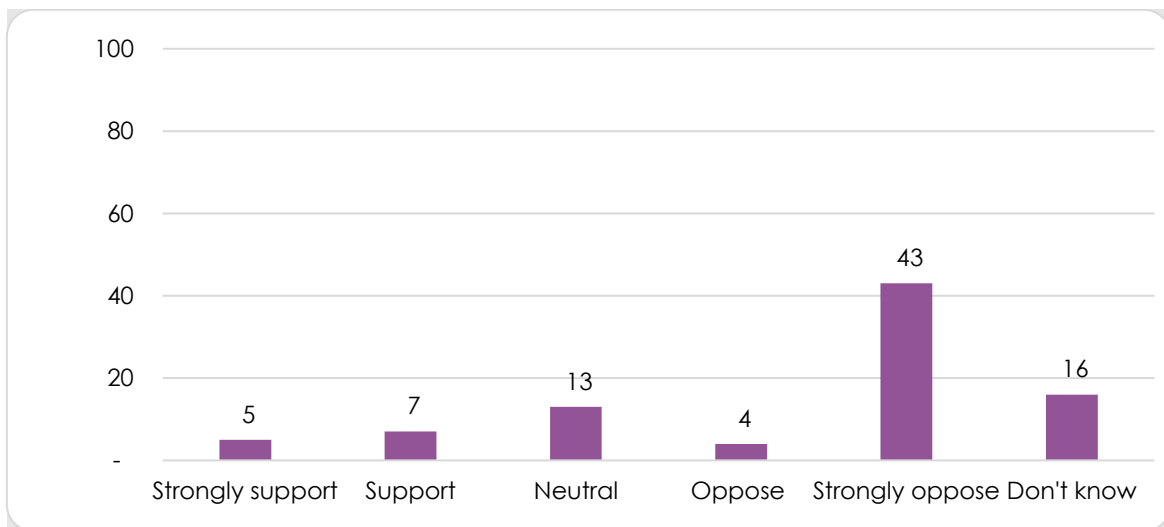
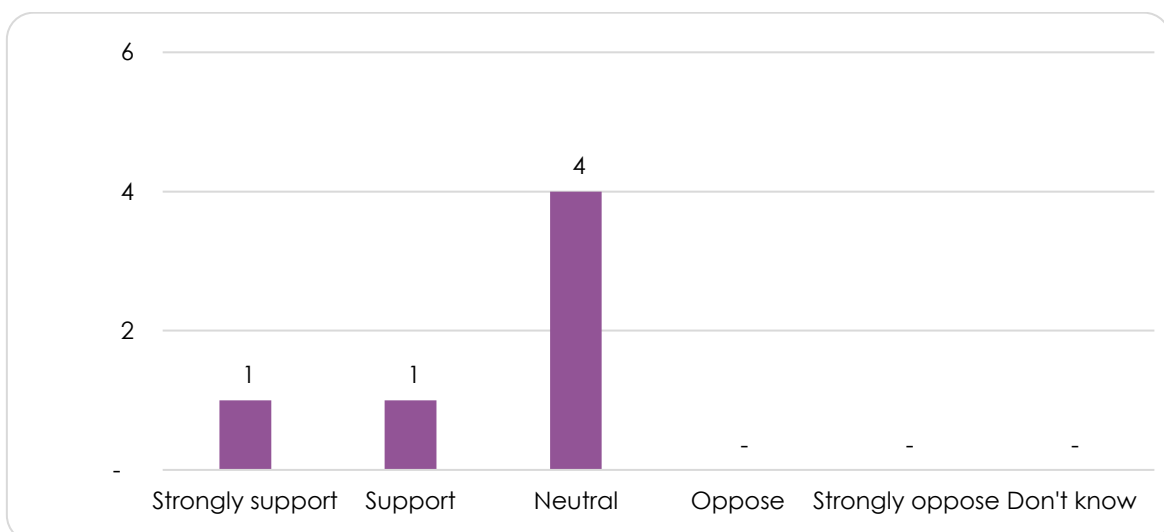


Plate 14.36 Responses to Q2i from prescribed consultees and local authorities (n=6)



14.3.33 Q2k asks: ‘Of the two options presented for the height of the landform at Tilbury Fields, do you prefer the lower landform option or higher landform option?’

14.3.34 In total 2,481 respondents answered this question.

Plate 14.37 Responses to Q2k from members of the public and non-prescribed organisations (n=2,389)

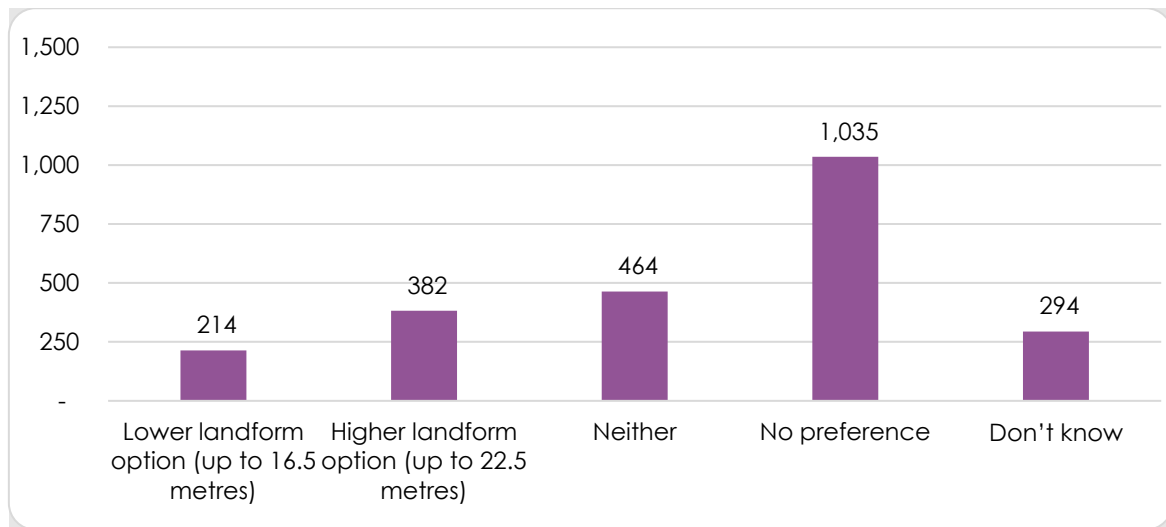


Plate 14.38 Responses to Q2k from PILs (n=86)

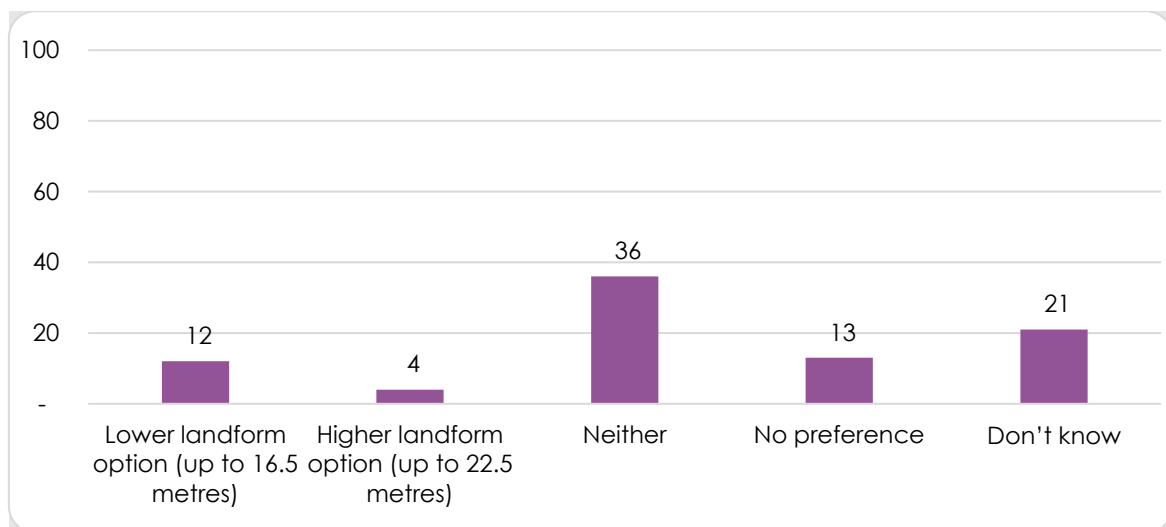
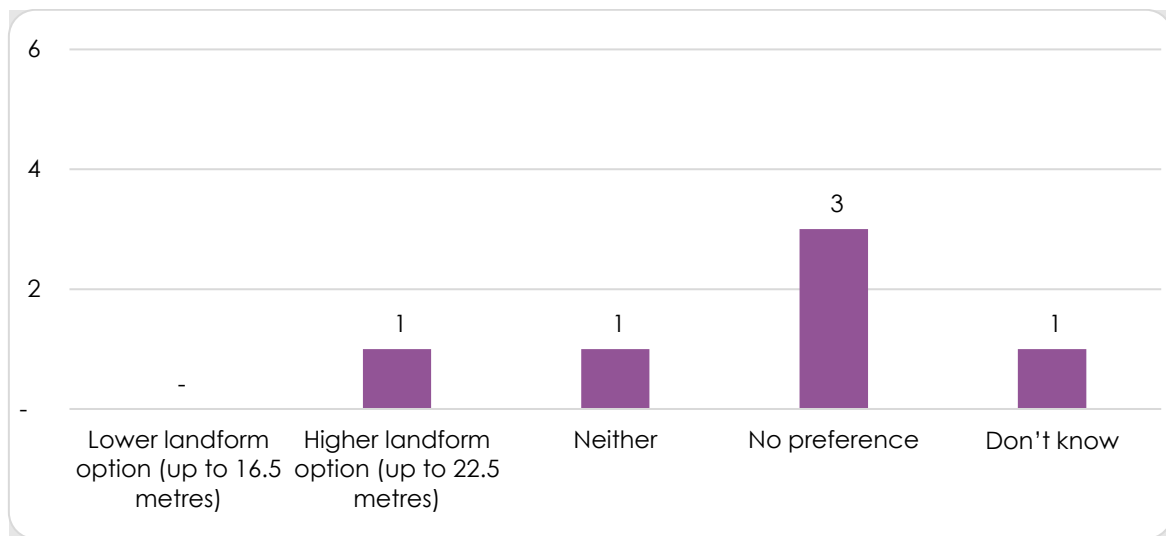


Plate 14.39 Responses to Q2k from prescribed consultees and local authorities (n=6)



14.3.35 Q2m asks: 'Do you support or oppose our proposals for the inclusion of a new open space site, Chalk Park?'

14.3.36 In total 2,508 respondents answered this question.

Plate 14.40 Responses to Q2m from members of the public and non-prescribed organisations (n=2,410)

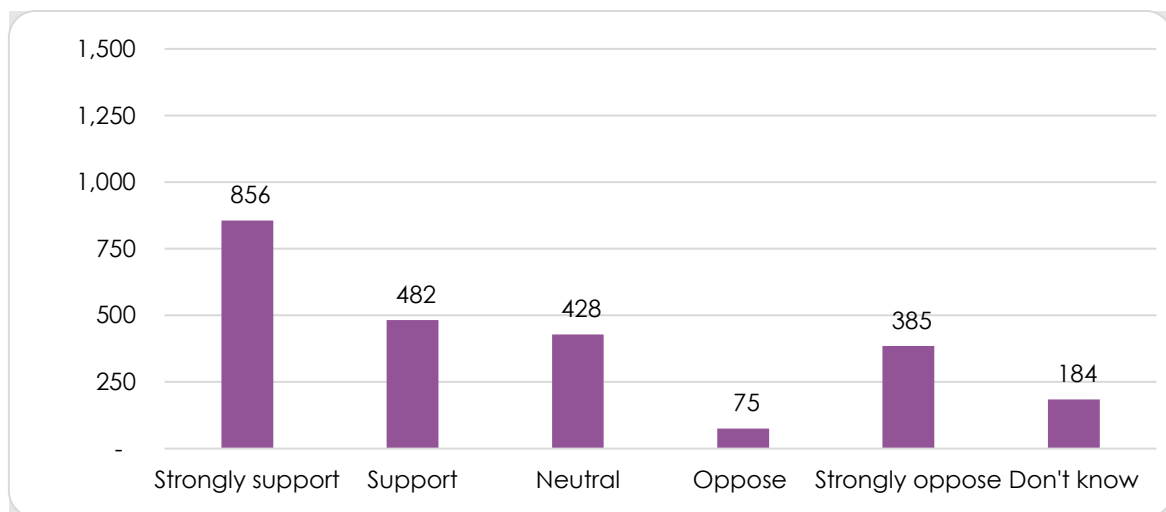


Plate 14.41 Responses to Q2m from PILs (n=92)

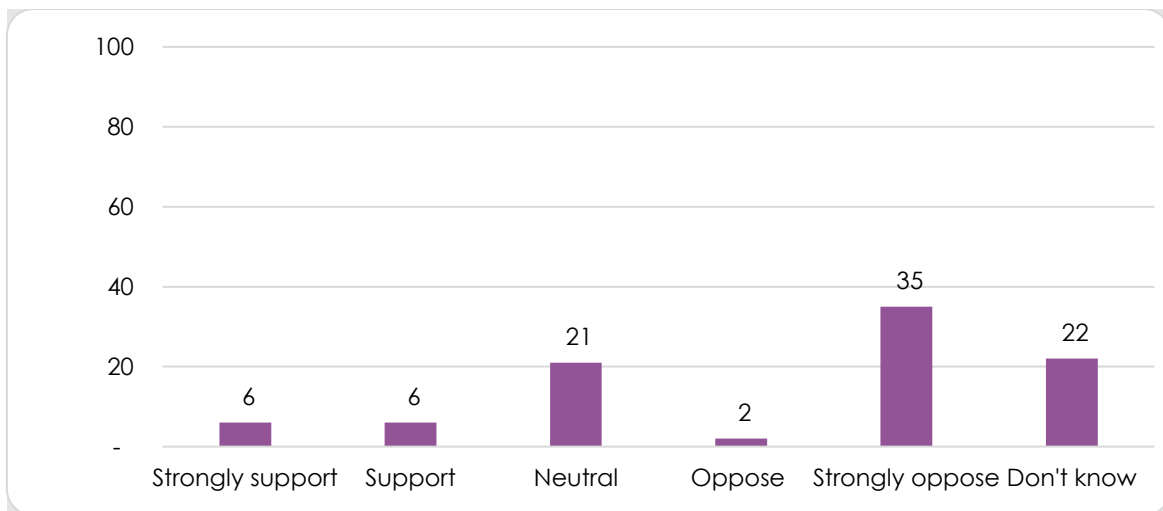
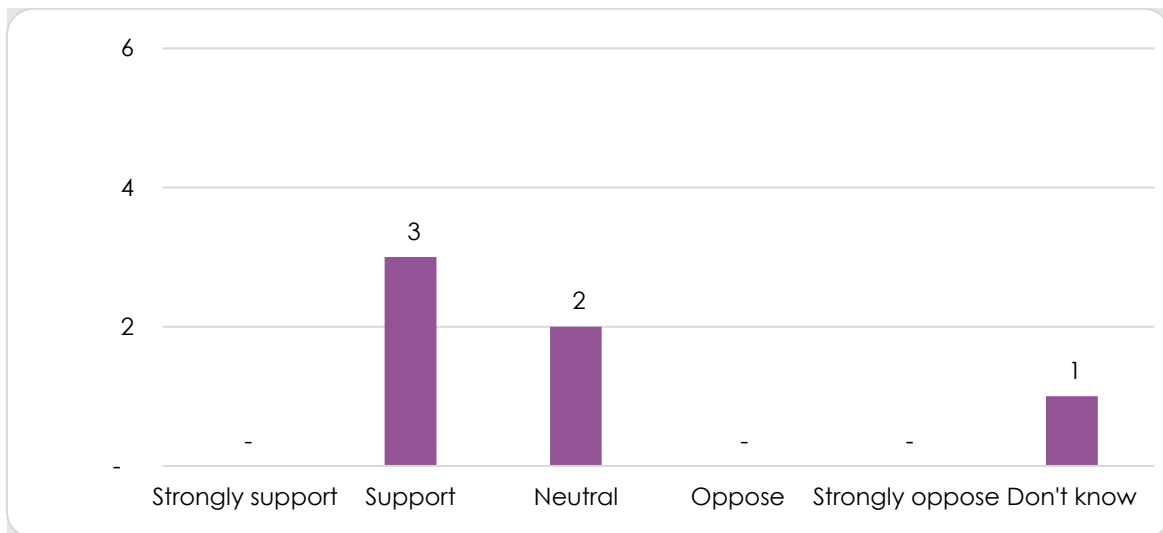


Plate 14.42 Responses to Q2m from prescribed consultees and local authorities (n=6)



14.3.37 Q3a asks: 'Do you support or oppose how issues and suggestions about the Lower Thames Crossing have been addressed following earlier rounds of public consultation?'

14.3.38 In total 2,562 respondents answered this question.

Plate 14.43 Responses to Q3a from members of the public and non-prescribed organisations (n=2,457)

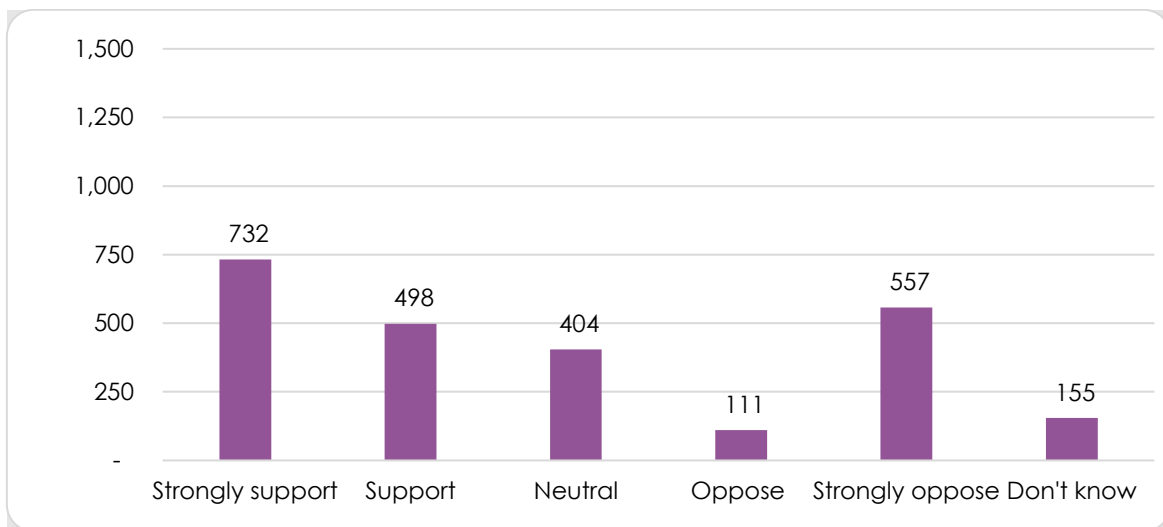


Plate 14.44 Responses to Q3a from PILs (n=98)

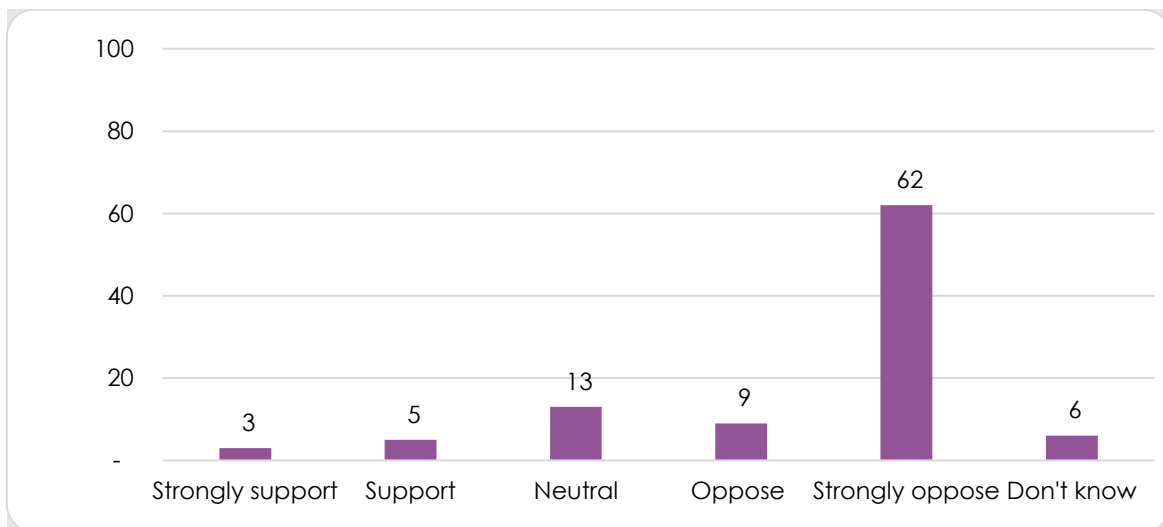
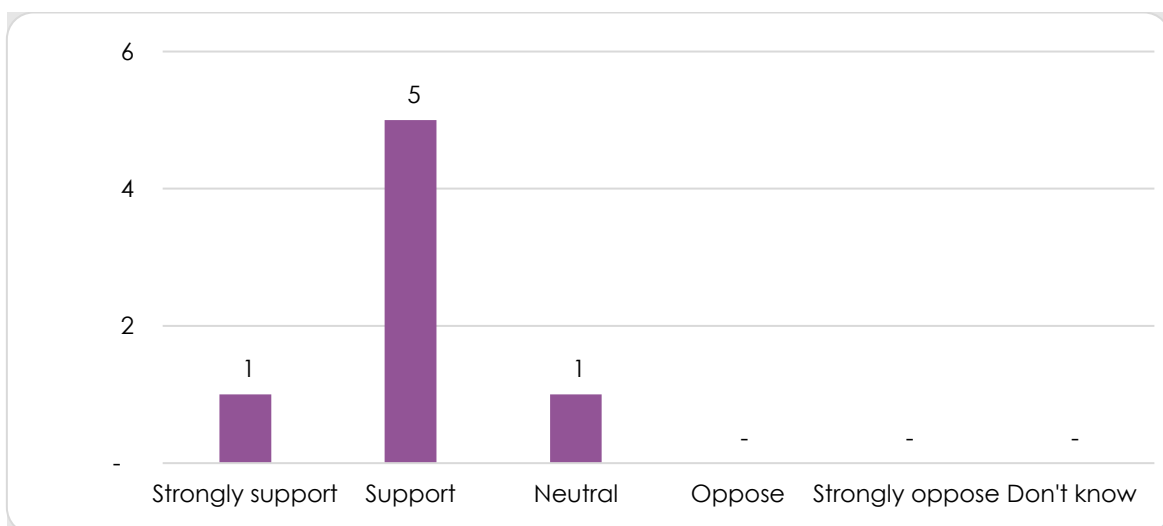


Plate 14.45 Responses to Q3a from prescribed consultees and local authorities (n=7)



- 14.3.39 Question 5 sought answers to a series of questions on the delivery of the consultation process.
- 14.3.40 Q5a asks: 'Was the information presented clearly?'
- 14.3.41 In total 2,521 respondents answered this question.

Plate 14.46 Responses to Q5a from members of the public and non-prescribed organisations (n=2,419)

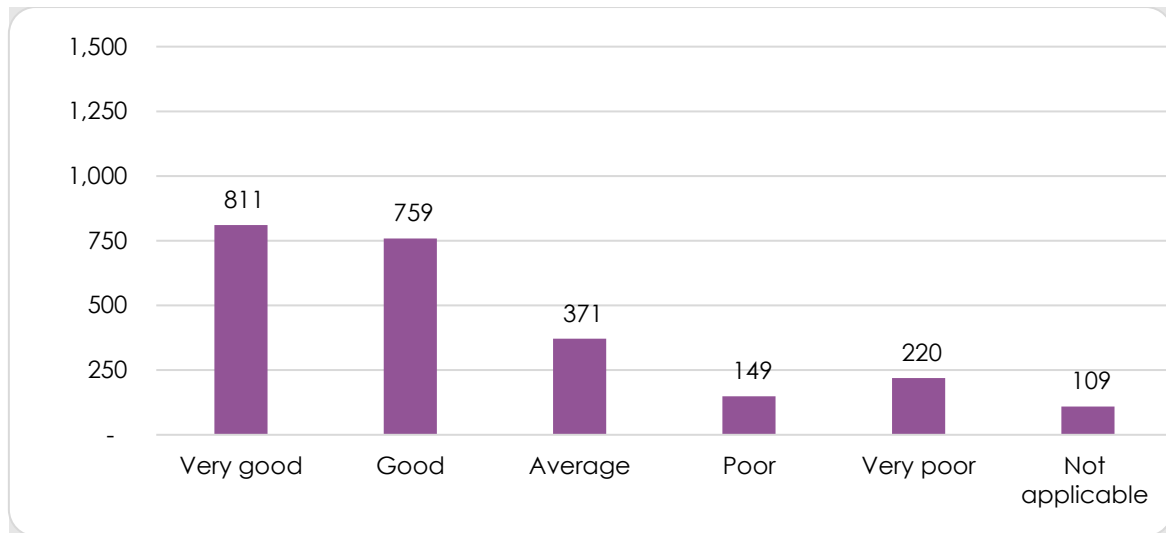


Plate 14.47 Responses to Q5a from PILs (n=95)

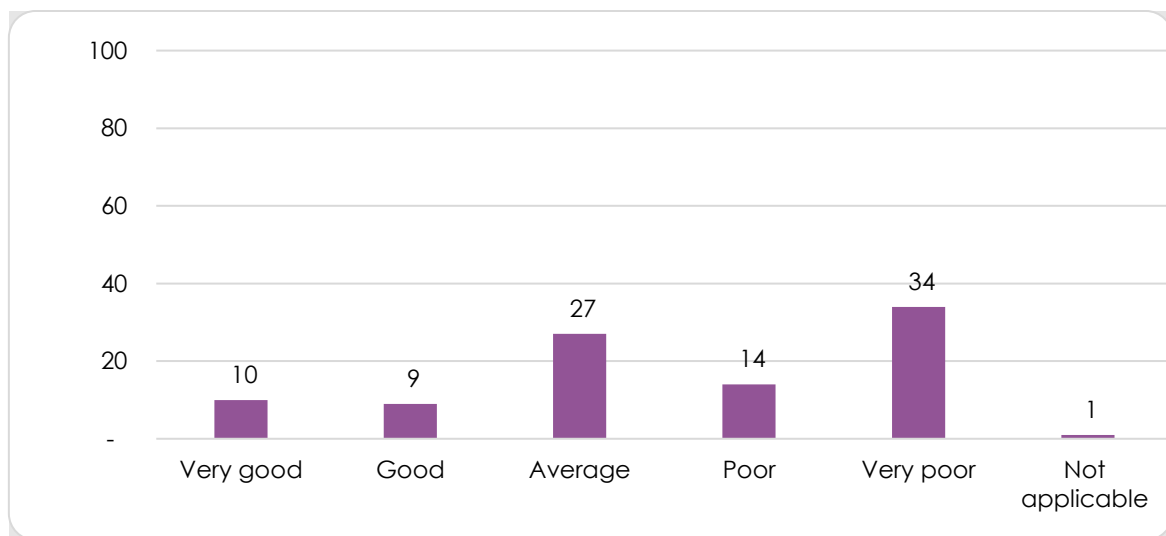
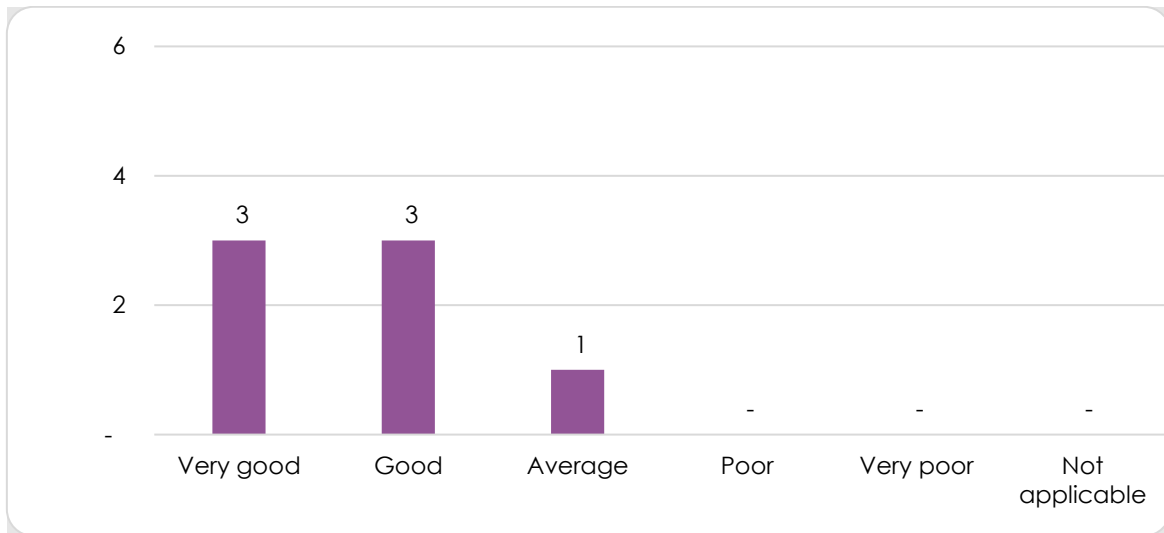


Plate 14.48 Responses to Q5a from prescribed consultees and local authorities (n=7)



14.3.42 Q5b asks: 'Was the website easy to navigate?'

14.3.43 In total 2,497 respondents answered this question.

Plate 14.49 Responses to Q5b from members of the public and non-prescribed organisations (n=2,397)

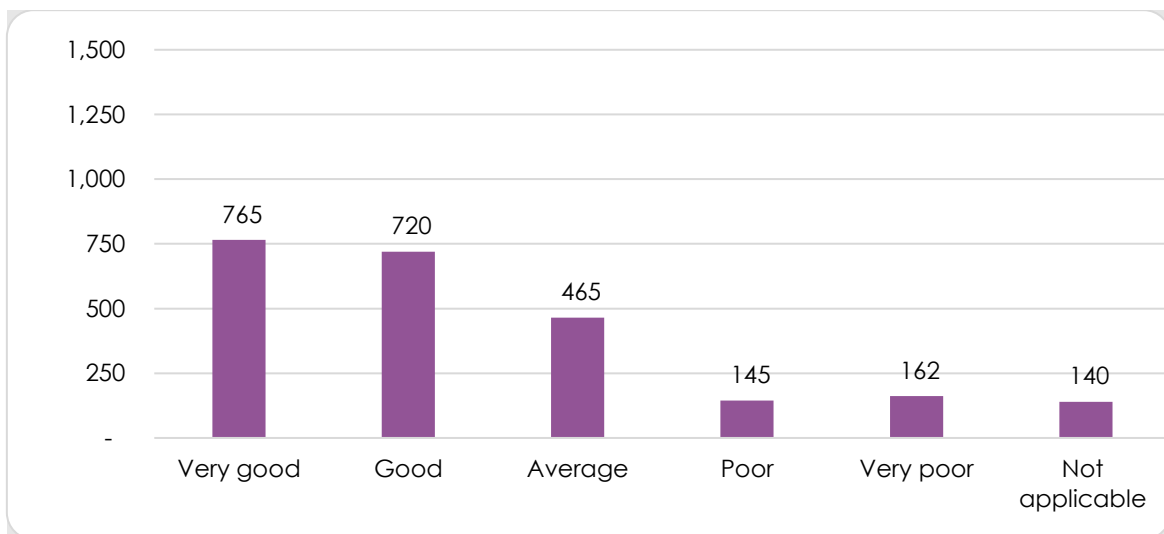


Plate 14.50 Responses to Q5b from PILs (n=94)

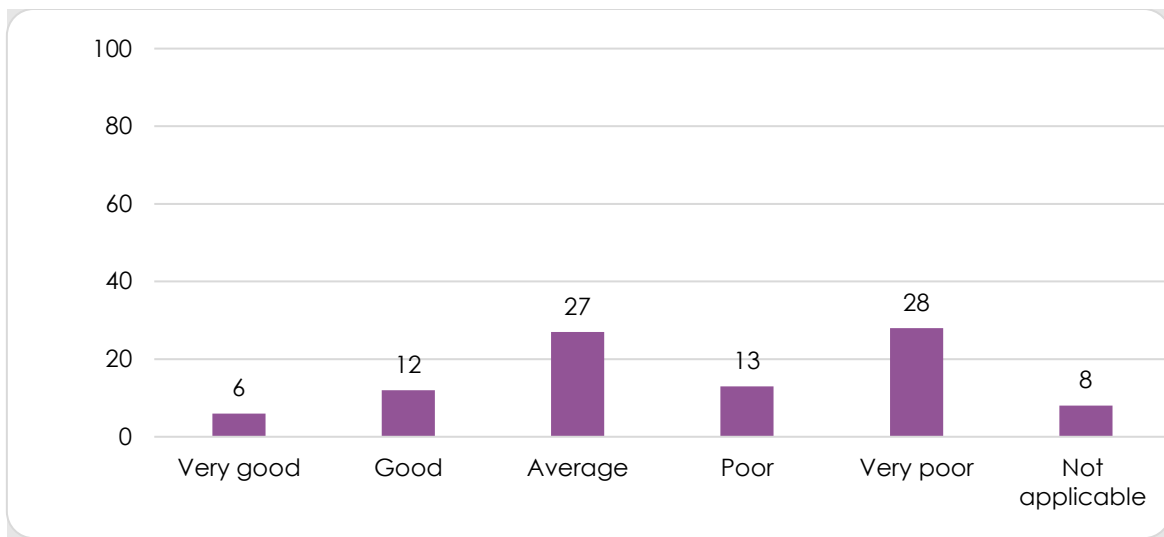
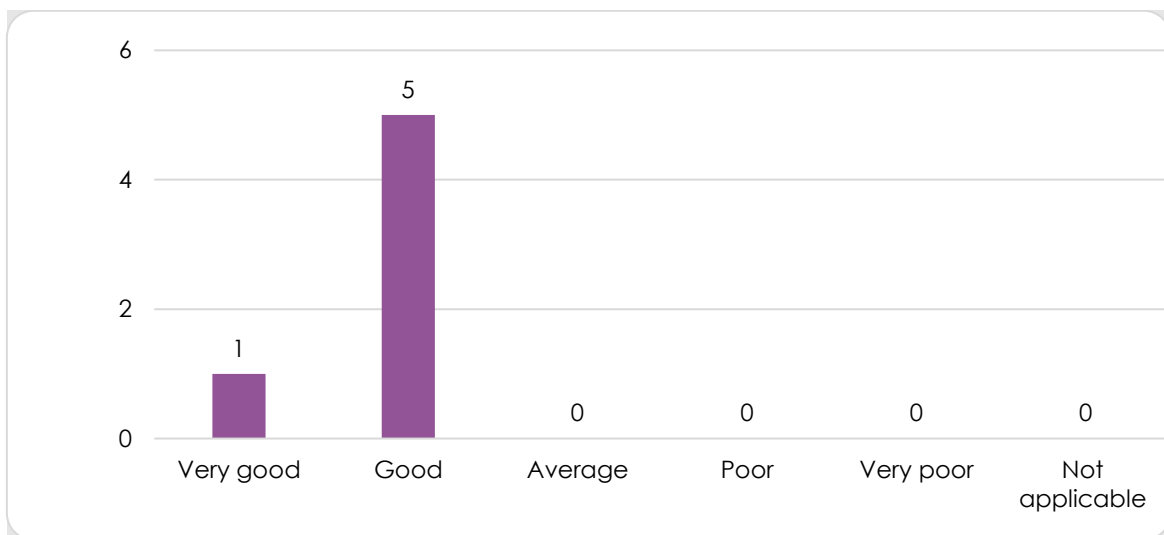


Plate 14.51 Responses to Q5b from prescribed consultees and local authorities (n=6)



14.3.44 Q5c asks: ‘Were the online webinars useful for understanding our latest proposals?’

14.3.45 In total 2,497 respondents answered this question.

Plate 14.52 Responses to Q5c from members of the public and non-prescribed organisations (n=2,403)

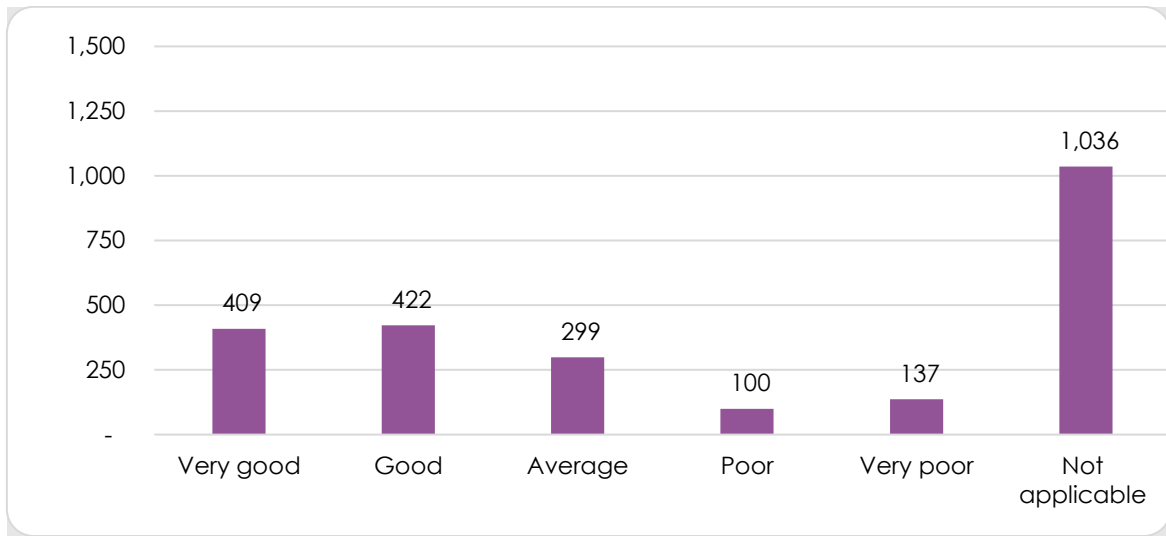


Plate 14.53 Responses to Q5c from PILs (n=89)

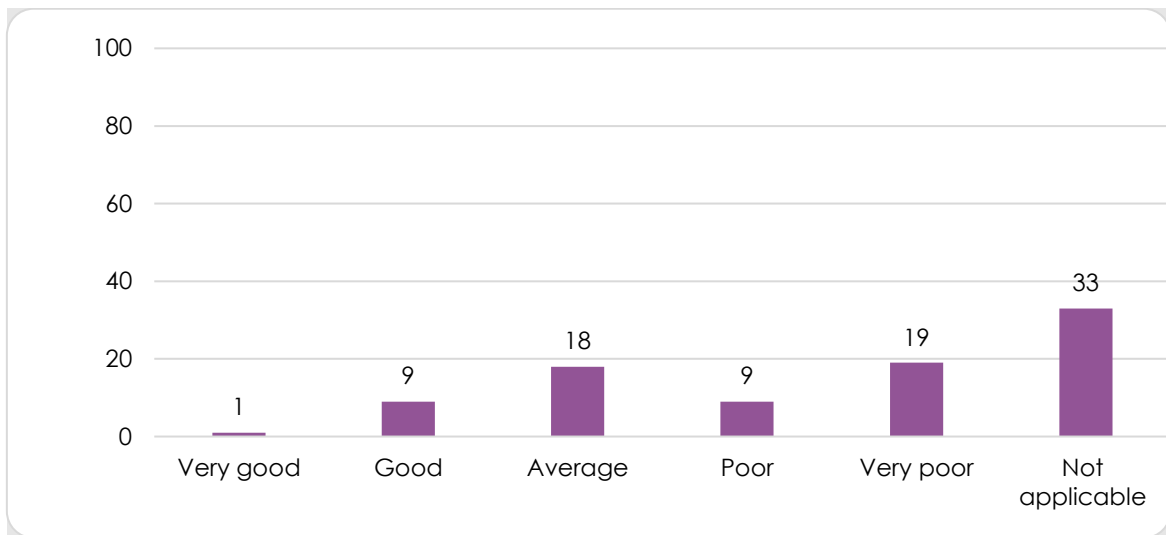
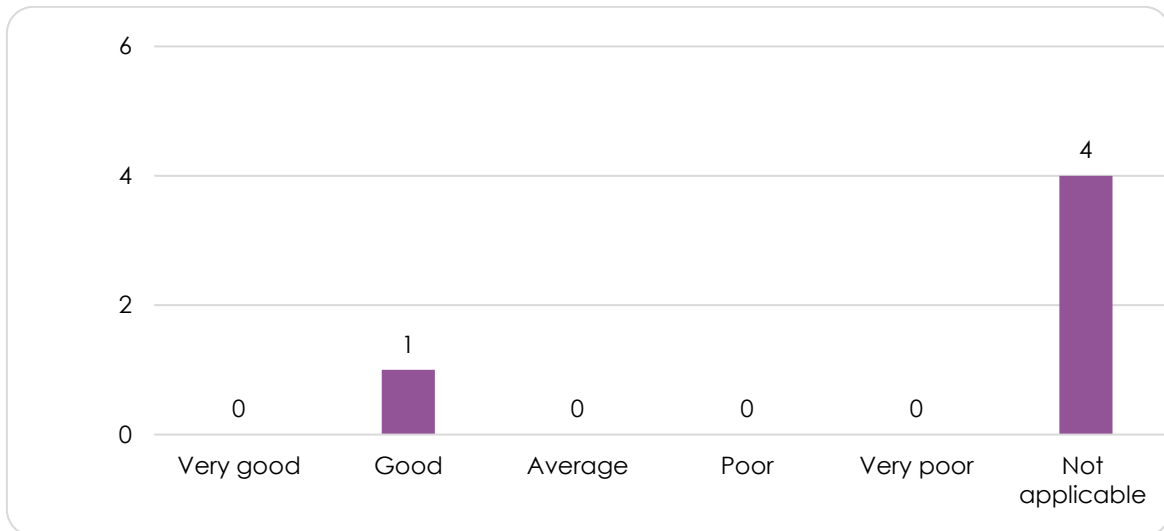


Plate 14.54 Responses to Q5c from prescribed consultees and local authorities (n=5)



14.3.46 Q5d asks: 'Did the telephone surgery answer your questions about our latest proposals?'

14.3.47 In total 2,475 respondents answered this question.

Plate 14.55 Responses to Q5d from members of the public and non-prescribed organisations (n=2,381)

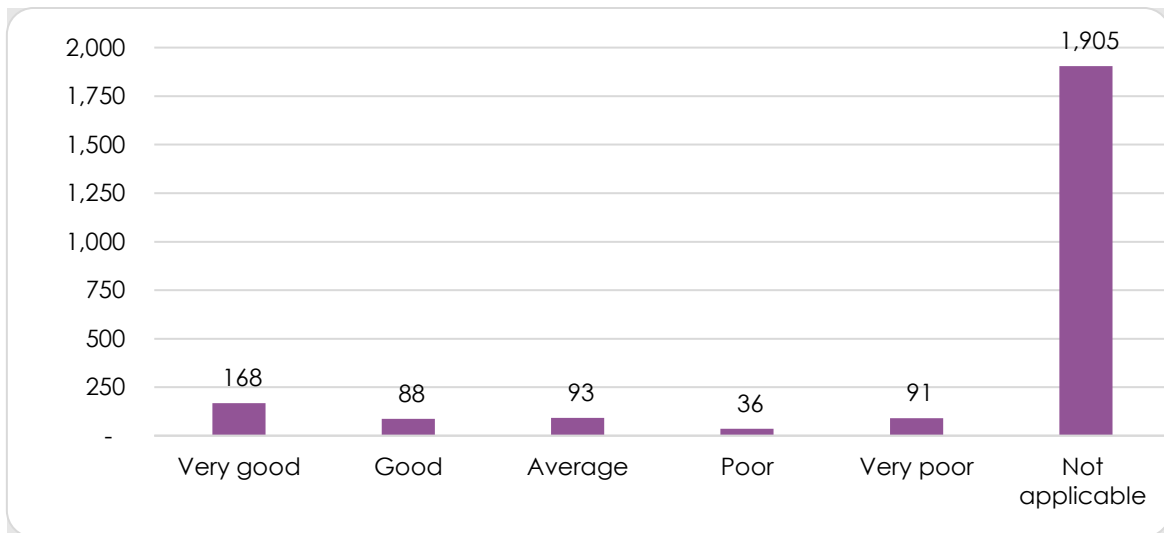


Plate 14.56 Responses to Q5d from PILs (n=88)

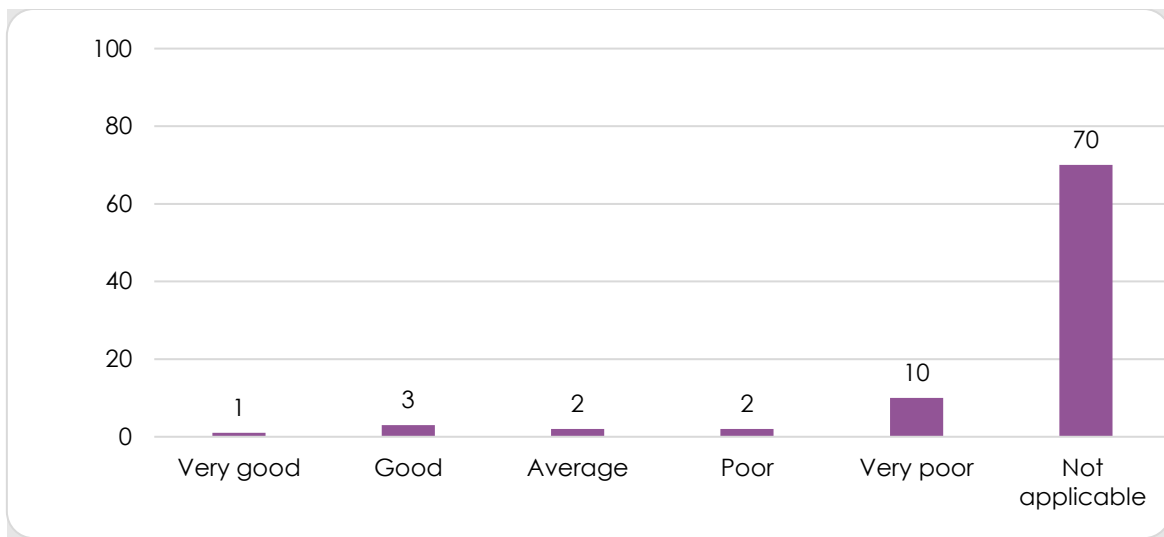
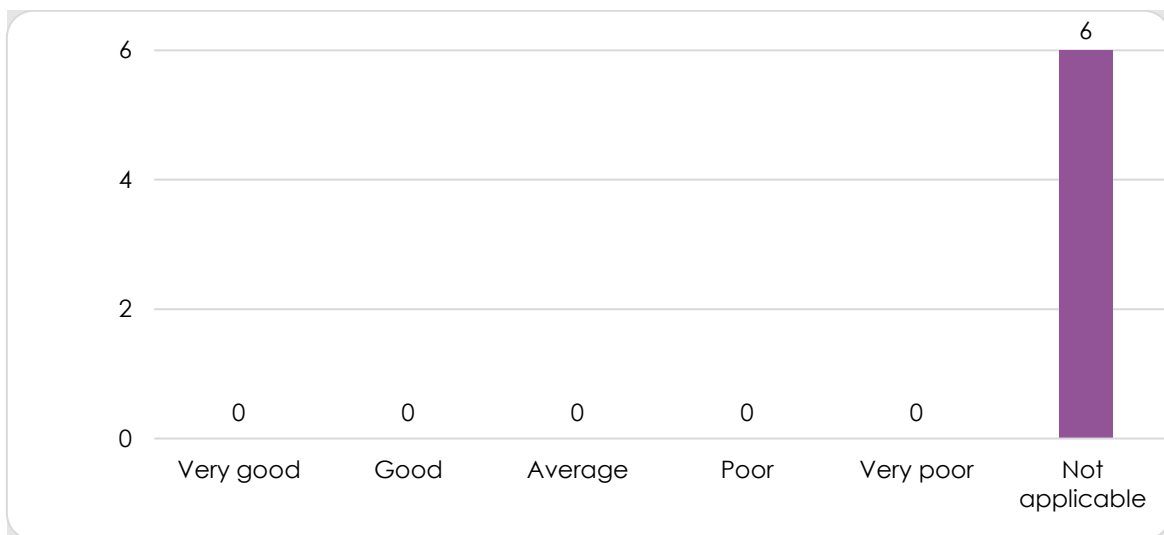


Plate 14.57 Responses to Q5d from prescribed consultees and local authorities (n=6)



14.3.48 Q5e asks: ‘Were the physical events of good quality?’

14.3.49 In total 2,471 respondents answered this question.

Plate 14.58 Responses to Q5e from members of the public and non-prescribed organisations (n=2,374)

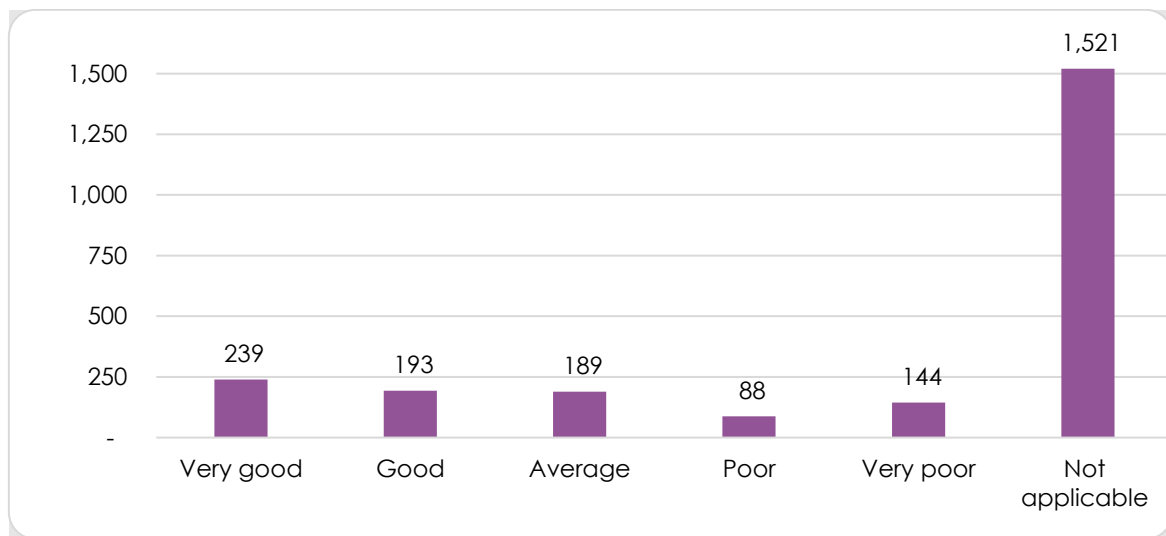


Plate 14.59 Responses to Q5e from PILs (n=91)

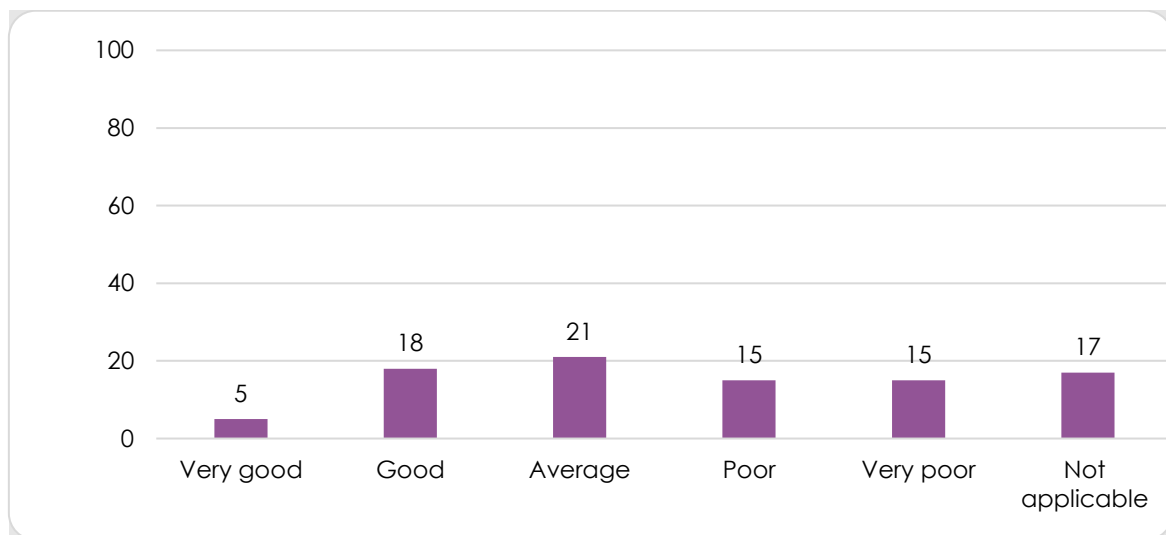
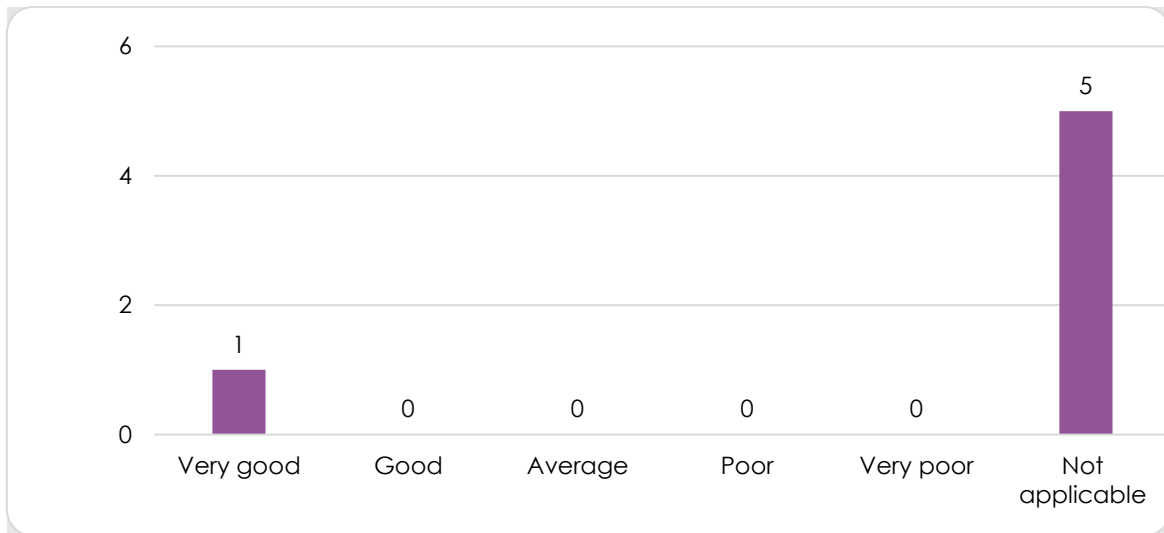


Plate 14.60 Responses to Q5e from prescribed consultees and local authorities (n=6)



14.3.50 Q5f asks: 'Were the physical events suitably located?'

14.3.51 In total 2,474 respondents answered this question.

Plate 14.61 Responses to Q5f from members of the public and non-prescribed organisations (n=2,377)

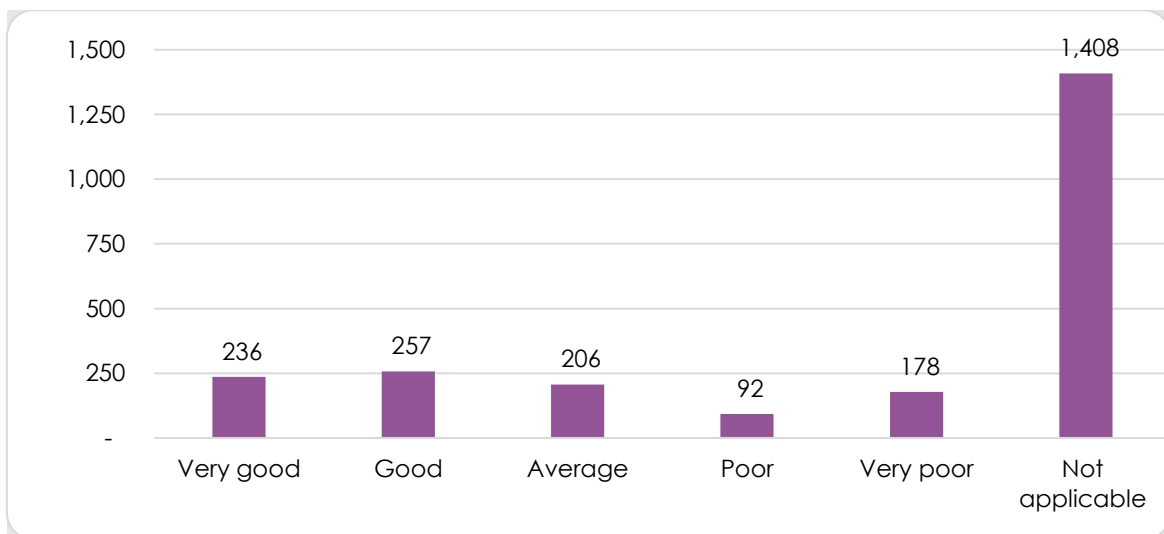


Plate 14.62 Responses to Q5f from PILs (n=91)

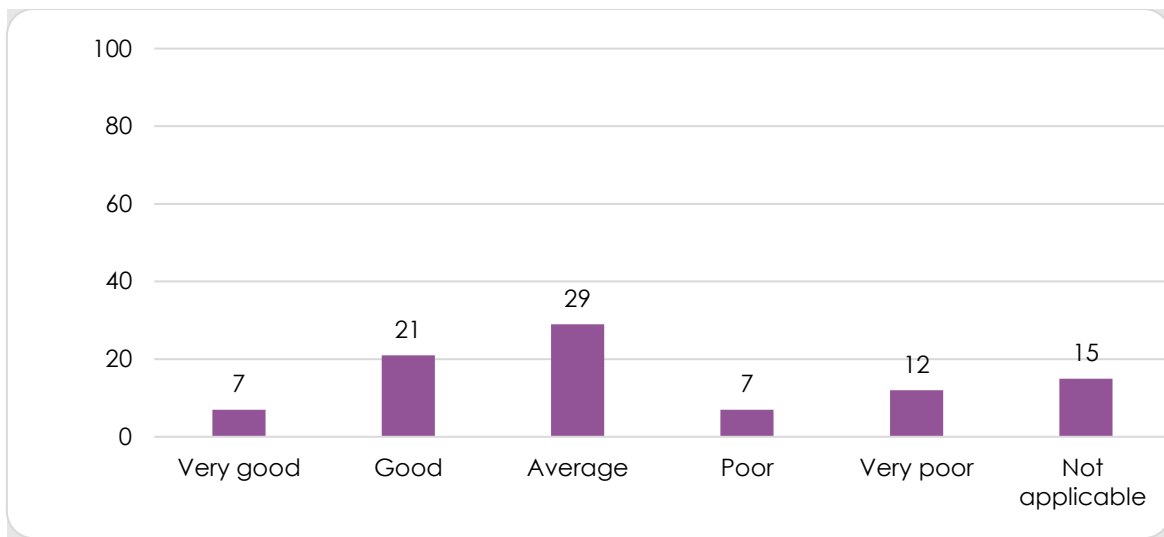
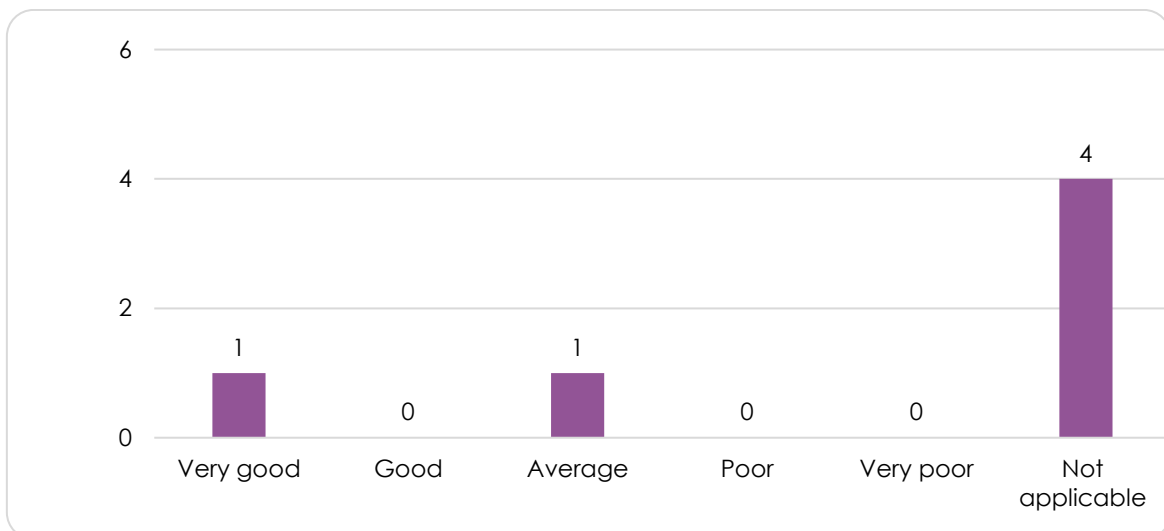


Plate 14.63 Responses to Q5f from prescribed consultees and local authorities (n=6)



14.3.52 Q5g asks: 'Was the consultation promoted well and to the right people?'

14.3.53 In total 2,476 respondents answered this question.

Plate 14.64 Responses to Q5g from members of the public and non-prescribed organisations (n=2,382)

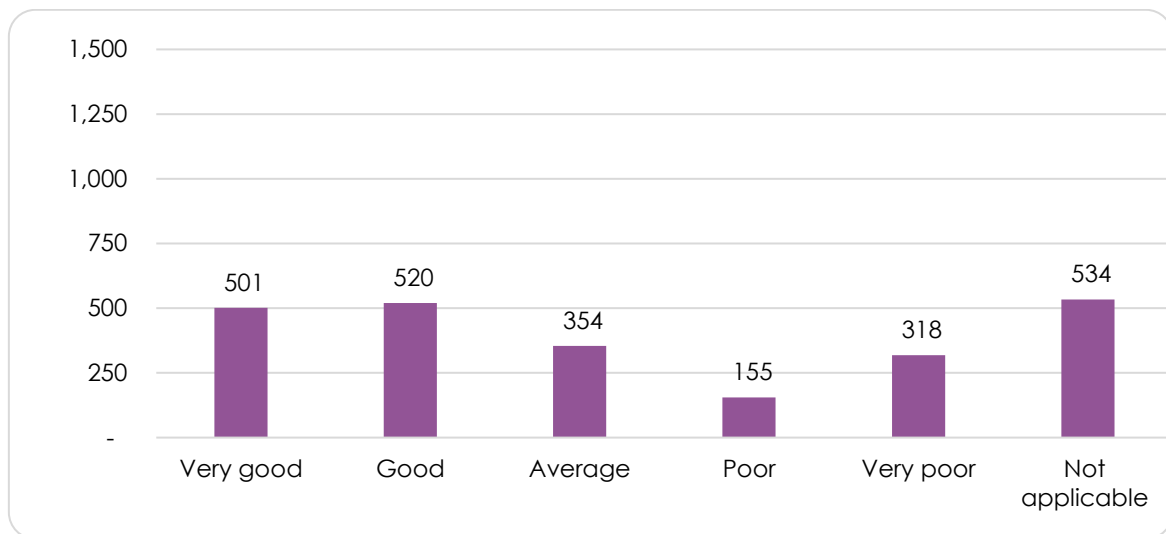


Plate 14.65 Responses to Q5g from PILs (n=89)

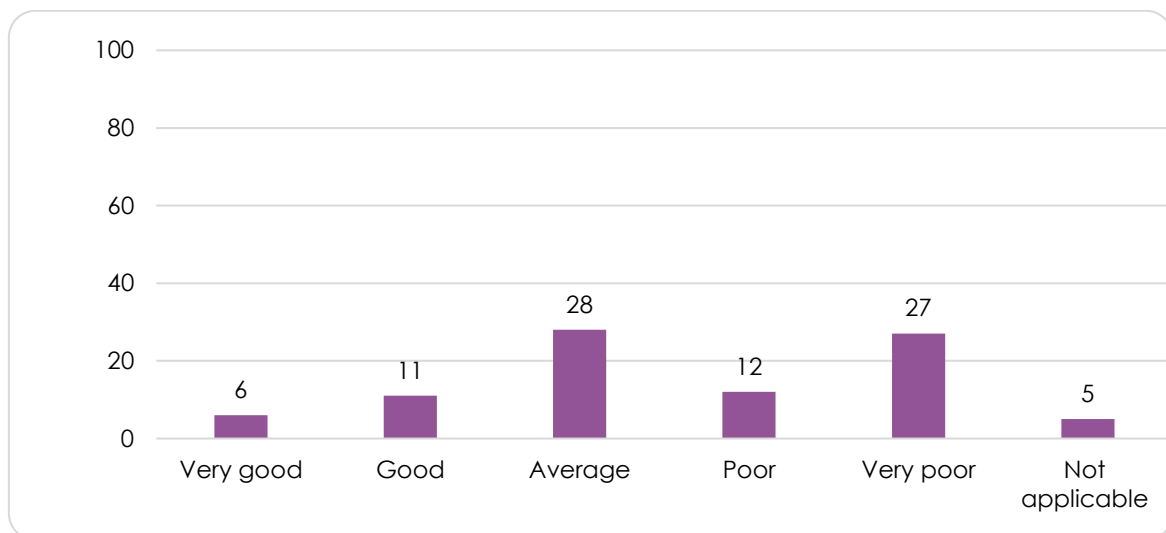
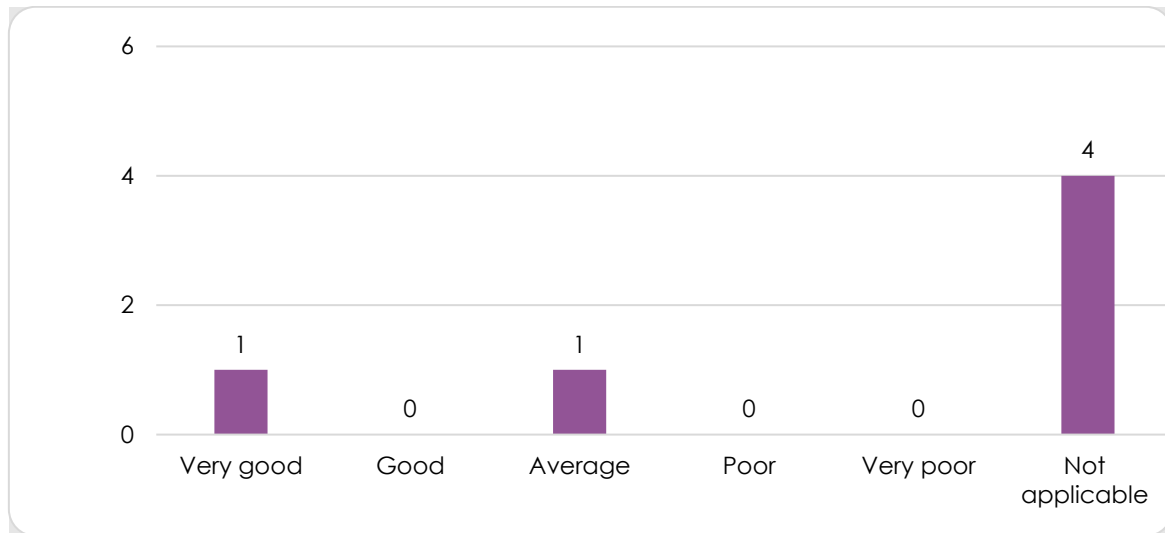


Plate 14.66 Responses to Q5g from prescribed consultees and local authorities (n=5)



14.4 The Applicant's responses to issues raised during the Community Impacts Consultation

- 14.4.1 The response form published during the Community Impacts Consultation provided a set of questions that invited feedback from consultees on the proposals presented during consultation. The response form included 19 closed questions and 14 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 S of this report. More information about the closed questions and the answers provided to them can be found in Section 14.3 of this report.
- 14.4.2 There are 14 tables in this chapter that present the issues raised during consultation, with each relating to the theme addressed by an open question in the response form.
- 14.4.3 Table 14.5 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.
- 14.4.4 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 proposals north of the River Thames, then one or more codes from the CN theme (see
- 14.4.5 Table 14.5 below) would be applied to them. For more information about the way responses were analysed and grouped into themes, see Section 14.1 of this report.
- 14.4.6 Every response received during the Community Impacts 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 14.5 The 14 tables setting out the responses to issues raised during the Community Impacts Consultation

Table	Open question	Theme	Code
Table 14.6	Q1b	Building the crossing	BC
Table 14.7	Q1d	Mitigating construction	MC
Table 14.8	Q1f	Operating the crossing	OC
Table 14.9	Q1h	Mitigating the operation	MO
Table 14.10	Q2b	Changes south of the river	CS
Table 14.11	Q2d	Changes north of the river	CN
Table 14.12	Q2f	Land requirements	LR
Table 14.13	Q2h	Special category land	SL
Table 14.14	Q2j	Tilbury Fields	TF
Table 14.15	Q2l	Tilbury Fields landform	LF
Table 14.16	Q2n	Chalk Park open space	OS
Table 14.17	Q3b	Post-consultation change	CC
Table 14.18	Q4	General comments	GC
Table 14.19	Q5h	Consultation topics	CT

Issues raised in response to open Question 1b

- 14.4.7 Table 14.6 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:
- 14.4.8 *Q1b: Please let us know the reasons for your response to Q1a and any other comments you have on how we plan to build the Lower Thames Crossing, including the impacts of building the project. If your comment relates to a particular document, specific ward or location, please refer to it in your response.*
- 14.4.9 For reference, the closed Question 1a referred to in Q1b above was as follows:
- 14.4.10 *Q1a: Do you support or oppose how we plan to build the Lower Thames Crossing?*
- 14.4.11 For more information about Q1a and how consultees responded to it and the other closed questions in the consultation response form, see Section 14.3 of this report.
- 14.4.12 The issues raised that relate to building the crossing are summarised in Table 14.6 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.

- 14.4.13 The Applicant has fully considered all of the responses received. Table 14.6 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.
- 14.4.14 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 14.6

- 14.4.15 The information presented in Table 14.6 is as follows:
- 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 14.3 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 as well. The local authorities included in this list are set out in Section 14.3 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 Community Impacts 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 building the crossing and the Applicant's responses

- 14.4.16 Table 14.6 below summarises the issues raised relating to building the crossing and presents the Applicant's responses to those issues raised.

Table 14.6 Summary of issues raised relating to building the crossing 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
BC1	<p>General comments expressing concern that construction of the Project would have negative impacts on local communities. There are concerns that construction would cause significant disruption to people's lives and negatively impact the mental and physical wellbeing of local residents. Some consultees say these impacts have not been adequately assessed, have been underestimated in the consultation materials, that there are not sufficient measures to mitigate the impacts during construction, and that any measures are not guaranteed to be implemented. A large number of locations were mentioned as areas of concern, with some consultees saying not enough local impact information was provided during consultation.</p>	<p>Thurrock Clinical Commissioning Group (CCG), Natural England, Shorne Parish Council, Higham Parish Council</p>	<p>Brentwood Borough Council, London Borough of Havering, Gravesham Borough Council, Kent County Council, Thurrock Council</p>	72	316	<p>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.</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 providing information about the environmental, traffic and construction impacts that could affect those areas. The consultation materials also described the mitigation measures that would be adopted in each local 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 and traffic assessments.</p> <p>Other documents consulted on during the Community Impacts Consultation 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</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>Some consultees expressed concern that proposed water pipeline works in Dock Road would cause disruption to local people due to noisy works and traffic congestion.</p>					<p>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>The Ward Impact Summaries also included information about traffic impacts, while the draft outline Traffic Management Plan for Construction (oTMPfC) explained the proposed traffic management measures that would be required to ensure the road network could operate safely and efficiently during the construction phase.</p> <p>Since the Community Impacts Consultation, an Environmental Impact Assessment (EIA) has been carried out to assess the environmental impacts of the construction and operation of the Project, including the impacts on local communities. The EIA is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans such as the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential</p>	

Code	Summary of issue(s) raised	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 within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Schedule 2 Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained, including measures to reduce the impacts on local communities. 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 DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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. Comments on these documents that were provided in responses to the consultation are set out elsewhere in Section 14.4 of this chapter, along with an explanation as to how the Applicant has had regard to them.</p> <p>During the construction phase of the Project, the Applicant's appointed Contractor would carry out monitoring to ensure that environmental impacts, such as changes to air quality or noise levels, in the vicinity of the Project stay within agreed limits compared with baseline levels assessed before construction started.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The ES includes an assessment of the Project's impact on local communities during construction in ES Chapter 13: Population and Human Health (Application Document 6.1). This chapter includes an assessment of the Project's impact on local roads, Public Rights of Way, access and severance, as well as health. These assessments include the impacts of construction of the Project, including the ground protection tunnel.</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.</p> <p>During the construction phase, local people would benefit from work and training</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>opportunities provided by the Project during construction, which are likely to have positive impacts on mental health. However, while construction impacts have been mitigated as far as reasonably practicable, there would be temporary negative impacts on communities from construction activities. These could result in mental health impacts on local people – for example, due to anxiety around perceived changes in air quality or as a result of changes to noise levels. Longer journey times due to traffic management and road closures, reduced access to green spaces and closures of walking, cycling and horse-riding routes could also impact people's health and wellbeing. Some local businesses, including farms, would have land temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of 30 residential and 5 commercial properties.</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>Information about the impacts on local communities, including health impacts, is also presented in the Community Impact Report (Application Document 7.16).</p> <p>In order to reduce the impacts of the Project's construction on local people, the Applicant changed the proposals in a number of locations following feedback from</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						stakeholders. More information is available in ES Chapter 2: Project Description (Application Document 6.1).	
BC2	Comments expressing concern that the duration and the impact of the proposed construction work for the Project has been underestimated, using the example of recent A13 upgrade works, which are said to have caused increased congestion and impacted local people in a negative way.	-	-	2	37	<p>The Project's six-year construction schedule has been developed using industry-standard planning methods. These are supported by realistic development, design and construction durations verified against other schemes of similar scale and complexity. Internal and external budget and timescale reviews would continue throughout the lifetime of the Project.</p> <p>The majority of the A13 widening scheme was completed by Thurrock Council (the local highway authority) by May 2022, with some additional works continuing into summer 2022. The Applicant has a good record of delivering major projects on time, such as the A14 Cambridge to Huntingdon upgrade and the same or enhanced standards would be applied to the Project's construction.</p>	No
BC3	Comments expressing concern about the duration of the construction phase and the impacts on local communities during this time. Specific elements of construction are mentioned, such as the proposed 18 months that could be required to construct the ground protection tunnel. Some consultees expressed concern that the construction phase would be delayed and extend beyond the proposed six years, with increased	Shorne Parish Council, Higham Parish Council	London Borough of Havering, Graves-ham Borough Council, Thurrock Council	38	111	<p>The 18-month schedule for the ground protection tunnel (GPT) works is a realistic timescale for carrying out what is a substantial construction project in its own right. The location and duration of the GPT's construction have been determined after analysis of the geology of the area and are based on industry best practice.</p> <p>More information about the GPT can be found in Environmental Statement (ES) Chapter 2: Project Description (Application</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>impacts on local communities.</p> <p>The proposed road closures at Brewers Road and Ockendon Road are mentioned as a concern for local people, with some consultees questioning the length of the closures and why these are necessary at all.</p>					<p>Document 6.1), with proposed mitigation measures for the GPT presented in Annex 10 of the Hydrogeological Risk Assessment (Application Document 6.3, ES Appendix 14.5), with these focusing on ensuring the GPT works do not impact the environmentally sensitive land in the vicinity of the works, such as the Thames Estuary and Marshes Special Protection Area and Ramsar site.</p> <p>The A226 Gravesend Road compound and the Milton compound and works on the GPT would be required during the first two years of construction to ensure the main tunnelling works could be carried out safely. These two compounds would be decommissioned as soon as practicably possible, once the GPT works have been completed.</p> <p>With regards to proposed road closures south of the river, the new Brewers Road green bridge over the A2/M2 would maintain and improve the wildlife corridor by linking habitats to the north of the A2/M2 with those south of HS1, while also providing for vehicles, walking, cycling and horse riding movements.</p> <p>Closure of Brewers Road would be necessary to demolish the existing bridge over the A2/M2 and build its replacement. The Project's A2/M2 widening works and the need to connect the new bridge to the existing green bridge crossing the HS1 railway line mean the appointed Contractors</p>	

Code	Summary of issue(s) raised	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 need to remove the existing bridge first and then build the new one <i>in situ</i>, with an anticipated road closure of 19 months. Alternative routes via the A2/M2 would be available to motorists.</p> <p>Similarly, a new bridge is needed to carry Ockendon Road over the northbound carriageway of the new road. A section of Ockendon Road would be closed for approximately 19 months to allow for removal of the existing bridge and construction of the new bridge in its place. A diversion for motorists via Dennis Road would be in place throughout the period of disruption.</p> <p>However, the Applicant continues to review the construction plans for Brewers Road and Ockendon Road, with the aspiration to significantly reduce the length of time the bridges would be closed. The Applicant would continue to engage with stakeholders, including the local authorities, 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 outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). A draft version of this was consulted on during the Community Impacts Consultation in July 2021. A summary of feedback on the draft oTMPfC can be found elsewhere in</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Section 14.4 of this chapter, as well as information about how the Applicant had regard to that feedback.</p> <p>The final, agreed length of the road closures would be set out in a Traffic Management Plan for Construction (TMP), in accordance with Schedule 2 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 oTMPfC, before the start of the relevant stage of the authorised development.</p>	
BC4	<p>Comments expressing concern that the construction work would have a negative impact on local communities. Concerns include the size and number of the proposed compounds and Utility Logistics Hubs (ULHs) and whether the impacts of these would be adequately mitigated. Other consultees say there has not been enough information presented about how the mitigation plans would be monitored and enforced during the construction phase.</p>	Thames and Medway Canal Association	Medway Council, London Borough of Havering, Gravesham Borough Council, Kent County Council, Thurrock Council	7	21	<p>The size and number of the construction compounds and Utility Logistics Hubs (ULHs) have been developed in order to accommodate the required workforce, manage materials and plant, and provide controlled access to the worksites. To reduce impacts on local people, they would be located away from population centres, wherever practicable, and would be designed to maintain worker and public safety, while minimising environmental and community impacts.</p> <p>The Applicant has proposed mitigation to reduce the impacts of the compounds and ULHs. This includes the design and positioning of lighting to minimise disturbance to nearby communities and habitats. It also includes designing fencing and hoarding to reduce visual and noise</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>Some consultees say there have already been negative impacts on local people when the Applicant carried out ground investigation surveys during the pre-application period.</p> <p>There are additional concerns that multiple projects being built in this region will create unacceptable cumulative impacts on local communities.</p> <p>There are also comments saying the Applicant is not planning to raise construction or mitigation standards, rather it is only complying with existing requirements.</p> <p>Some consultees expressed concern that the Applicant would not keep them informed of activities or road closures during the construction phase.</p>					<p>impacts, the use of ecological and acoustic fencing, and using sustainable materials where practicable.</p> <p>Once the works are completed, the compounds and ULHs would be removed and the land reinstated to its previous condition, as agreed with the landowners. The exception to this would be compounds or ULHs where permanent features of the Project would be situated, such as the A2 compound, part of which would be repurposed to become the proposed new car park serving Shorne Woods Country Park. More information on construction compounds can be found in Environmental Statement (ES) Chapter 2: Project Description (Application Document 6.1) with the proposed mitigation set out in the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2).</p> <p>The Applicant consulted on the draft CoCP and other information relating to the mitigation of construction impacts during the Community Impacts Consultation. Materials provided included Project-wide construction information in the Construction Update and local information in the Ward Impact Summaries. The Construction Update also explained how the measures described in the CoCP would be binding on the appointed Contractors by means of the requirements in the Applicant's draft Development Consent Order (Application Document 3.1).</p>	
BC5	Location-specific comments expressing concern about the Project on the grounds that construction of the roads and tunnel would have significant impacts on	Thames and Medway Canal Association	London Borough of Havering, Essex County Council,	12	29		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>local communities. Concerns relate to how construction is expected to affect local people because of the long-term environmental and traffic impacts. Locations mentioned include Dock Road, Thames and Medway Canal, Orsett, Upminster, Cranham, Ockendon, Chadwell St Mary, Riverview Park, East Tilbury, Stanford Road, Shorne Ifield Road, Brentwood Road, Warley Road and Beredens Lane.</p>		<p>Gravesham Borough Council, Kent County Council, Thurrock Council</p>			<p>The Applicant has not significantly changed the size or location of the construction compounds or ULHs since the Community Impacts Consultation because the proposals are aligned to the requirements of the works. The exception to this is that the M25 compound was moved south of Moat Lake Fishing Lake, away from a Site of Importance for Nature Conservation (SINC). This also resulted in the removal of an environmental mitigation area from the Order Limits to the west of the M25. The Applicant consulted on these changes during the Local Refinement Consultation in May 2022. There were also minor changes to some compounds within the Order Limits, including Stanford Road compound, which was moved to reduce impacts on the Whitecroft Care Home.</p> <p>All the ground investigation surveys undertaken during the pre-Application period were carried out with the permission of the relevant landowners. Any potential disruption or inconvenience related to the assessments were kept to a practicable minimum, including impacts related to vehicle access to survey sites. The Applicant has engaged extensively with landowners and other interested parties, discussing concerns and communicating the programme of works.</p> <p>The Applicant is aware of other major infrastructure and development projects taking place, or expected to take place, in</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>proximity to the Project around the time it is planned to be constructed and during its operational phase. The Applicant has proactively engaged with the developers of those projects, relevant local authorities and stakeholders to seek to manage the potential for cumulative impacts. More information about the interface between major infrastructure projects is included within Interrelationships with other Nationally Significant Infrastructure Projects and Major Development Schemes (Application Document 7.17) and in ES Chapter 16: Cumulative Effects Assessment (Application Document 6.1). These other projects include the upgrades to M25 junction 8, the proposed Thames Freeport in Thurrock, and Brentwood Enterprise Park.</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>	

Code	Summary of issue(s) raised	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 developing proposals with the relevant utility company (Cadent) to route Heavy Goods Vehicles and workforce traffic from the M25/A127 slip road to Beredens Lane Utility Logistics Hub, with this becoming the primary access for utility works. This would limit use of Beredens Lane to non-motorway permitted traffic and emergency use. If this is not achievable on the grounds of safety, the Applicant would present and discuss the findings with the appropriate local highway authority.</p> <p>As part of the Environmental Impact Assessment, a Cumulative Effects Assessment (CEA) has been carried out, which is documented in ES Chapter 16. The CEA identifies where two or more sources of effects interact to give rise to impacts on the environment, setting out any proposed mitigation. The CEA focuses on environmental effects arising from the Project in combination with others, while the Interrelationship document focuses on design solutions and engagement that manage the mainly physical interfaces between the Project and other major schemes.</p> <p>The Applicant would comply with the rigorous safety and environmental standards expected of the construction industry during the Project's works period. Furthermore, the Applicant is also pioneering new measures that go further than existing regulations.</p>	

Code	Summary of issue(s) raised	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 example, the Project is the first major UK infrastructure project to use its procurement to target low carbon construction with incentives that drive further continuous carbon reduction.</p> <p>Early in 2022, the Applicant announced the intention to explore carbon-neutral construction as part of efforts to make the new road crossing the greenest road ever built in the UK. Plans being considered include removing diesel from worksites by only using hydrogen and electric machinery. The Project's mitigation also includes proposals to enhance biodiversity, create new public recreational areas and woodland, and promote active travel through over 60km of new and upgraded walking, cycling and horse riding routes.</p> <p>The Applicant would work with the appointed Contractor to put in place a programme of communications and engagement to ensure local people are aware of how construction activities, including road closures, may affect them. The requirement to carry out this engagement activity is included in the CoCP.</p> <p>The locations mentioned by consultees have been considered in the context of the proposed mitigation measures and the predicted impacts in those areas.</p> <p>The Applicant is satisfied that the impacts across the Project's affected area have been reduced to acceptable levels given the requirements and objectives of the Project</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						and therefore no further mitigation is proposed.	
BC6	<p>General comments expressing concern that the Project's construction would increase journey times on local roads because of the proposed traffic management and the increase in construction traffic, including Heavy Goods Vehicles (HGVs). This is expected to have a negative impact on local people for long periods during construction.</p> <p>Consultees expressed additional concerns, including that there was no construction traffic modelling provided during consultation, that emergency services and businesses would experience severe delays.</p>	Royal Mail	London Borough of Havering, Gravesham Borough Council, Kent County Council, Thurrock Council	16	149	<p>Access routes to compounds and worksites for construction traffic would be limited, as far as practicable, to the strategic road network (SRN) and main roads on the local road network. The appointed Contractors would seek to take construction traffic off local roads by building temporary haul roads that link the SRN directly to construction compounds. For example, the A2 compound would be accessed via a dedicated haul road from the eastbound A2/M2. In the main, these haul routes would only be in place during the construction phase, apart from some instances where they may be adapted for maintenance purposes once the Project is operational. The proposed haul routes are shown in the Temporary Works Plans (Application Document 2.17) and in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14).</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the oTMPfC. This is secured through Schedule 2 Requirement 10 of the draft Development Consent Order (DCO) (Application Document 3.1). The TMP would</p>	Yes

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						<p>include information about traffic management measures such as temporary lane or road closures, traffic lights, speed limit reductions, which would be necessary to maintain safety for road users and reduce the impacts of construction traffic.</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 elsewhere in Section 14.4 of this chapter, which also explains how the Applicant had regard to those comments.</p> <p>The Transport Assessment (Application Document 7.9) presents the Project's impact on the strategic and local highway networks, road safety, and local sustainable modes of transport, including public transport. It also sets out the impact of construction on the road network, including changes to existing traffic patterns as a result of predicted construction traffic movements.</p> <p>Construction traffic and traffic management measures are expected to have significant impacts on some roads in the vicinity of the Project during the construction phase. Impacts are likely to include speed limit reductions on some major roads, such as the A2/M2 and M25, and closures to two minor roads, Brewers Road and Ockendon Road,</p>	

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						<p>lasting over a year. In addition, there would be numerous smaller interventions that would increase some journey times, such as temporary traffic lights, contraflows and lane closures. The oTMPfC and Transport Assessment show where delays are most likely, although these are based on an indicative construction programme, with the final traffic management measures being presented in the TMP once the appointed Contractors are in place.</p> <p>Since Statutory Consultation in October 2018, amendments to the Project's designs have nearly halved the proposed numbers of Heavy Goods Vehicle (HGV) journeys during construction. At Statutory Consultation, the Applicant proposed 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).</p> <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 and near North Road. The Applicant's latest proposals would mean a reduction to an average of 9,500 HGV journeys per month across the whole Project during the construction phase, which is a 46% reduction on the number of HGV journeys proposed in 2018. These</p>	

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						reductions in HGV journeys have significantly reduced the amount of construction traffic that would use the road networks in the vicinity of the Project, reducing the impacts on nearby roads and local communities.	
BC7	<p>Comments suggesting either changes to the proposed traffic impacts or to how construction traffic should operate to maximise efficiency and safety.</p> <p>Some consultees suggested that impacts to public transport should be minimised, in particular delays to buses and coaches, which are likely to be disrupted by construction traffic and traffic management measures.</p> <p>Other suggestions are that the Applicant should provide clear signage to explain temporary traffic management.</p> <p>Some consultees suggested that logistics planning should be used to reduce congestion and for Heavy Goods Vehicle (HGV) driver</p>	Shorne Parish Council, Higham Parish Council	Kent County Council, Thurrock Council	2	8	<p>Traffic management measures would have an impact on some buses and coaches in the vicinity of the Project's construction. Eight bus routes would be rerouted to account for temporary road closures, while others would experience delays as a result of temporary traffic management measures.</p> <p>The Applicant has carried out a detailed assessment of the likely impacts on bus routes in Havering, Brentwood, Thurrock, Medway, Dartford and Gravesham local authority areas. The assessments are based on traffic modelling derived from the indicative construction programme presented in the application for development consent.</p> <p>As the construction activities and traffic management vary over the approximately six-year construction phase, so the bus impacts would also change. Overall, more bus services are expected to be impacted during the early phases of construction than later on. Coach services using the Dartford Crossing are predicted to see journey time improvements, while many bus services would experience negligible delays. Other bus services would see moderate delays, while a small number would experience</p>	No

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	<p>training to help reduce road danger.</p> <p>Some consultees suggested that the Applicant should make more use of the River Thames for transporting materials during the construction phase.</p>					<p>longer delays. For detailed information about particular bus and coach services across the various construction phases, see the Transport Assessment (Application Document 7.9).</p> <p>All signage used during the Project's construction phase would comply with the Department for Transport's Traffic Signs Manual (Department for Transport (DfT), 2022), which provides for clear and well recognised designs consistent across the UK and familiar to motorists.</p> <p>With regards to logistics planning and Heavy Goods Vehicle (HGV) driver training, in compliance with the Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement (ES) Appendix 2.2) the appointed Contractors would be required to produce Construction Logistics Plans and would be required to implement directly and through sub-contractors and suppliers a number of professional standards including Construction Logistics and Community Safety, the Freight Operator Recognition Scheme, and Driving for Better Business. Adherence to these standards for driver behaviour and logistics planning would reduce the risk to vulnerable road users. More information is included in the CoCP, which is secured in the draft Development Consent Order (DCO) (Application Document 3.1).</p>	

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						<p>The Applicant has assessed that, due to the Project's proximity to the River Thames, there would be potential benefits in using port facilities and the river to support the tunnel construction by helping to supply the northern tunnel entrance compound. The assessments show that other construction activities would be better serviced by the road network.</p> <p>The requirement to protect the Thames Estuary and Marshes Ramsar site on the south side of the River Thames means the Applicant would not seek to build a new jetty in its vicinity.</p> <p>The north side of the River Thames is well served by existing facilities, such as Port of Tilbury, PoT2 and London Gateway, with onward transport via the road network. Any use of the road network would take into account the sensitivity of parts of the strategic and local road networks, such as the A1089, to increases in HGV traffic so as to minimise disruption. The appointed Contractor would engage with ports and aggregate suppliers to seek solutions to the use of river transport for moving Project construction materials.</p> <p>More information about river transport and the Project's construction can be found in the outline Materials Handling Plan, which is Annex B of the CoCP.</p>	

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BC8	Comments expressing concern that the M25 would be negatively impacted as a result of the Project's construction. There are comments that the M25 is already congested and any increases in traffic or reduced speed limits would make congestion much worse. Some consultees expressed concern about specific junctions, including junctions 28, 29 and 30, saying these would experience an increase in collisions as a result of construction traffic.	-	Thurrock Council	1	18	<p>To provide the necessary connectivity to the strategic road network, the Project would connect with the M25 at the proposed A122 Lower Thames Crossing/M25 junction near Thames Chase Forest Centre. There would also be works to widen the M25 from the new junction to the Folkes Lane footbridge north of junction 29. Additional works in and around junction 29 would increase its capacity.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant published the draft outline Traffic Management Plan for Construction (oTMPfC) and the Ward Impact Summaries, which explained these and any associated works, such as utility diversions, would require traffic management measures along sections of the M25 during the approximately six-year construction phase. These measures would maintain the safety of the public and the Project workforce.</p> <p>Narrow lanes, closure of the hard shoulder and a reduced speed limit would be in place during construction. The narrow lanes would be designed to a standard that would permit the speed limit to be reduced to 60mph, rather than the 50mph limit more commonly used. This would reduce delays to vehicles using the affected 5.1km section of the M25 northbound and the 5.8km section southbound.</p> <p>In addition, there would also be multiple night and potentially weekend closures throughout</p>	No

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						<p>the construction phase, which would be needed for specific works such as bridge installation, connecting new section of road to existing roads, and for utility diversions. These M25 closures would be timed, wherever practicable, to reduce the impacts on journeys and to minimise congestion.</p> <p>Junction 29 would also be affected by traffic management measures, as would sections of the A127, with the latter experiencing speed and capacity restrictions similar to the affected sections of the M25. There would also be local upgrade works around junction 29 as part of the Brentwood Enterprise Park scheme, whose construction is expected to start in 2024 with sections still being built from 2025 onward, overlapping with the Project's construction.</p> <p>Works have already started to upgrade junction 28 of the M25 and these are expected to be completed in 2025, the year the Project's construction is expected to start. As such, there may be several months when traffic management is in place both at junction 28 and along the sections of the M25 affected by the Project.</p> <p>The Transport Assessment (Application Document 7.9) presents an assessment of the impact of the Project's construction on the road network that is predicted to be affected during the construction phase. It includes journey time predictions for sections of the M25.</p>	

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						<p>The Applicant's traffic modelling predicts that the amount of construction traffic using the M25 between junctions 28 to 30, either construction related Heavy Goods Vehicle (HGV) or workforce traffic, would be negligible compared with the public traffic flows. Due to the reduced capacity and speeds, traffic flows on this section of the M25 are forecast to decrease slightly compared with the flows there would be without the Project's construction.</p> <p>While there would be temporary impacts on traffic flows and journey times on the M25, affecting junctions 28, 29 and 30 during the Project's construction phase, these interventions are essential for the implementation of the Project and are considered by the Applicant to have been mitigated to acceptable levels, particularly by the use of 60mph speed limits, instead of 50mph. More information can be found in the Transport Assessment and the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14).</p>	
BC9	Comments expressing concern about construction traffic on local roads, including comments that this could impact connectivity for local residents. Some consultees express concern that some routes are not suitable for Heavy Goods	Forestry England, Shorne Parish Council, Higham Parish Council, Port of	Brentwood Borough Council, Essex County Council, Gravesham Borough Council,	11	21	Construction traffic would use the strategic road network or private haul roads, wherever practicable, to reduce the impacts on local roads. This would reduce the likelihood of construction traffic increasing wear on local roads. In some instances, the Order Limits include provision for the Applicant to widen or strengthen roads to accommodate construction traffic if required – for example,	Yes

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	<p>Vehicle (HGV) or construction traffic and may need upgrading or would be left in disrepair. Examples include the A226 near Gravesend, Princess Margaret Road through East Tilbury, and Thong Lane in Riverview Park. Some consultees say the Applicant has not provided sufficient information about the proposed traffic routes for construction traffic. There are also specific access concerns from existing businesses and residents.</p>	<p>Tilbury London Limited</p>	<p>Kent County Council, Thurrock Council</p>			<p>along the A226 Gravesend Road and Norfolk Road in Gravesham.</p> <p>The Applicant has implemented design changes to the Project since the Community Impacts Consultation in July 2021 to reduce the amount of offsite disposal of excavated material. This would reduce the impact of construction on roads and communities in the vicinity of the Project.</p> <p>During the Community Impacts Consultation, the Applicant provided a breakdown of average daily construction traffic movements to compounds and Utility Logistics Hubs (ULHs) during construction, with these figures broken down into Heavy Goods Vehicle (HGV) and non-HGV movements. This information was included in the Ward Impact Summaries, with more information about the movement of excavated material and materials also provided in the draft outline Site Waste Management Plan (oSWMP) and the draft outline Materials Handling Plan. These consultation documents can be found in Appendix S of this report. Comments on those documents received during consultation are reported elsewhere in Section 14.4 of this chapter, along with information as to how the Applicant had regard to those comments.</p> <p>Updated versions of the oSWMP (Application Document 6.3, Environmental Statement (ES) Appendix 2.2, Annex A), and outline Materials Handling Plan (Application</p>	

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						<p>Document 6.3, ES Appendix 2.2, Annex B) are included as part of the application for development consent.</p> <p>The Applicant would expect to maintain accesses to businesses and residential properties throughout construction. If there were any impacts, the Applicant would engage with affected parties and, where possible, give them advance notice about any temporary impacts on their access. However, in the case of an emergency (such as a burst pipe) the Applicant would work to neutralise any harmful impacts immediately for the benefit of all parties, even if this meant temporarily closing an access.</p> <p>As set out in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14), there is no intention to use Princess Margaret Road as a construction route for HGVs other than for emergency access should that be required. Temporary contraflow measures would be required in Love Lane, Princess Margaret Road and Station Road for two months to allow the installation of temporary links to the northern tunnel entrance compound.</p> <p>The Applicant is proposing an HGV ban for deliveries and earthworks associated with the main works on Thong Lane between the A2 compound access off Thong Lane and the A226 Gravesend Road. This would ensure HGVs would not typically drive</p>	

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						<p>through Thong village, with the exception being for HGVs required for specific utility works in the vicinity. Construction vehicles would use Thong Lane between the A2 compound and Halfpence Lane roundabout for a period of time to access the works between the A2/M2 and HS1.</p> <p>The Applicant would also maintain a ban on HGV construction traffic on Lower Higham Road and provide a primary access to the A226 Gravesend Road compound from the A226 Gravesend Road. Where appropriate, the Project would introduce additional temporary overnight closures on local roads to minimise traffic displacement associated with overnight closures of the A2. To reduce construction traffic impacts the Applicant would introduce a right-turn-only movement for construction HGVs when exiting the southern tunnel entrance compound on to the A226, meaning HGVs would not head towards Chalk or Gravesend.</p>	
BC10	Comments making a range of suggestions as to how the Project should be constructed. Suggestions include changes to land use, alternative traffic management measures, and additional environmental assessments prior to construction.	Natural England, Shorne Parish Council	London Borough of Havering, Gravesham Borough Council, Kent County Council, Thurrock Council	9	20	<p>The Applicant set out an indicative construction programme during the Community Impacts Consultation in July 2021, with detailed explanations of the land use, traffic management measures and predicted environmental impacts based on the proposals at that time.</p> <p>Since that consultation, the Applicant has carried out additional design and development, along with carrying out the Project's Environmental Impact Assessment,</p>	Yes

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BC11	<p>Comments expressing concern that the Project's construction would increase journey times on local roads because of the proposed traffic management and the increase in construction traffic, including Heavy Goods Vehicles (HGVs). This is expected to have a negative impact on local residents for long periods during construction. Some consultees say particular roads would not be suitable for HGVs and construction traffic, while others express concern about some local roads becoming 'rat runs' due to traffic displacement as a result of traffic management measures.</p> <p>Specific locations mentioned include Orsett, Chadwell St Mary, Upminster, Cranham, Shorne, South Ockendon, Linford, Romford, Baker Street, Rectory Road, Stifford Clays Road, Pear Tree Lane, Green Farm Lane, Ockendon Road, Princess Margaret Road,</p>	<p>Cobham Parish Council, Shorne Parish Council, Higham Parish Council, Port of Tilbury London Limited</p>	<p>Brentwood Borough Council, London Borough of Havering, Gravesham Borough Council, Kent County Council, Thurrock Council</p>	44	158	<p>which is documented in the Environmental Statement (Application Documents 6.1, 6.2 and 6.3).</p> <p>The Applicant has introduced proposals to reduce the impacts of the construction phase on local people and the road network.</p> <p>For example, during the Local Refinement Consultation in May 2022 consulted on proposals to increase the height of the carriageway within a cutting near the M25 and for additional landscaping at the proposed A13/A1089/A122 Lower Thames Crossing junction and at the A122 Lower Thames Crossing/M25 junction. These changes would allow for the reuse of excavated material and a significant reduction in the number Heavy Goods Vehicle journeys needed to remove excavated material offsite. This would have positive impacts on traffic flows on nearby roads during construction, with reduced environmental impacts too.</p> <p>In addition, during the Local Refinement Consultation, the Applicant consulted on amended proposals for utility works. Following discussions with Essex and Suffolk Water, the Applicant is no longer proposing a new water pipeline along residential Dock Road, removing the nine months of works and associated traffic management measures. The water pipeline utility works would take place in Coopers Shaw Road and would be completed in two months instead of</p>	Yes

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	Medebridge Road, North Road and Brentwood Road.					<p>nine months. This removed an area of land from the Order Limits and made changes to the required traffic management.</p> <p>The locations mentioned by consultees have been considered in the context of the proposed traffic management measures and the predicted impacts in those areas.</p> <p>The Applicant is satisfied that the impacts across the Project's affected area have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further changes to the traffic management or construction traffic are proposed.</p>	
BC12	<p>Comments suggesting that controls are put in place to prevent dust emissions from the mixing of grout or cement-based materials.</p> <p>There is an additional suggestion that only natural materials should be used for structures in the Kent Downs Area of Outstanding Natural Beauty.</p>	-	Gravesham Borough Council, Thurrock Council	0	1	<p>The construction phase is predicted to affect air quality as a result of emissions of dust from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures. Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement (ES) Appendix 2.2). With these mitigations in place, the air quality impacts of the Project during construction are not expected to be significant.</p> <p>More information about the assessment of air quality impacts during the Project's</p>	Yes

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						<p>construction and operation can be found in ES Chapter 5: Air Quality (Application Document 6.1).</p> <p>The Applicant has assessed the visual impacts on the Kent Downs Area of Outstanding Natural Beauty (AONB) during the Project's construction and operation and this is presented in ES Chapter 7: Landscape and Visual (Application Document 6.1), along with information about the proposed mitigation.</p> <p>The mitigation includes designing structures within and close to the Kent Downs AONB to an appropriate standard. This would involve using materials that are consistent and appropriate to the existing landscape's colour palette, such as weathered steel and local stone. Supporting structures would blend seamlessly with the landscape, avoiding the use of exposed concrete.</p> <p>Furthermore, a sense of place would be promoted through naming each bridge and incorporating this permanently into the deck or parapet so it can be seen by users. And, to act as local landmarks and signal entry into the AONB for motorists, the treeline on the bridges would be visible on the horizon on their approach to the area from the east and west.</p> <p>These and other design principles applicable to all structures and specifically to those within the AONB are secured within the Project's Design Principles (Application</p>	

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						Document 7.5), which is secured within Schedule 2 of the Applicant's draft Development Consent Order (DCO) (Application Document 3.1).	
BC13	<p>Comments expressing concern that works to divert overhead power lines would have a negative impact on local residents. For some consultees, the visual impacts on the local area were a particular concern. Some consultees say the Applicant has not provided sufficient information to the public about this element of the construction proposals. The classification of works as Nationally Significant Infrastructure Projects (NSIP) was also queried. Some consultees express concern that the Applicant has not explained why some overhead lines would be relocated underground, while others would not. It is commented that any decision to put overhead lines underground should comply with the UK's</p>	-	Gravesham Borough Council, Thurrock Council	1	4	<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. This includes minimising any interruption to supply during any work affecting utilities infrastructure.</p> <p>For more information about proposed utility works, refer to Environmental Statement (ES) Chapter 2: Project Description (Application Document 6.1). For more information about the construction schedule, see ES Appendix 2.1: Construction Supporting Information (Application Document 6.3).</p> <p>ES Chapter 7: Landscape and Visual (Application Document 6.1), presents the Applicant's assessment of the visual impact of the Project, including utilities and pylons, on the landscape during construction and operation, including any proposed mitigation.</p> <p>The Applicant has consulted on a large amount of information about utility diversion and specifically changes to overhead power lines. Following Statutory Consultation in 2018, the Applicant-continued to work closely with utility companies and has prepared</p>	Yes

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	National Policy Statements for Energy, such as EN-5.					<p>updated proposals that were consulted on during Supplementary Consultation in January 2020, Design Refinement Consultation in July 2020, and the Community Impacts Consultation in July 2021. During the Community Impacts Consultation, the Applicant published further refinements to the utility works required to build the Project in the Operations Update. Descriptions of utility works within each construction area and ward were explained in the Construction Update and Ward Impact Summaries respectively. For more information about the Community Impacts Consultation see Chapter 8 and Appendix S of this report.</p> <p>Since the Community Impacts Consultation, the Applicant has continued to work with utility companies and affected parties to develop the proposals for utility works. This has resulted in some refinements to the Order Limits and the proposed land use to deliver these works, which were published at the Local Refinement Consultation held in May and June 2022. These changes seek to ensure the road and the utility networks can be constructed and operated in a way that is sensitive to local communities and the environment.</p> <p>Following site investigations by the utility company (UK Power Networks) and feedback from landowners, the Applicant has refined the proposal to divert electricity</p>	

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						<p>networks to the west of Clay Tye Road and within Thames Chase Forest Centre, Uppingham. The new proposal reduces the amount of land and time required for construction of the utility diversion in the Thames Chase Forest Centre and neighbouring farmland as cables would no longer need to be installed under the M25. While there would be an increased visual impact associated with the overhead powerlines from the plans presented at the Community Impacts Consultation in October 2018, the new proposal only results in a minor change to the existing overhead power lines in this location. See ES Chapter 2: Project Description (Application Document 6.1) for more information.</p> <p>Since 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>With regards to Nationally Significant Infrastructure Projects (NSIPs), in the Community Impacts Consultation in July 2021, the Applicant concluded that a number of utility diversions would meet the relevant criteria for them to be defined as NSIPs in their own right.</p>	

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						<p>Details of utility works that meet the relevant NSIP thresholds were presented during the Community Impacts Consultation.</p> <p>The Applicant continues to keep the legal assessment of whether the proposed works are NSIPs under review and this Application sets out all of the utility-related NSIPs for which development consent is being sought. For a list of utility diversions that qualify in their own right as NSIPs, see ES Chapter 2: Project Description (Application Document 6.1).</p> <p>With regards to putting some existing overhead lines underground, the Applicant would seek to put underground specific overhead lines in order to meet the needs of the Project. While this is proposed because of the specific requirements of the Project, it would also have the benefit of removing a visual impact in the area. The Applicant's Planning Statement (Application Document 7.2) includes a series of National Policy Statements for Energy Infrastructure Accordance Tables that set out how the proposed utility diversions, including putting overhead lines underground, comply with UK's National Policy Statements for Energy, including EN-5.</p>	
BC14	General comments expressing concern about the impacts of the large workforce that would be needed to build the Project.	-	London Borough of Havering, Gravesham Borough	3	16	It is anticipated that the Project would support a total workforce of around 22,000, with this spread over the six-year construction period for the Project.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>Concerns include how a large workforce would be sourced when other large projects would be built in this area at the same time.</p> <p>Consultees also expressed concerns about the conduct of the workforce and potential antisocial behaviour, with some consultees, including landowners, citing poor behaviour of the workforce during the investigative works period.</p> <p>There are also calls for the Applicant to present more information about how local residents or the wider public could receive suitable training to allow them to work on the Project. These include requests for targets for local involvement in construction.</p>		Council, Kent County Council, Thurrock Council			<p>As part of the efforts to generate benefits for local communities, the Applicant intends to provide opportunities for local people that might enable them to work on the construction or operation of the route and would also seek to help local businesses form part of the supply chain that would build and operate the route. The Applicant is working with stakeholders to develop these plans and put them into action.</p> <p>The Applicant's Benefits and Outcomes Document (Application Document 7.20) provides a framework to communicate what is being delivered within the Project's Development Consent Order (DCO) and some of the wider activities undertaken by the Applicant (both already and planned for the future) in the local area of the Project to support local people and the environment.</p> <p>The Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement (ES) Appendix 2.2) sets out the commitments that the Project would be constrained by during the construction phase. These commitments are secured in the draft DCO (Application Document 3.1).</p>	
BC15	<p>Comments expressing concern about whether local services, such as healthcare, would be able to provide for the workforce required to build the Project. There are concerns that local healthcare services</p>	Thurrock Clinical Commissioning Group (CCG)	Kent County Council, Thurrock Council	0	8	<p>This precludes many activities that could be perceived as 'antisocial', such as smoking near residential areas or site entrances, dropping litter, congregating outside sites before or after work, or playing music or radios outdoors onsite. The CoCP would also set guidelines for how workers would</p>	No

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	are already overstretched and would not be able to cope with increased demand. There are also concerns that other local services, such as the fire service, may be burdened by the Project construction.					<p>minimise light and other forms of pollution while on the worksite. The appointed Contractor would also ensure there would be adequate welfare facilities, including toilets, for all staff.</p> <p>A significant proportion of the construction workforce is likely to be home-based (and therefore would already be registered with a general practitioner (GP)). Evidence from previous large-scale construction projects suggests that members of the temporary workforce are likely to remain registered with their home GP practice. The CoCP sets out that construction compounds would include welfare facilities for members of construction staff. In addition, the Applicant's Main Works Contractor's Scope document specifies that the appointed Contractor would have to provide occupational health and wellbeing services onsite, including treatment rooms for minor injuries and illnesses, and mental health support services.</p>	
BC16	Comments expressing concern about housing provision for the workforce required to build the crossing, with comments saying there has been insufficient information about workforce accommodation plans. Some consultees express concern that the local housing market could not cope with the increase in demand and worry that this would negatively impact the local community by reducing availability and increasing prices for those currently renting in the area.	Public Health England, Thurrock Clinical Commissioning Group (the CCG), Port of Tilbury London Limited	Gravesham Borough Council, Thurrock Council	1	18	<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 the Home, Safe and Well strategy. As such, the Applicant does not expect the construction of the Project to burden local health or emergency services.</p>	No
BC17	Comments expressing concern about how the construction workforce would travel to and from the construction areas, in particular concerns about	Port of London Authority (PLA), Cobham Parish	Brentwood Borough Council, London Borough of Havering,	2	10	<p>The Applicant has worked closely with emergency services in developing the</p>	No

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	<p>the impact of construction vehicles on the road network in the vicinity of the Project. Some consultees express concern that local roads would not be able to handle additional traffic from construction workers and that some routes would not be suitable for use by the workforce. There is a request to change the Project's proposed working hours to reduce traffic during rush hours.</p> <p>Some consultees say the Applicant has not put sufficient emphasis on encouraging the workforce to use sustainable travel, such as public transport (including buses and river transport), cycling and walking. Some consultees call for shuttle buses to be provided to transport workers from urban areas to compounds and Utility Logistics Hubs that are in more remote areas not well served by public transport.</p>	<p>Council, Higham Parish Council</p>	<p>Gravesham Borough Council, Kent County Council, Thurrock Council</p>			<p>Project's proposals and this engagement would continue after development consent is granted. For more information, see the Statement of Engagement (Application Document 5.2).</p> <p>With regards to impact on fire services, as set out in the CoCP, the Applicant would ensure that contractors have in place appropriate plans and management controls with the aim of preventing fire, along with procedures for responding to emergency events. The emergency procedures, including fire plans and controls, would be produced in consultation with emergency services and other relevant stakeholders.</p> <p>The Applicant expects some of the construction workforce to be accommodated at the northern tunnel entrance compound to facilitate tunnel works. Having part of the workforce temporarily accommodated onsite is standard practice for construction projects of the scale of the A122 Lower Thames Crossing and would allow for longer working hours, helping to reduce the overall construction phase. It would also help reduce the volume of workforce-related traffic in and out of the compound. The Project currently assumes a provision of temporary sleeping accommodation for up to 480 personnel. Onsite workforce accommodation would be within the boundaries of the construction compounds, which are described in the CoCP. The CoCP presents information about</p>	

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						<p>journey planning, including workforce travel, as well as information about staff accommodation</p> <p>The Applicant presents analysis of worker accommodation in ES Chapter 13: Population and Human Health (Application Document 6.1).</p> <p>The Worker Accommodation Report (Application Document 7.18) provides information about the number of workers expecting to be housed during the Project's construction phase and the type of accommodation that would be needed.</p> <p>In line with projects of a similar type and scale, it is expected that a considerable proportion of the workforce would be locally employed and would travel from their existing homes. The analysis predicts that there is sufficient accommodation for the construction workforce for the Project across various accommodation types (such as the private rented sector and visitor accommodation). The Applicant would provide workers with support in finding accommodation if required.</p> <p>The appointed Contractor would be required to ensure the construction workforce can safely access construction compounds. As outlined in the Framework Construction Travel Plan (FCTP) (Application Document 7.13), the uptake of sustainable and active modes of travel would be encouraged. This and other aspects of the appointed</p>	

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						<p>Contractor's work would be overseen by the Applicant and appropriate action taken to maintain high safety standards and reduce impacts on local roads. A draft FCTP was consulted on during the Community Impacts Consultation in July 2021. Feedback on that document is summarised elsewhere in Section 14.4 of this chapter, along with information as to how the Applicant had regard to that feedback. Commitments within the FCTP are secured within the draft DCO (Application Document 3.1).</p> <p>The Applicant's Transport Assessment (Application Document 7.9) describes the Project's impact on the strategic and local highway networks. It also sets out the impact of construction on the road network, including workforce traffic. Further information about where workers may travel from, including maps of likely origin locations and workforce numbers for different construction compounds, is included in the FCTP.</p> <p>A key aim of the FCTP is to minimise adverse local disruption or traffic impacts on the highway network from worker and visitor travel to and from construction areas and compounds. This would be achieved by reducing the number of single-occupancy vehicle trips and encouraging the uptake of sustainable and active modes of travel. Measures to encourage walking, cycling and sustainable transport include providing</p>	

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						<p>footways for pedestrians, controlling parking at compounds, and providing shuttle buses for workers from existing transport hubs.</p> <p>In the main, construction would be carried out during the normal working hours, as set out in the CoCP. The proposed working hours were presented during the Community Impacts Consultation in July 2021 and included information on normal core hours, 24/7 working and anticipated extended working hours.</p> <p>As set out in the CoCP, throughout the construction programme, with the exception of the tunnel activities (see below), normal working hours are proposed to be 07:00 to 19:00 on weekdays and 07:00 to 16:00 Saturdays, plus up to one hour before and after for start-up and close down procedures.</p> <p>The CoCP highlights the working hours strategy. This working strategy is used to assess the impacts of construction for traffic as well as impacts such as noise and air quality.</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). Management of arrival and departure times would form part of the TMP.</p>	

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BC18	<p>Comments expressing concern that the Project's construction would have a negative impact on local communities because the proposed daily working hours are considered to be too long. The environmental impacts of work starting early and finishing late were raised, as were the proposals to carry out some works on a 24/7 basis. It is said that noise and light pollution from construction would impact nearby residents, with 24/7 working likely to impact sleep patterns and public health. Some consultees asked for additional information about the proposed mitigation, saying not enough was provided during consultation.</p>	Shorne Parish Council	London Borough of Havering, Gravesham Borough Council, Thurrock Council	33	111	<p>Construction would mainly be carried out during the normal working hours, as set out in the Code of Construction Practice (CoCP), (Application Document 6.3, Environmental Statement (ES) Appendix 2.2). A draft CoCP was included in the Community Impacts Consultation in 2021. Comments in responses to that consultation are set out in Section 14.4 of this chapter, along with information as to how the Applicant had regard to those comments.</p> <p>To maximise the use of daylight hours during construction, the proposed normal working hours would be from 07:00 to 19:00 on weekdays (excluding bank holidays) and from 07:00 to 16:00 on Saturdays.</p> <p>The normal working hours set out in the CoCP also provide that earthworks may also be carried out between 07:00 and 22:00 Monday to Saturday, with this expected to be used during the summer to take advantage of better weather and extended daylight hours. This is specific to earthwork activities and only at locations that are 300m from sensitive receptor sites.</p>	No
BC19	<p>Comments requesting further information about aspects of the Project's construction, including how the works would be monitored and managed, what the working hours would be, and how any</p>	Thames and Medway Canal Association, Port of London Authority (PLA),	Brentwood Borough Council, Medway Council, London Borough of Havering,	13	28	<p>Normal hours for tunnelling and other underground works would be 24/7 because operating the tunnel boring machines, casting tunnel segments, and lining the tunnel continuously are necessary to minimise the risks associated with, among other things, ground movement and water ingress.</p>	No

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	environmental impacts would be mitigated.	Forestry England, Natural England, Shorne Parish Council, Higham Parish Council, Port of Tilbury London Limited	Suffolk County Council, Gravesham Borough Council, Kent County Council, Thurrock Council			<p>Site security would also work 24/7 around the compounds, Utility Logistics Hubs and other working areas.</p> <p>In addition to the hours described, workers would be able to operate up to one hour before and after start-up and close down procedures, although these preclude the making of significant noise. Additional repair and maintenance periods (if required) would also be allowed from 08:00 to 17:00 on Sundays and may include the operating of machinery.</p> <p>In addition to the tunnel construction activities, including making the precast lining segments, the Applicant has identified highways and utilities construction activities and locations that would operate 24/7 when required. Additional working hours would also be necessary for some works on the existing utility, road and rail networks to reduce disruption.</p> <p>These works, which include the support of the tunnelling works and works on the public highway, have been identified as they may need to be undertaken at night to maintain safety and reduce disruption to road, railway and utility networks.</p> <p>The Applicant would use noise reduction measures such as fencing around construction compounds, low-noise equipment and locate noisy activities as far away as possible from people's homes to reduce disturbance to local people.</p>	

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						<p>In addition to the measures in the ES, the mitigation for reducing the impacts from lighting, noise and vibration are set out in the CoCP and the Register of Environmental Actions and Commitments (REAC) (which forms part of the CoCP), which was also consulted on during the Community Impacts Consultation in July 2021.</p> <p>For example, noise mitigation measures set out in the CoCP include installing hoarding around the construction areas, siting noise generating activities away from schools and hospitals wherever practicable, avoiding the use of loudspeakers or loudhailers except in emergencies, turning off machinery when not in use, and specifying that non-percussive demolition techniques would be adopted where practicable.</p> <p>A Noise and Vibration Management Plan (NVMP) or equivalent would be prepared for each part of the construction works subject to consideration by the relevant planning authority.</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>Where needed and appropriate, lighting to site boundaries would be provided and would</p>	

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						<p>comply with the commitments in the CoCP. This would mean that lighting would be sufficient to provide a safe route for the passing public. Where appropriate, lighting would be activated by motion sensors to prevent unnecessary usage. Site lighting would comply with the Institution of Lighting Professionals' (2021) Guidance Note 01/21 – The Reduction of Obtrusive Light and would be designed, positioned and directed to prevent or minimise light disturbance to residents, habitats, as well as motorists and other transport users.</p> <p>As a result of the mitigation being implemented, there would be no significant impacts from the Project's lighting on the environment or local people during the construction phase.</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>	
BC20	General comments expressing concern that the Project's construction would have a negative impact on the environment. Some consultees say the Project's environmental assessments have not been carried out properly, while others are concerned that the Project's	Natural England	Thurrock Council	4	60	Minimising adverse impacts on 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 (including impacts on local people), while still allowing the Project to be built safely and efficiently. The Scheme	No

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	impacts would not be mitigated sufficiently, or that proposed mitigation would not be carried out as described.					<p>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 construction while still fulfilling the Scheme Objectives, thereby avoiding unnecessary impacts on communities, buildings, environmentally sensitive areas and farmland.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans such as the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Schedule 2</p>	

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						<p>Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>The Applicant's EIA has been carried out according to the guidance set out in the Design Manual for Roads and Bridges (DMRB). The EIA has been produced in accordance with the relevant legislation including the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) and the requirements from the National Policy Statement for National Networks (NPSNN) (Department for Transport, 2014) that set out what the assessment should include, the EIA scoping and recognised methodologies, such as those applicable to the topic-specific chapters in the ES. Each of these chapters includes information explaining the baseline, the predicted impacts, and the proposed measures to reduce adverse impacts caused by construction and operation of the Project.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained, including measures to reduce the impacts on local communities. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the</p>	

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						<p>Project to mitigate impacts identified in the ES.</p> <p>Compliance with the CoCP and the REAC is a legally binding requirement of the draft DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that</p>	

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						<p>were provided in responses to the consultation are set out in Section 14.4 of this chapter, along with an explanation as to how the Applicant has had regard to them.</p> <p>In line with standard EIA methodology, the environmental impacts of the Project have been assessed by topic area, with appropriate mitigation measures provided for each. In some topic areas – air quality, climate, marine biodiversity, and road drainage and water environment – the Applicant's proposals mean there are no likely significant effects predicted during the Project's construction.</p> <p>In other topic areas – terrestrial biodiversity, geology and soils, material assets and waste, cultural heritage, landscape and visual, noise and vibration, and population and human health – there are predicted to be some significant impacts during the Project's construction.</p> <p>Where significant effects are predicted, these have been reduced to levels the Applicant considers acceptable based on industry-standard measures and the expected benefits of the Project, which include the reduction in congestion at the Dartford Crossing. A summary of the Project's likely significant effects can be found in the Applicant's Environmental Statement Non-Technical Summary (Application Document 6.4).</p>	

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						In addition to the EIA, a Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes and Special Protection Area and Ramsar site or any other European designated site.	
BC21	Comments expressing concern on the grounds that the Project's construction would lead to an increase in airborne dust levels, affecting local communities. Some consultees say that existing air quality in the area is poor and that any deterioration due to the Project's construction would negatively impact the health of local people. The duration of the construction phase, at around six years, is	Shorne Parish Council	Gravesham Borough Council, Thurrock Council	17	43	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, including air quality impacts, while also setting out the proposals to reduce those impacts on local communities. For example, the Ward Impact Summaries described what construction activities would take place in each local authority ward area, as well as information about the air quality impacts that could affect those areas. The consultation materials also described the mitigation measures that would be	No

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	frequently mentioned as a factor in people's concern about the impact of dust on public health. Some consultees say the information provided on mitigating dust impacts was not sufficient.					<p>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 and traffic assessments.</p>	
BC22	<p>General comments expressing concern about the Project on the grounds that that its construction would lead to a reduction in air quality for nearby communities as a result of construction activities and an increase in traffic due to additional construction vehicles or congestion associated with the Project's proposed traffic management measures. The impact on vulnerable people, particularly the elderly and children, is a concern, including those in nearby care homes and schools.</p> <p>Some consultees say the construction compounds and worksites are too close to areas that already have poor air quality. Some</p>	Shorne Parish Council	London Borough of Havering, Gravesham Borough Council, Kent County Council, Thurrock Council	32	173	<p>Other documents consulted on during the Community Impacts Consultation 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 and other construction impacts on local communities.</p> <p>Construction of the Project is likely to generate dust emissions and cause changes in traffic patterns as a result of construction vehicles and traffic management measures. These have the potential to affect local air quality. To assess the environmental impacts of the construction of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3).</p>	No

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	consultees say any further reduction in air quality cannot be sufficiently mitigated and would be contrary to World Health Organization (WHO) guidelines and Government thresholds for air quality.					ES Chapter 5: Air Quality (Application Documents 6.1) includes information about air quality impacts in areas near the Project during construction, as well as any proposed mitigation measures. It sets out measures that would be implemented to mitigate the impact of construction on air quality, such as dust suppression and the implementation of emission standards to reduce emissions from vehicles and construction machinery.	
BC23	Comments expressing concern on the grounds that the Project's construction would cause a reduction in air quality in specific locations. Specific locations mentioned include Chadwell St Mary, Orsett, Ockendon, Blackshots, East Tilbury, Chalk, Gravesend, Riverview Park, Shorne, Cranham and Upminster. Consultees also expressed concern about a reduction in air quality along specific roads, including Stifford Clays Road and Ockendon Road.	-	Thurrock Council	32	83	<p>These measures are included in the CoCP (Application Document 6.3, ES Appendix 2.2) and the REAC, which forms part of the CoCP. With these mitigations in place, the air quality impacts of the Project during construction are not expected to be significant.</p> <p>The mitigation measures set out in the CoCP and the REAC are legally secured in the draft Development Consent Order (DCO) (Application Document 3.1), meaning the appointed Contractor would be committed to implementing that mitigation</p> <p>As well as providing mitigation measures during construction, the Applicant has also iteratively revised the designs for the Project to reduce the use of local roads by construction vehicles. Since the Statutory Consultation in October 2018, amendments to the Applicant's designs have nearly halved (reduced by 46%) the proposed numbers of Heavy Goods Vehicle (HGV) journeys during construction. This includes further reductions</p>	No

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						<p>in HGV journeys since the Community Impacts Consultation as a result of redesigning some of the Project's earthworks to reduce the volume of excavated material that would need to be transported offsite, reducing vehicle emissions.</p> <p>ES Chapter 13: Population and Human Health (Application Document 6.1), describes how local communities might be affected by the construction of the Project, including air quality impacts, and the ways that these impacts would be reduced.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>During the construction phase, local people would benefit from work and training opportunities provided by the Project during construction, which are likely to have positive impacts on mental health. However, while construction impacts have been mitigated as far as reasonably practicable, there would be temporary negative impacts on communities from construction activities. These could result in mental health impacts on local</p>	

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						<p>people – for example, due to anxiety around perceived changes in air quality or as a result of changes to noise levels. Longer journey times due to traffic management and road closures, reduced access to green spaces and closures of walking, cycling and horse-riding routes could also impact people's health and wellbeing. Some local businesses, including farms, would have land temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of 30 residential and 5 commercial properties.</p> <p>The assessments have taken into account national and European standards, as outlined in ES Chapter 5 (Application Document 6.1), rather than those from the World Health Organization, which are advisory, not mandatory.</p> <p>The locations mentioned by consultees have been considered in the context of the proposed mitigation measures and the predicted impacts in those areas. The Applicant is satisfied that the impacts across the Project's affected area have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
BC24	Comments expressing concern that the Project's construction would result in a significant increase in	-	Thurrock Council	11	25	As part of the Development Consent Order application, the Applicant has explained how the relevant legislative and policy requirements in relation to climate change	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
	carbon emissions, counter to Government objectives on climate change. Some consultees say achieving emissions targets is a greater priority than building the Project. Some consultees ask whether the carbon emissions during construction would be offset by the Applicant and what percentage of construction vehicles would be electric.					impacts are met. An Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 15: Climate (Application Document 6.1), assesses the Project's impact on climate change, including greenhouse gas emissions during construction and operation, and sets out the proposed mitigation measures, including those measures that are secured through the Carbon and Energy Management Plan (Application Document 7.19). The assessment concludes that the increase in greenhouse gas emissions resulting from the Project would not have a material impact on the ability of Government to meet its carbon reduction targets, in accordance with the policy test set out in the National Policy Statement for National Networks (Department for Transport, 2014).	
BC25	Comments suggesting the Applicant should use innovative approaches for the Project's construction to reduce its environmental impact. Suggestions include the use of low-emission construction vehicles. The Applicant is urged to make the Project an exemplar for low-carbon construction techniques and innovation.	Kent Downs AONB Unit, Port of London Authority (PLA), Natural England	Brentwood Borough Council, London Borough of Havering, Essex County Council, Gravesham Borough Council, Kent County Council, Thurrock Council	0	15	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	Yes

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						<p>position in the industry today and would result in construction emissions equivalent to 1.76 million tonnes of carbon dioxide.</p> <p>However, the Applicant is committed to going further and to using the time available before construction begins to explore ways of achieving greater reductions in emissions. The Carbon and Energy Management Plan therefore provides a framework within which the Applicant and Contractors would, working closely with industry partners, seek to identify and develop innovative ways of reducing the Project's construction emissions below today's industry-leading position. The Carbon and Energy Management Plan also sets out the low-carbon solutions that would be deployed by the Applicant to manage and maintain the Project once it is operational.</p> <p>The Applicant has considered the additional carbon emissions from road users that could result from operation of the Project over a 60-year period and presented this information in ES Chapter 15 (Application Document 6.1). 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</p>	

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						<p>period, compared with the more conservative figure that results from the use of national projections included in the current version of the Department for Environment, Food and Rural Affairs (Defra's) Emissions Factors Toolkit.</p> <p>The Project's carbon model included a number of assumptions related to the use of energy efficient equipment including hybrid and electric plant during the construction phase resulting in a reduction of greenhouse gas emissions.</p> <p>The Project has assumed that the current best-practice level of hybrid and electric plant would be used. By assuming this level of hybrid and electric plant, the Applicant has reduced the construction emissions by around 9,000 tonnes of carbon dioxide emissions compared with a comparable construction project that uses internal combustion engine machinery.</p> <p>In addition, the Applicant proposes to use energy efficient equipment such as jet fans, LED lights, active/adaptive lighting, and visibility and air quality sensors. Further information has been included within the Applicant's Carbon and Energy Management Plan (Application Document 7.19).</p> <p>Since Statutory Consultation in October 2018, amendments to the Applicant's designs have nearly halved the proposed numbers of Heavy Goods Vehicle (HGV) journeys during construction. The Applicant's</p>	

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						proposals during the Community Impacts Consultation in July 2021 resulted in an average of 10,350 HGV journeys per month across the whole Project. After the Community Impact Consultation, the Applicant made additional design changes to the landscaping and carriageway height at certain locations, resulting in an average 9,500 HGV journeys per month being required, a 46% reduction from the 2018 proposals. The Applicant consulted on the latest proposals during the Local Refinement Consultation in May 2022.	
BC26	<p>Comments expressing concern about waste generated by the Project's construction, with some consultees saying waste would not be effectively managed and there should be more information provided about waste control, disposal and recycling targets.</p> <p>Other concerns relate to construction waste management, including how excavated chalk would be moved, and what measures would prevent ground contamination by hazardous waste.</p>	-	Medway Council, London Borough of Havering, Gravesham Borough Council, Thurrock Council	0	4	<p>An Excavated Materials Assessment (Application Document 6.3, Environmental Statement (ES) Appendix 11.1) has been carried out to identify appropriate sites to receive and manage excavated materials, including those from tunnelling. The assessment has identified the availability of capacity in the local waste management infrastructure and evaluated potential sites against sustainability criteria, including distance from the Project and their accessibility to different transport modes.</p> <p>The assessment of material assets and waste is documented in ES Chapter 11: Material Assets and Waste (Application Document 6.1). The appointed Contractor would produce a Site Waste Management Plan (SWMP), which would be incorporated in the Environmental Management Plan Second Iteration. Commitments within the</p>	No

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	<p>There were concerns that the proposals to use river and rail transport are not sufficient to reduce impacts on the road network. There were also concerns that the necessary assessments of the impacts of river transport on marine biodiversity have not been carried out, nor assessments of increased shipping movements on existing river traffic.</p>					<p>SWMP are secured within the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>The Project would implement the waste hierarchy: prioritising the elimination of sources of waste, reusing site-derived wastes onsite (including material excavated from cuttings), and minimising the volume sent offsite for recycling, recovery or disposal. ES Appendix 11.5: Waste Assessment Supporting Data (Application Document 6.3) shows that the Project would divert more than 70% of waste from landfill. It is anticipated that this would be achieved by undertaking remediation or treatment within the Order Limits or offsite at third party facilities. Where hazardous construction waste cannot be diverted from landfill, the justification and evidence would be provided by the appointed Contractor and logged in the SWMP.</p> <p>The diversion of waste from landfill would reduce the number of vehicle movements required during the construction phase. In line with feedback received during consultation, 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 majority of the excavated chalk near the South Portal to improve local biodiversity and ecological connectivity. Near</p>	

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						<p>the North Portal, the use of excavated materials onsite is proposed for a new landform, Tilbury Fields, with footpaths leading up to elevated viewpoints looking out to the south, east and west, from which Coalhouse and Tilbury Forts would be visible. The surrounding area would be restored for grazing, in keeping with the existing land use. For more information, see the Design Principles (Application Document 7.5), which provides more information about the proposals to reuse excavated material at Chalk Park and Tilbury Fields as well as Project-wide landscaping proposals.</p> <p>The 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 in May 2022 is no longer required. This is because further assessments of the geology of the area and refinements to construction practices 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>More information on the Applicant's approach to the excavation, storage and movement of waste material can be found in the outline Site Waste Management Plan (oSWMP) (Application Document 6.3, ES Appendix 2.2, Annex A) and the outline Materials Handling Plan (oMHP) (Application</p>	

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						<p>Document 6.3, ES Appendix 2.2, Annex B). The oSWMP includes information about measures the appointed Contractors would be required to carry out to minimise the risk of wastewater or contamination from run-off. Draft versions of these documents were published in July 2021 during the Community Impacts Consultation. These documents provide information about target setting and monitoring requirements. Specific monitoring is required for material assets and waste receptors, and the Register of Environmental Actions and Commitments, which forms part of the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2), summarises and secures the monitoring that would be carried out during the construction phase.</p> <p>These consultation documents can be found in Appendix S of this report. Comments on those documents received during consultation are reported elsewhere in Section 14.4 of this chapter, along with information as to how the Applicant had regard to those comments.</p> <p>Excavated materials from the tunnels would be in the form of slurry pumped from the boring machine to the surface slurry treatment plant equipment where the material is dewatered to form suitable spoil which is deposited at Tilbury Felds located on top of Goshems Farm, near to the North Portal. The vast majority of other excavated</p>	

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						<p>materials, such as from cuttings, would be used onsite, with the remainder (for example, any contaminated material) removed by road or river.</p> <p>The use of railways to remove excavated materials or bring in materials is not practicable due to the lack of proximity to suitable railhead.</p> <p>The percentage removed by river would be decided by the appointed Contractor taking account of factors such as available marine-accessible reception sites. The Applicant has carried out the necessary assessments to allow for road and river transport and appropriate powers are sought under the draft DCO (Application Document 3.1). For example, ES Chapter 9: Marine Biodiversity (Application Document 6.1) includes assessments of any impact on sensitive marine habitats, while a Preliminary Navigational Risk Assessment (Application Document 7.15) has also been carried out to assess the impact of any increased shipping movements as a result of the Project's construction.</p> <p>The Applicant has committed to a target for use of port facilities for the import of bulk aggregates. These targets are now contained in the oMHP (Application Document 6.3, ES Appendix 2.2, Annex B). The tunnel boring machine removal method and route would be selected by the appointed Contractor in accordance with the</p>	

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						<p>restrictions of the Development Consent Order. Further discussions would take place with relevant stakeholders when the execution-level plans (the MHP and Traffic Management Plan) are being prepared.</p> <p>On the north bank of the River Thames, there are currently two operational jetties close to the Order Limits (the North Portal area). However, both jetties are fully utilised by existing landowners and business owners and do not have additional capacity to import materials for the construction of the Project.</p> <p>The existing local supply network provides various means to transport material via river to existing jetties and wharves and to local hubs via rail for onward transportation to work sites via the road network. Appendix A of the oMHP provides a list of suppliers and their river and rail capabilities, while also taking into consideration their proximity to the construction compounds.</p>	
BC27	Suggestions that the Project should source as much of the material for the crossing locally, both to ensure benefits to the local economy and to reduce transport movements.	Port of London Authority (PLA), Port of Tilbury London Limited	London Borough of Havering, Thurrock Council	0	0	The Applicant would encourage small and medium-size enterprises (SMEs) and local businesses to play a key part in the Project's supply chain, in line with the Government's aspiration of ensuring 30% of all procurement spend is with SMEs. The Applicant is building a database of local suppliers through a Supply Chain Directory, with businesses able to register interest in working on the Project via the Applicant's website. This information is being used to ensure major Project bidders use a supply	Yes

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						chain local to Essex and Kent. The Applicant also recently held two 'Meet the Bidder' events for SMEs local to the site to help them find out more about the Project and the Applicant's ambitions and requirements, build connections with future Delivery Partners and network with fellow local businesses. In addition, the Applicant's partnership with the Supply Chain Sustainability School provides online training and resources to help local suppliers prepare ahead of opportunities to bid for work with the major contractors.	
BC28	General comments expressing concern about the potential for the Project's construction to contaminate nearby water supplies. There are requests for further mitigation to minimise the risk of wastewater and runoff from construction activities affecting groundwater, rivers and local water supplies.	Port of London Authority (PLA), Shorne Parish Council	Thurrock Council	3	4	The Applicant has taken steps to mitigate the potential impacts of construction on the local environment, including on terrestrial and marine biodiversity. Minimising environmental impacts wherever practicable, including the impact of wastewater and potential contaminants, is one of the Scheme Objectives as set out in the Need for the Project (Application Document 7.1). To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the 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. For construction, good practice or essential mitigation is set out in the Code of	No
BC29	Comments expressing concern that the Project's construction would contaminate the River Thames, with negative impacts on marine wildlife. Proposals for a drainage	Shorne Parish Council	Thurrock Council	0	3		No

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	<p>pipe entering the River Thames north of the South Portal were criticised. The proposed ground protection tunnel south of the River Thames was also a concern, with consultees saying these works could also contaminate the Thames Estuary and Marshes Special Protection Area and Ramsar site.</p>					<p>Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. ES Chapter 8: Terrestrial Biodiversity and Chapter 9: Marine Biodiversity (Application Document 6.1) set out the baseline conditions and explain how relevant flora and fauna have been valued and assessed. These chapters present the assessment of the impacts of construction, including compounds, tunnel boring and temporary haul roads, on terrestrial and marine wildlife.</p> <p>ES Chapter 14: Road Drainage and the Water Environment (Application Document 6.1) presents the assessment and mitigation measures designed to ensure that drainage from the Project's construction does not have any significant impact on the local water environment. The assessment includes information about how contaminated runoff during the route's operation would be controlled and cleaned before re-entering local water systems. It also sets out how any wastewater from construction would be managed.</p> <p>The Water Framework Directive Assessment (Application Document 6.3, ES Appendix 14.7) presents an assessment of elements of the Project with the potential to impact nearby water systems. These include the ground protection tunnel, water outfalls, and</p>	

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						<p>construction compound drainage. The Applicant's proposals for road drainage and the water environment mean there are no likely significant effects predicted during the Project's construction phase.</p> <p>Surface water drainage would be provided for all surfaced roads and yards, buildings and any other hard or impermeable surfaces within construction compounds or worksites. Berms and bunds would be constructed to manage surface water runoff where necessary to protect watercourses, prevent ponding and to keep general runoff separate from contaminated runoff. Rainfall runoff from areas where there is a risk of contamination would be managed using temporary drainage systems and would be subject to treatment prior to discharge to any surface watercourse or drain. Rainfall runoff from areas of low contamination risk would be captured and reused when reasonably practicable, such as to supply wheel wash facilities or for dust suppression. Permits would be required for dewatering, discharges to surface or groundwater from construction and operational activities.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the</p>	

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						<p>Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p> <p>The Applicant has conducted extensive monitoring and surveys to establish baseline water quality. To reduce the potential for ecological impact, drainage would be set back from the banks of watercourses, and treatment and filtration systems (such as vortex grit separators) would be used to safeguard surface and groundwater quality in accordance with established design and maintenance standards and agreed in consultation with the Environment Agency.</p> <p>As part of the ongoing design development, including discussions with stakeholders, the Applicant has made several changes to the Project and its Order Limits since the Design Refinement Consultation in July 2020. A previously proposed water outfall (drain into the River Thames) has been removed from the Project so it would not impact the Ramsar site. Details were included in the Ward Impact Summaries (South) document, (see Appendix S of this report).</p>	

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						The proposed ground protection tunnel and main tunnel crossing have been assessed due to the sensitivity of the internationally important South Thames Estuary and Marshes Site of Special Scientific Interest (SSSI), Shorne Marshes RSPB Reserve and the Thames Estuary and Marshes Ramsar site and the potential for groundwater drawdown beneath it from the construction and operation of the proposed main tunnel crossing. Grouting conducted from the ground protection tunnel would significantly minimise possible groundwater drawdown and disturbance of the Ramsar site (and near the North Kent Railway line and Thames and Medway Canal) during construction of the main tunnel. The results of modelling show that predicted groundwater inflow into the ground protection tunnel and shafts is moderately low due to proposed mitigation. Further information is included in the Hydrogeological Risk Assessment (Application Document 6.3, ES Appendix 14.5, Annex 10).	
BC30	Comments expressing concern that the Project's construction would lead to an increase in the risk of flooding or damage existing flood defences. Some consultees call for management plans to be in place to mitigate flood risk	Shorne Parish Council	Medway Council, Kent County Council, Thurrock Council	2	13	The impacts on flood risk and water management during construction are assessed in the Environmental Statement (ES) Chapter 14: Road Drainage and the Water Environment (Application Document 6.1). The ES presents information about proposed measures to mitigate any adverse effects of the Project's construction on flood risk and water management. In addition, an	No

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	and for clarification as to whether the Applicant would be responsible for damage to any existing flood defences. Comments include concerns about the Project being built on flood plain or marshland, with some mentioning the additional risk for flooding brought about by climate change.					assessment of the risk of flooding within the proposed Order Limits and other areas affected by the Project being constructed and operated, is contained within the Flood Risk Assessment (Application Document 6.3, ES Appendix 14.6). This document also summarises all national, regional and local legislation directly or indirectly related to flood risk. The proposals have been designed to meet the policies in the National Policy Statement of National Networks (Department for Transport, 2014) and National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021). These documents set out Government policy on development and flood risk. In accordance with national policy, the Project would not increase flood risk, except for some pre-designated areas known as Compensatory Flood Storage Areas (CFSA). 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. The Environment Agency maintains flood defences in the vicinity of the proposed new road. Visual inspections of existing Environment Agency assets, including the Bowaters Sluice and other flood defences on the Project route, have been carried out to	
BC31	Comments expressing concern that the Project's construction would lead to an increased flood risk in specific locations, including Linford, Cranham, North Ockendon, Two Forts footpath, Lower Higham Road, and Southern Valley Golf Course. There are concerns about the potential for the tunnel to cause dewatering of the Thames Estuary and Marshes Special Protection Area and Ramsar site.	-	Kent County Council, Thurrock Council	3	7		No

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						<p>scope an asset condition monitoring programme. The monitoring would collect a robust pre-construction baseline dataset against which any impacts from the Project's construction phase can be monitored. Existing flood defences would be monitored during construction to detect any effects on their condition or integrity, with remedial actions put in place if any impact were to be identified.</p> <p>The potential for an impact on the integrity of the River Thames flood defences due to ground movement during tunnelling would be minimised by adopting tunnelling best practice, such as continuous working, erecting linings immediately after excavation, grouting, management of the tunnel face pressures and the measurement of excavated material quantities. In line with the requirements of the Environment Agency, flood defences would be monitored to establish a pre-construction baseline and for a period of at least two years after completion of the works to construct the tunnel. The monitoring methodology would be agreed with the Environment Agency.</p> <p>The Applicant consulted on the proposed flood mitigation measures for construction as part of the Community Impacts Consultation in July 2021.</p> <p>With regards to protecting the water table near Chalk, and avoiding dewatering marshes near the River Thames, after</p>	

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						<p>Statutory Consultation the Applicant reviewed the location of the South Portal and its potential impact on groundwater, concluding that the design proposed at Statutory Consultation in 2018 could result in potentially adverse impacts on the groundwater at the Thames Estuary and Marshes Special Protection Area and Ramsar site north of the South Portal. In revising the design of the proposed M2/A2/A122 Lower Thames Crossing junction after Statutory Consultation, the South Portal was moved 350m southwards, mitigating the impact on the Ramsar site, while still maintaining safety standards on the link between the tunnel and the proposed M2/A2/A122 Lower Thames Crossing junction. More information about the design of the route can be found in the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5).</p> <p>The locations mentioned by consultees have been considered in the context of the proposed mitigation measures and the predicted impacts in those areas. The Applicant is satisfied that the impacts across the Project's affected area have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	

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BC32	<p>Comments expressing concern about the use of hazardous materials during construction. Consultees say the Project's construction activity could contaminate land, that existing hazardous materials in the ground may be disturbed, or that unexploded ordnance (UXO) might be disturbed by building works. The former RAF base near Gravesend was mentioned in relation to UXO.</p> <p>Some consultees requested more information about how hazardous construction materials would be handled and claimed that excavated material volumes do not account for the post-excavation bulking that occurs.</p>	Historic England	London Borough of Havering, Gravesham Borough Council, Thurrock Council	4	16	<p>The Applicant has carried out extensive ground investigations that have informed the assessments in Environmental Statement (ES) Chapter 10: Geology and Soils (Application Document 6.1). The appointed Contractor would carry out further ground investigations and would be required to produce a Remediation Strategy to manage the risks of land and water contamination. This commitment is secured in the Register of Environmental Actions and Commitments, which forms part of the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2). The CoCP sets out the range of controls and mitigation measures that would be used to limit or avoid environmental impacts during construction, including the safe treatment of hazardous substances. The appointed Contractor would be required to follow the requirements of an Environmental Management Plan and, where necessary, to obtain appropriate permits for the use of hazardous substances, as well as implement appropriate controls for their storage and use.</p> <p>Ground investigation works have provided information on the physical (geotechnical) and chemical properties of excavated material. This has enabled the Applicant to understand the anticipated quantities and geology of the excavated materials to establish appropriate handling and use onsite, or management offsite if surplus to</p>	No

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						<p>requirements or if hazardous materials are encountered.</p> <p>To protect the safety of Project personnel and the public, assessments have been carried out as part of the Environmental Impact Assessment (EIA), which are documented in the ES. ES Chapter 10: Geology and Soils (Application Document 6.1) of the ES presents the findings with regards to potential underground hazards such as unexploded ordnance, bomb craters and deneholes. The ES explains how potential impacts from these hazards would be mitigated. The Geophysical Survey Reports (Application Document 6.3, ES Appendix 6.7) presents the results of the geophysical surveys, while the Unexploded Ordnance (UXO) Desk Study and Risk Assessment (Application Document 6.3, ES Appendix 10.10) provides additional assessments of the risk from unexploded ordnance.</p> <p>The site of Gravesend Airfield (the former RAF Gravesham) has been considered as part of this assessment, with a detailed review of records and historical photographs. Further information about the hazard level is included in the UXO Desk Study and Risk Assessment (Application Document 6.3, ES Appendix 10.10).</p> <p>Emergency Preparedness Procedures, which are also commitments set out the in CoCP, would be reviewed quarterly or to</p>	

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						<p>reflect changes in procedure, whichever is sooner. Preparation and drills would include procedures in the event of the discovery of UXO, flood emergency response procedures, and running emergency rescue drills from underground locations. The appointed Contractors would ensure that the requirements of the relevant fire authority are followed for the provision of site access points.</p> <p>More information on the volumes of excavated materials, estimated quantities of hazardous materials and the Applicant's approach to the excavation, storage and movement of waste material can be found in the outline Site Waste Management Plan (oSWMP) (Application Document 6.3, ES Appendix 2.2, Annex A) and the outline Materials Handling Plan (oMHP) (Application Document 6.3, ES Appendix 2.2, Annex B). Draft versions of these were consulted on during the Community Impacts Consultation in July 2021.</p> <p>With regards to the volumes of excavated materials, details of these are presented in the Excavated Materials Assessment (EMA) (Application Document 6.3, ES Appendix 11.1). The first draft of the EMA provided figures calculated without bulking. Following the Community Impacts Consultation, the Applicant has updated the oMHP to include the latest anticipated earthwork quantities including surplus material and hazardous</p>	

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						waste for management offsite. The quantities demonstrated takes into consideration bulking factors supported by information provided from the ground investigation works carried out to date.	
BC33	Comments expressing concern that heritage assets such as listed buildings, scheduled monuments and artefacts of archaeological importance would be negatively impacted or destroyed as a result of the Project's construction. Assets or locations mentioned include the Cobham Park and Darnley Estate area, Thong Village, Upminster, Cranham and Great Warley.	Kent Downs AONB Unit	London Borough of Havering, Gravesham Borough Council, Kent County Council, Thurrock Council	4	15	<p>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 and assets of local importance. 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, traffic and construction impacts that could affect those areas. 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. The information consulted included an explanation as to how the Project's construction and operation would impact built heritage assets, including Conservation Areas, listed buildings and scheduled monuments.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Since the Community Impacts Consultation, the Applicant has updated its proposals in response to feedback received during consultation and undertaken further assessments, including an Environmental Impact Assessment (EIA) and updated traffic modelling. These are set out in detail in the application for development consent. As part of the EIA, the Applicant has assessed the impact of the Project's construction on cultural heritage assets, including Conservation Areas, listed buildings, scheduled monuments, buildings of local importance, and archaeological assets. The cultural heritage assessment includes assets within the Order Limits that would be directly affected by the Project and assets outside the Order Limits that would experience change to their setting.</p> <p>This assessment is documented in Environmental Statement (ES) Chapter 6: Cultural Heritage (Application Document 6.1) which sets out the baseline conditions, the Project's impacts and the proposed mitigations on heritage assets.</p> <p>Impacts on built heritage assets were included in the Ward Impact Summaries (see Appendix S of this report). Each ward summary provided information about how the Applicant sought to preserve the integrity of local built heritage where practicable. Examples of mitigation include tree planting that would screen heritage assets 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>improve views as it establishes and road lighting being minimised where it is safe and practical to do so. For example, commitments within the Design Principles (Application Document 7.5) set out how the Applicant would screen the Project from visitors to Shorne Woods Country Park (including Park Pale) and Cobham Hall. Commitments within the Design Principles are secured within the draft Development Consent Order (Application Document 3.1).</p> <p>To reduce construction impacts on heritage assets, compounds would be fenced and screened, while dust and noise would be minimised. Where archaeological remains or built heritage features need to be removed, a detailed cultural record would be created beforehand.</p> <p>There would be significant impacts on cultural heritage during construction. Three listed buildings in Orsett would be demolished, while most of the Orsett Cropmarks Scheduled Monument would also be removed. There would be complete or partial removal of over 300 non-designated and six low-value built heritage assets, as well as permanent or temporary effects on the setting of two additional Scheduled Monuments near Orsett, three Conservation Areas and seven non-designated archaeological features.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>More information about the proposed cultural heritage mitigation measures, including those for archaeological remains, historic buildings and landscapes can be found in the draft Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (Application Document 6.3, ES Appendix 6.9). The measures in this document would be implemented in accordance with the Register of Environmental Actions and Commitments (REAC), which forms part of the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2). Commitments with regards to cultural heritage in the CoCP and REAC are secured in the draft DCO (Application Document 3.1). Additional general measures that the appointed Contractors would be required to implement across the Project to reduce impacts on built heritage can be found in the Design Principles.</p>	
BC34	<p>General comments expressing concern about the impact on the landscape and other visual impacts of the Project's construction. Concerns include the loss of views, Green Belt and agricultural land during the construction phase.</p>	<p>Kent Downs AONB Unit, Natural England, Shorne Parish Council</p>	<p>London Borough of Havering, Gravesham Borough Council, Thurrock Council</p>	20	162	<p>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, including information about the Project's landscape and visual impacts. For example, the Ward Impact Summaries described what construction and operational activities would take place in each local</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
BC35	<p>Comments expressing concern about the impact on the landscape and other visual impacts of the Project's construction. Concerns include the loss of views, Green Belt, agricultural land and other areas of the countryside during the construction phase.</p> <p>Specific locations mentioned include Chadwell St Mary, Ockendon, Warley, Tilbury, Linford, Corringham, Shorne, Higham, Thurrock, Medway, Meopham, Cobham, Upminster, Gravesham, Foxes Green, Davys Place, Ifield, Orsett and Chalk.</p>	Natural England, Port of Tilbury London Limited	Gravesham Borough Council, Thurrock Council	11	52	<p>authority ward area, including how construction impacts would affect the landscape. 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 and traffic assessments.</p> <p>Additional information about how the Project would look during construction, including visualisations, was published in the Construction Update, which was consulted on during the Community Impacts Consultation. During consultation, the Applicant also published a video fly-through of the Project's construction.</p> <p>Since the Community Impacts Consultation, the Applicant has updated its proposals in response to feedback received during consultation and undertaken further assessments, including an Environmental Impact Assessment (EIA) and updated traffic modelling. These are set out in detail in the application for development consent.</p> <p>The Applicant's EIA is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3), with ES Chapter 7: Landscape and Visual</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>(Application Document 6.1), setting out the visual impacts of the Project on the landscape, including land designated as Green Belt, woodland (including ancient woodland) and open spaces.</p> <p>During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans such as the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The landscape assessment reports the landscape and visual impacts during construction of the Project. Impacts include the loss of landscape features, such as agricultural land, that contribute to the overall character of the landscape. The assessment includes consideration of mitigation measures proposed to reduce impacts, as well as the effects of traffic, street lighting, signage and technology on both the landscape character and visual amenity. The</p>	

Code	Summary of issue(s) raised	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 assessment follows the principle of avoiding impacts where practicable and, where this is not, developing appropriate mitigation measures to reduce the impacts. Mitigation measures are set out on the Environmental Masterplan. The Environmental Masterplan is secured through Schedule 2, Requirement 5 of the draft Development Consent Order (Application Document 3.1).</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. These are documented in detail in ES Chapter 7 (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
						The locations mentioned by consultees have been considered in the context of the proposed mitigation measures and the predicted impacts in those areas. The Applicant is satisfied that the impacts across the Project's affected area have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.	
BC36	General comments expressing concern that the Project's construction would lead to an increase in light pollution in the vicinity of the works and on local roads, which would have a negative impact on local residents. Consultees express concern about the use of floodlights at construction compounds, hubs and worksites, as well as the potential for night-time construction traffic.	Port of London Authority (PLA), Natural England, Shorne Parish Council	London Borough of Havering, Thurrock Council	18	33	To assess the environmental impacts of the construction of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 7: Landscape and Visual (Application Document 6.1) includes an assessment of the impact of light pollution during construction. The Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2), which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The Register of Environmental Actions and Commitments (REAC) brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES.	No
BC37	Comments expressing concern that the Project's construction would lead to an increase in light pollution in the vicinity of the works and on local roads, which would have a negative impact on local residents.	-	-	10	10		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>Consultees expressed concern about the use of floodlights during the construction phase. Locations mentioned include Chadwell St Mary, Orsett, East Tilbury, Shorne, Higham and Chalk. Consultees also mentioned specific roads such as Stifford Clays Road, Brentwood Road, Thong Lane, Hornsby Lane, North Road Bridge and Shorne Ifield Road.</p>					<p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out elsewhere in Section 14.4 of this chapter, along with an explanation as to how the Applicant has had regard to them.</p> <p>As set out in the CoCP, where needed and appropriate during construction, lighting to site boundaries would be provided, and illumination would be sufficient to provide a safe route for the passing public. Precautions would be taken to avoid shadows cast by the site hoarding on surrounding footpaths, roads and amenity areas. Where</p>	

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						<p>appropriate, lighting would be activated by motion sensors to prevent unnecessary usage.</p> <p>Site lighting would comply with the Institution of Lighting Professionals' (2021) Guidance Note 01/21 – The Reduction of Obtrusive Light and would also be designed, positioned and directed to prevent or minimise light disturbance to residents, wildlife, as well as motorists and other transport.</p> <p>The locations mentioned by consultees have been considered in the context of the proposed mitigation measures and the predicted impacts in those areas. The Applicant is satisfied that the impacts across the Project's affected area have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
BC38	General comments expressing concern that the Project's construction would lead to an increase in noise and vibration, which would negatively impact local residents. Many consultees emphasise that currently the area in the vicinity of the Project is characterised by peace and quiet, which is what made it attractive to residents. Some consultees	Shorne Parish Council, Higham Parish Council	London Borough of Havering, Gravesham Borough Council, Thurrock Council	38	129	To assess the environmental impacts of the construction of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 12: Noise and Vibration (Application Document 6.1) includes an assessment of the impact constructing the Project would have on noise and vibration and sets out any appropriate mitigation.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	express concern that any noise increases would be continuous and long-lasting, while others said the construction noise predictions presented by the Applicant during consultation underestimate the impacts of the Project.					The assessment includes measuring the existing noise conditions to establish a baseline against which predicted changes in noise levels as a result of construction traffic and activity can be measured. As such, areas that are currently quieter than average would be identified in the baseline and any changes in noise and vibration in those areas would be assessed against those baseline levels.	
BC39	Comments suggesting ways the Applicant should reduce noise impacts during the Project's construction. Consultees suggested additional physical noise mitigation measures such as temporary noise barriers and tree and vegetation screening. Some consultees say noise barriers should blend in with the landscape as much as possible. There were calls to extend the Noise Insulation Scheme to all affected properties.	Forestry England, Natural England, Shorne Parish Council	Thurrock Council	2	4	The noise charts provided in the Ward Impact Summaries during the Community Impacts Consultation in July 2021 (see Appendix S of this report) provided indicative daytime noise levels during each month of construction for each assessed location based on the assumed construction activity and traffic in those areas. The same methodology has been used to produce the noise charts in ES Appendix 12.4: Construction Noise and Vibration Assessment (Application Document 6.3), with these including night-time noise levels too. These noise charts are based on an indicative construction programme, which may be subject to change by the appointed Contractor. The charts also show an averaged noise level for each month.	No
BC40	Comments expressing concern that the Project's construction would lead to an increase in noise and vibration, which would negatively impact local residents. Locations mentioned include Chadwell	Shorne Parish Council	London Borough of Havering, Gravesham Borough Council, Thurrock Council	31	71	All noise assessments have been carried out according to the methodology set out in the Design Manual for Roads and Bridges LA 111 (Highways England, 2020f), which sets out best practice for assessing UK road	No

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	<p>St Mary, Linford, Orsett, Tilbury, Shorne, Riverview Park, Chalk, Gravesend and North Ockendon. Specific roads mentioned include Shorne Ifield Road, Brentwood Road, Thong Lane, Stifford Clays Road, Beechcroft Avenue, West Road, Cobhambury Road, Warren Road, Christian Fields Avenue, Miskin Way, St Aidan's Way, Hampton Crescent, Brown Road, Harman Avenue, Kitchener Avenue, and Ridgeway Avenue.</p>					<p>schemes. More information about the methodology can be found in ES Chapter 12, along with information about the construction mitigation, which is also documented in the CoCP and the REAC. Examples of the good practice measures that would be used during construction include installing closed board fencing around the construction compounds to provide screening; use of low noise equipment where practicable; and locating noisy activities as far away as possible from noise sensitive receptors, within the confines of the Project.</p> <p>Temporary noise barriers and earth bunds would form part of the mitigation measures to reduce construction noise impacts. Tree and vegetation screening is unlikely to be used during construction, although it would form part of the long-term operational visual mitigation measures. Some earthworks during construction may be seeded to help them blend in with the landscape during the construction phase.</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) and the Register of Environmental Actions and Commitments (REAC) (Application</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Document 6.3, ES Appendix 2.2). For more information about the noise and vibration assessments, see ES Chapter 12 (Application Document 6.1).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP includes information about working hours, noisy construction restrictions and the siting of noise-generating activities.</p> <p>The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>Draft versions of the CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out elsewhere in Section 14.4 of this chapter, along with an explanation as to how the Applicant has had regard to them.</p> <p>The Applicant's Noise Insulation Scheme is only relevant to operational noise, allowing modification to some properties to reduce noise once the new road is open. It is not</p>	

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						<p>applicable to temporary construction impacts, however. Noise mitigation during construction is secured in the CoCP and REAC.</p> <p>The locations mentioned by consultees have been considered in the context of the proposed mitigation measures and the predicted impacts in those areas. The Applicant is satisfied that the impacts across the Project's affected area have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
BC41	Comments expressing concern that the Project's construction would have a negative impact on Sites of Special Scientific Interest (SSSIs), including Shorne and Ashenbank Woods. The impacts on ancient woodland within SSSIs is a particular concern, with consultees highlighting its irreplaceable nature.	Natural England	Gravesham Borough Council	2	16	The Applicant has taken steps to assess and mitigate the potential impacts of construction on the local environment, including on wildlife and habitats. The Applicant recognises the irreplaceable nature of ancient woodlands and the importance attached to them within the National Policy Statement for National Networks (NPSNN). Appendix A: NPSNN Accordance Table, of the Planning Statement (Application Document 7.2), explains how the Applicant has had regard to the requirements of the NPSNN, including the Project's route selection options, which included impacts on the environment and ancient woodland among the selection criteria. The Planning Statement explains how adverse effects on ancient woodland habitat have been minimised as far as practicable, while still	No
BC42	Comments expressing concern that the Project's construction would have a negative impact on wildlife, habitats and biodiversity. Consultees expressed concern that several	Kent Downs AONB Unit, Port of London Authority (PLA), Natural	Medway Council, London Borough of Havering, Gravesham Borough	15	102		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>species could be negatively impacted or lose their habitats, with the loss of ancient woodland and hedgerows a particular concern, along with potential contamination of aquatic flora and fauna. Some consultees say the noise and light from construction and haulage routes would disturb local wildlife, while others question the effectiveness of relocating species in habitats elsewhere, asking for more information about how this would take place.</p>	<p>England, Environment Agency</p>	<p>Council, Kent County Council, Thurrock Council</p>			<p>achieving the Scheme Objectives. For information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>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, including information about the biodiversity impacts of the Project.</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 impacts on designated sites in those areas. 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 and traffic assessments.</p> <p>Since the Community Impacts Consultation, the Applicant has updated its proposals in response to feedback received during consultation and undertaken further assessments, including an Environmental Impact Assessment (EIA). These are set out</p>	

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						<p>in detail in the application for development consent.</p> <p>The Applicant's EIA is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>ES Chapter 8: Terrestrial Biodiversity and Chapter 9: Marine Biodiversity (Application Document 6.1) set out the baseline conditions and explain how relevant flora and fauna have been valued and assessed and consider the impact of the new road on local flora and fauna during construction and operation of the road.</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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>within 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 period, providing biodiversity benefits.</p> <p>During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial invertebrates, and permanent habitat loss within ancient woodland and the loss of six veteran trees (three north of the River Thames and three to the south).</p> <p>ES Chapter 8 presents further information about the Project's biodiversity impacts, including at Shorne and Ashenbank Woods Site of Special Scientific Interest (SSSI). The Applicant has carried out surveys to set a baseline for assessment and identified the presence of a range of protected and notable species. The impacts of the Project would be addressed through the creation of new habitat, including woodland planting, which is</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>designed to link up areas of existing retained habitat. Not only does this mean there would be more good quality habitat in the long-term, but that the network of habitats is also strengthened. This is important to help address pressures such as climate change as it reduces the amount of small, isolated pockets of habitat by linking these to other similar habitats and helps the movement of animals between these currently isolated areas. The ES also describes the Applicant's proposals to create new habitats, build green bridges and introduce landscaping measures. The ES also explains what measures are being implemented to reduce adverse effects in each area. All chapters of the ES include an assessment of construction traffic and activities.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction stage and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effect from the Project on the Thames Estuary and Marshes Special</p>	

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						<p>Protection Area and Ramsar site or any other European designated site.</p> <p>Overall, the Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation or compensation is proposed. For more information, see ES Chapter 8: Terrestrial Biodiversity and the HRA.</p> <p>The Environmental Masterplan (Application Document 6.2, ES Figure 2.4) and Design Principles present the mitigation measures that are embedded in the design to ensure any long-term impacts on flora, fauna, the landscape and local communities and stakeholders are minimised. The Environmental Masterplan is secured through Schedule 2 Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out elsewhere in Section 14.4 of this chapter, along with an explanation of how the Applicant has had regard to them.</p> <p>The Applicant also, as part of the Community Impacts Consultation, consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included</p>	

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						<p>information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this chapter explains how the Applicant had regard to comments on the draft oLEMP 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. Commitments within the oLEMP are also secured in the draft DCO.</p> <p>Following the Community Impacts Consultation, Government guidance on the measurement of nitrogen deposition once the Project is operational has advanced. As such, the Applicant has amended the environmental assessments on the impacts of nitrogen once the Project is operational to include ammonia. As a result of the findings of these assessments, the Applicant set out proposals to compensate for the potential impacts of nitrogen being deposited in ecologically sensitive designated sites as a result of changes to traffic from the Project. The Applicant consulted on new compensatory land during the Local Refinement Consultation in May 2022.</p> <p>Some of these newly proposed habitats would reconnect existing woodland across</p>	

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						<p>the Shorne Woods area that has been subject to severance and isolation in the past. The proposals to the north of the A2/M2 include three parcels of agricultural land totalling approximately 46ha next to Shorne and Ashenbank Woods SSSI, Great Crabbles Wood SSSI and ancient woodlands. Another site located south of the A2/M2 is close to Ashenbank Woods and totals approximately 9ha. This area has been identified due to its proximity to an impacted site and it is also next to woodland planting compensation for the loss of ancient woodland. Its selection and planting would establish a mosaic of woodland in other habitats that enhances existing habitats and integrates with the landscape.</p> <p>Following feedback received during the Local Refinement Consultation the Applicant removed one site totalling 13ha from the Order Limits. This reduces 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, including the compensation package, can be found in ES Chapter 5: Air Quality, ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) and the Project Air Quality Action Plan (Application Document 6.3, Environmental Statement (ES) Appendix 5.6).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						When relocating wildlife or habitat, all required protected species licences would be in place before any construction work starts in areas where protected species are presented. Licences are issued by statutory bodies such as Natural England and the Environment Agency. Any draft licensing commitments would be included as part of the Applicant's Development Consent Order and would be monitored for a number of years after the Project is complete, to comply with protected species licensing. This would ensure relocations are successful and that populations of the protected species maintain a favourable conservation status, as required to comply with the protected species licensing.	
BC43	<p>Comments expressing concern about the impact the Project's construction could have local development, including housing. Some consultees are concerned that the Project would facilitate unwanted development, increasing pressure on local public services and transport.</p> <p>Other consultees, including some local authorities, expressed concern that the Project's construction would</p>	Shorne Parish Council	Brentwood Borough Council, London Borough of Havering, Gravesham Borough Council, Kent County Council, Thurrock Council	51	84	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).	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>impede proposed or future development. Commercial and housing developments were mentioned.</p> <p>In addition, some consultees express concern that the Project's construction would negatively impact local property prices.</p>					<p>Since the Preferred Route Announcement in 2017, owner-occupiers of residential properties within the Order Limits who believe their property has lost value have been able to ask the Applicant to purchase their properties by serving a Blight Notice under the Town and Country Planning Act 1990 (as amended). The Applicant has received a number of Blight Notices and is processing these. More information about the blight process can be found in the booklet Your Property and Blight (Highways England, 2020d).</p> <p>Further information about the compensation offered to those affected by the Project can be found in Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers and guide 4 – Compensation to Residential Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a; 2021c). These include information about compensation for when the value of a property has been affected by the Project.</p>	
BC44	<p>Comments expressing concern that the Project's construction would have a negative impact on local schoolchildren. The most frequent concern is that children would be negatively affected by air pollution, while some consultees</p>	-	<p>London Borough of Havering, Gravesham Borough Council, Kent County Council,</p>	5	42	<p>Local communities, including schoolchildren, have been considered throughout the design and development of the Project. The Applicant has consulted with local people and stakeholders at appropriate stages of the Project's development, with feedback influencing how the impacts on local people, schools and community assets would be mitigated.</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
	expressed concern about an increase in danger from road traffic and the potential for congestion as a result of traffic management measures.		Thurrock Council			<p>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.</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 noise and vibration, air quality, traffic and construction impacts that could affect those areas. The consultation materials also described the mitigation measures that would be adopted in each area to manage the effects of construction.</p> <p>Documents consulted on during the Community Impacts Consultation explained the proposed construction mitigation measures in more detail, including the draft outline Traffic Management Plan for Construction (oTMPfC), which set out measures proposed to minimise the risks associated with construction traffic and schoolchildren. These included a commitment that Heavy Goods Vehicles would not be allowed to pass school entrances during drop off or pick up times. The oTMPfC (Application Document 7.14) was updated after the Community Impacts Consultation and its commitments are</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>secured in the draft Development Consent Order (Application Document 3.1)</p> <p>In addition to the commitment around school entrances, the oTMPfC also states that access for staff and pupils to schools would be maintained, as would walking routes, emergency service access, and waste collection.</p> <p>With regards to air quality, the Project would be constructed using methods that would reduce impacts on local people, including schoolchildren, wherever practicable. To assess the environmental impacts of the construction 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. Good practice or essential mitigation is 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 predicted changes to local air quality as a result of the Project's construction. The chapter assesses impacts and sets out mitigation where this is considered</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>appropriate. The construction phase is likely to affect air quality as a result of emissions of dust from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.</p> <p>Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigations in place, the air quality impacts of the Project during construction are not expected to be significant.</p> <p>ES Chapter 13: Population and Human Health (Application Document 6.1), presents the Applicant's assessment of the impact of construction on local communities, including air quality impacts. As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>During the construction phase, local people would benefit from work and training</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						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. Overall, the Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed. For more information.	
BC45	Comments expressing concern that the Project's construction would have a negative impact on facilities for walking, cycling and horse riding. There are concerns that some Public	Kent Downs AONB Unit, Shorne Parish Council, Higham	London Borough of Havering, Gravesham Borough Council, Kent	10	43	The Applicant would seek to minimise impacts on Public Rights of Way (PRoW) during construction as much as practicable. Where works mean it is necessary to close a route, temporary diversions may be provided, or newly constructed routes opened early. However, in certain cases	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>Rights of Way would be closed or disrupted for long periods of time during construction. Other concerns include the increase in construction traffic creating additional road danger for vulnerable road users. Specific areas of concern include use of the Thames and Medway Canal towpath and Beredens Lane by Heavy Goods Vehicles (HGVs).</p>	<p>Parish Council</p>	<p>County Council, Thurrock Council</p>			<p>PRoW would need to be temporarily closed with no alternative provision. How the Applicant mitigates impacts on PRoW would depend on factors such as the type of works in the area and safety implications.</p> <p>The Applicant's outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14) includes a register of commitments to mitigate the impacts on PRoW affected during the construction phase. Commitments with the oTMPfC are secured in the draft Development Consent Order (DCO) (Application Document 3.1)</p> <p>The Applicant consulted on information about PRoW closures during construction as part of the Community Impacts Consultation in July 2021, setting out which routes would be closed and for how long. The consultation also included some information about possible diversions during construction, such as for the NCN177 national cycle route.</p> <p>Information about the impact of the Project on PRoWs can be found in the Transport Assessment (Application Document 7.9). Further information about the permanent impacts on PRoWs can be found in the Rights of Way and Access Plans (Application Document 2.7) and related DCO schedules, which identify within the Order Limits any new or altered means of access, stopping up of streets or creation of rights of way.</p> <p>Temporary impacts are set out in Streets Subject to Temporary Restrictions of Use</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Plans (Application Document 2.8). More information about the proposals for walking, cycling and horse riding can be found in the Project Design Report (Application Document 7.4).</p> <p>The Applicant is developing proposals with the relevant utility company (Cadent) to route Heavy Goods Vehicles and workforce traffic from the M25/A127 slip road to Beredens Lane Utility Logistics Hub, with this becoming the primary access for utility works. This would limit use of Beredens Lane to non-motorway permitted traffic and emergency use. If this is not achievable on the grounds of safety, the Applicant would present and discuss the findings with the appropriate local highway authority.</p> <p>There are limited impacts to the Thames and Medway Canal towpath (NG2). Previously the Applicant proposed a temporary closure of less than one month which may be needed for utility works proposed for providing power to the Milton compound. This is currently under review by the Applicant because the compound and associated power may not be required.</p> <p>There are many PRow near the Project, including many that cross the proposed route. Since Statutory Consultation in 2018, following further engagement with key stakeholders including the host local authorities, a set of proposals was put together to maintain, improve and upgrade</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>routes in the vicinity of the Project for walking, cycling and horse riding. These proposals were presented during Supplementary Consultation in January 2020, with further revisions presented during Design Refinement Consultation in July 2020, the Community Impacts Consultation in July 2021 and the Local Refinement Consultation in May 2022.</p> <p>The Project also includes seven green bridges, such as those carrying Thong Lane over the A122 and the A2/M2. All of the green bridges would include crossing routes for walkers and cyclists, with equestrian access provided as appropriate for the location. For more information, see the Project Design Report (Application Document 7.4).</p> <p>The Applicant is proposing to create two new bridges over the A127 for walkers, cyclists and horse riders. Following feedback from the London Borough of Havering and local cyclists' 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 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 and would help mitigate impacts associated with</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the need to close bridleway BR183 during construction.</p> <p>In addition, plans to upgrade the previously proposed walking, cycling and horse riding bridge over the A127, east of M25 junction 29 were announced at the Local Refinement Consultation. 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 M25 junction 29, so it could also accommodate horse riders and to 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 Schedule 2 Requirement 3 of the draft DCO (Application Document 3.1), the Applicant would be required to carry out the authorised development in accordance with the Design Principles.</p> <p>In addition, new maps were published by the Applicant during the Local Refinement</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						Consultation, which provided additional information about the impact and proposed changes to footpaths, cycle tracks and bridleways.	
BC46	Comments expressing a neutral opinion about the Project's construction or elements of the construction, with consultees saying they do not have sufficient expertise or local knowledge to comment. Some consultees say there was not enough information about a particular topic to take an informed view.	-	Dartford Borough Council	1	12	<p>The Applicant has provided substantial volumes of information as part of several consultations, including 4,500 pages of information at the Community Impacts Consultation in July 2021, which was one of the most comprehensive ever delivered by the Applicant. There have also been large numbers of meetings and engagement activities involving local authorities and the public, including five formal consultations over six years since the 2016 Non-Statutory Consultation. The Applicant continues to engage proactively with key stakeholders and local people on issues raised.</p> <p>During the Community Impacts Consultation, the Applicant published information about the proposed construction methods and impacts. This information included detailed explanations and maps of the road and the surrounding area. The consultation materials also included information about the potential impacts, such as how the environment and local communities might be affected. It also included information about traffic management measures and the predicted impacts on traffic movements during the construction phase.</p> <p>Overall, the materials provided consultees with sufficient information about the</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						proposals for them to provide informed feedback on how the Project would be constructed and operated.	
BC47	<p>General comments expressing opposition to the Project's construction, with some consultees saying no new roads should be built.</p> <p>One consultee expressed concern about the Applicant's proposal for a Wider Network Impacts Management and Monitoring Plan, saying traffic impacts should be assessed before Application, which should set out thresholds at which changes in traffic flows would require intervention.</p>	Port of Tilbury London Limited	-	6	54	<p>The Scheme Objectives for the Project were agreed between the Applicant and the Department for Transport (DfT) and are set out in the Need for the Project (Application Document 7.1). These objectives include the requirement to relieve the congested Dartford Crossing and its approach roads. The Project proposals have been assessed as the optimal response to the objectives agreed.</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>An updated Wider Network Impacts Management and Monitoring Plan (WNIMMP) (Application Document 7.12) is included in the application for development consent, providing information about the proposed traffic monitoring. The updates take into account comments received about the draft version consulted on during the July 2021 Community Impacts Consultation.</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 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 obliged to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end-to-end journeys for road users (paragraph 5.19 of Highways England: Licence (DfT, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with stakeholders.</p>	
BC48	Comment suggesting that the relevant local authorities should retain existing road management powers to ensure effective oversight of local road networks, including the coordination of day-to-day operations with the Project and other schemes within the network.	-	Thurrock Council	0	0	<p>To ensure that local highway authorities continue to be able to perform their statutory road management duties, provisions have been included within Part 3 of the draft Development Consent Order (DCO) (Application Document 3.1) which would provide the relevant local authorities with the ability to continue oversight of the local road network.</p> <p>Throughout the development of the construction programme, the Applicant has engaged extensively with Thurrock Council and is proposing to use the Council's permitting scheme, giving it sight of works in advance. The Applicant would implement Traffic Management Plans, on which 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
						Council would be consulted and which would have been approved by the Secretary of State. The Applicant would also establish mechanisms such as the Traffic Management Forum, which are secured via the outline Traffic Management Plan for Construction (Application Document 7.14), which the Traffic Management Plan must substantially accord with as per Requirement 10 of the draft DCO.	
BC49	General comments supporting the proposals to construct the Project, or specific elements of those proposals, on the grounds that they would reduce the environmental impacts. Some consultees note the inclusion of new open space or recreational areas, green bridges, and the construction control and management plans.	-	London Borough of Havering, Essex County Council, Kent County Council, Thurrock Council	1	11	These comments have been noted	No
BC50	General comments supporting the proposals to construct the Project or specific elements of those proposals.	Cobham Parish Council	Medway Council, London Borough of Havering, Essex County Council, Gravesham Borough	1	68		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
			Council, Kent County Council, Thurrock Council				
BC51	Comments supporting the proposals for constructing the Project and urging the Applicant to implement them as soon as possible.	-	-	0	129		No

Issues raised in response to open Question 1d

- 14.4.17 Table 14.7 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:
- 14.4.18 Q1d: Please let us know the reasons for your response to Q1c and any other comments you have on how we propose to mitigate the impacts of building the Lower Thames Crossing. If your comment relates to a particular document, specific ward or location, please refer to it in your response.
- 14.4.19 For reference, the closed Question 1c referred to in Q1d above was as follows:
- 14.4.20 *Q1c: Do you support or oppose how we propose to mitigate the impacts of building the Lower Thames Crossing?*
- 14.4.21 For more information about Q1c and how consultees responded to it and the other closed questions in the consultation response form, see Section 14.3 of this report.
- 14.4.22 The issues raised that relate to building the crossing are summarised in Table 14.7 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.
- 14.4.23 The Applicant has fully considered all of the responses received. Table 14.7 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.
- 14.4.24 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 14.7

- 14.4.25 The information presented in Table 14.7 is as follows:
- '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 Q1d 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 as well. The local authorities included in this list are set out in Section 4.3 of this report.
 - 's42(1)(d)' states how many respondents with a land interest raised that issue.

- f. 's47 & s48' states how many members of the public raised that issue.
- g. 'The Applicant's response' presents the Applicant's response to the issue(s) raised and explains how the Applicant has had regard to the issue(s).
- h. 'Project change' states whether the issue(s) raised resulted in a change to the Project.
 - i. 'Yes' indicates that changes to the Project proposals have been made since the Community Impacts 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 on mitigating construction and the Applicant's responses

- 14.4.26 Table 14.7 summarises the issues raised on mitigating construction and presents the Applicant's responses to those issues raised.

Table 14.7 Summary of issues raised on mitigating construction and the Applicant's responses

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
MC1	Comments expressing concern that the Applicant's proposals would not be sufficient or effective at mitigating the impacts of the Project's construction on the environment and local communities. Consultees mentioned impacts that they do not believe would be adequately mitigated during construction, including noise, water and light pollution; impacts on cultural heritage; and impacts on woodland and wildlife.	Kent Downs AONB Unit, Shorne Parish Council, Port of Tilbury London Limited	London Borough of Havering, Gravesham Borough Council, Kent County Council, Thurrock Council	38	311	<p>Minimising adverse impacts on 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 (including impacts on local people), while still allowing the Project to be built safely and efficiently. 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 construction while still fulfilling the Scheme Objectives. The proposals avoid unnecessary impacts on local communities, the water environment, noise and light-sensitive areas, assets of cultural value, and flora and fauna. Appropriate mitigation measures would be implemented to reduce the impacts on local communities and the environment. These mitigation measures have been decided upon after careful consideration of feedback from the public and key stakeholders such local authorities; engagement with statutory bodies such as Natural England, Historic England and the Environment Agency; as well as extensive assessments of the Project's construction and operational impacts and</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>consideration of location-specific mitigations and industry best practice, which would be effective in reducing the predicted impacts.</p> <p>To assess the impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans such as the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The Environmental Masterplan is secured through Schedule 2 Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>The Applicant's EIA has been carried out according to the guidance set out in the Design Manual for Roads and Bridges</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>(DMRB). The EIA has been produced in accordance with the relevant legislation including the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and the requirements from the National Policy Statement for National Networks (NSPNN) (Department for Transport, 2014) that set out what the assessment should include, the EIA scoping and recognised methodologies, such as those applicable to the topic-specific chapters in the ES. Each of these chapters includes information explaining the baseline, the predicted impacts, and the proposed measures to reduce adverse impacts caused by construction and operation of the Project.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained, including measures to reduce the impacts on local communities. 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 DCO. In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the 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 elsewhere in Section 14.4 of this chapter, 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>In line with standard EIA methodology, the environmental impacts of the Project have been assessed by topic area, with appropriate mitigation measures provided for each. In some topic areas – air quality, climate, marine biodiversity, and road drainage and water environment - the Applicant's proposals mean there are no likely significant effects predicted during the Project's construction.</p> <p>In other topic areas - terrestrial biodiversity, geology and soils, and materials assets and waste, cultural heritage, landscape and visual, noise and vibration, and population and human health – there are predicted to be some significant impacts during the Project's construction.</p> <p>Where significant effects are predicted, these have been reduced to levels the Applicant considers acceptable based on industry-standard measures and the expected benefits of the Project, which include the reduction in congestion at the Dartford Crossing. A summary of the Project's likely significant effects can be found in the Environmental Statement Non-Technical Summary (Application Document 6.4).</p> <p>In addition to the EIA, 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</p>	

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						protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction stage and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.	
MC2	Comments expressing concern about the proposals to mitigate carbon dioxide emissions from the Project's construction. Consultees say these proposals would not adequately address the carbon impact of construction, including emissions from the use of materials such as steel and concrete, and from construction traffic and machinery.	Higham Parish Council	Kent County Council, Thurrock Council	1	32	As part of the Development Consent Order application, the Applicant has explained how the relevant legislative and policy requirements in relation to climate change impacts are met. An Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 15: Climate (Application Document 6.1), assesses the Project's impact on climate change, including greenhouse gas emissions during construction and operation, and sets out the proposed mitigation measures, including those measures that are secured through the Carbon and Energy Management Plan (Application Document 7.19). The assessment concludes that the increase in greenhouse gas emissions resulting from the	Yes

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

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						<p>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 (Application Document 6.1). 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 the Department for Environment, Food and Rural Affairs' (Defra's) Emissions Factors Toolkit.</p>	
MC3	Comments expressing concern about the proposals to mitigate potential construction impacts on nearby ponds and water courses, with concerns that these would	-	-	0	3	<p>The Applicant has taken steps to mitigate the potential impacts of construction on the local environment, including on the local water environment.</p> <p>For construction, good practice or essential mitigation is set out in the Code of Construction Practice (CoCP) (Application</p>	No

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	be contaminated by site waste, haul road debris and other chemicals.					<p>Document 6.3, Environmental Statement (ES) Appendix 2.2), the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP, and in the outline Site Waste Management Plan (oSWMP) (Application Document 6.3, ES Appendix 2.2, Annex A).</p> <p>For example, the CoCP sets out procedures that the appointed Contractors would be required to follow to manage the risk of pollution incidents. These include ensuring staff are trained in emergency procedures, having clear protocols and communications channels for spillages, and retaining a 24/7 spill-response service available at short notice. Within the construction compounds, chemicals and fuels would only be kept in designated areas with impermeable surfaced. Watercourses near worksites would be inspected regularly in line with best practice guidance.</p> <p>The commitments in the CoCP, REAC and oSWMP are secured in the draft Development Consent Order (Application Document 3.1). The Applicant consulted on draft versions of the CoCP, REAC and oSWMP during the Community Impacts Consultation in July 2021. Information about the feedback received on these documents and how the Applicant had regards to that feedback can be found elsewhere in Section 14.4 of this chapter.</p>	

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						<p>ES Chapter 14: Road Drainage and the Water Environment (Application Document 6.1) presents the assessment and mitigation measures that would ensure that drainage from the Project's construction would not have any significant impact on the local water environment. The assessment includes information about how contaminated runoff generated during the construction phase would be controlled and cleaned before re-entering local water systems. It also sets out how any wastewater used during the construction process would be managed, cleaned and recycled.</p> <p>The Applicant's assessment concludes that neither the Project's construction nor operation would have any likely significant effects on the water environment, apart from some localised beneficial effects on flood risk and land drainage once the Project is operational.</p>	
MC4	General comments expressing concern about the proposals to mitigate the construction impacts of the Project.	-	Thurrock Council	0	27	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 the environment and local communities.	No
MC5	Comments expressing concern about the proposals to mitigate the Project's construction impacts. Some consultees highlighted experiences of	-	Thurrock Council	2	11	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	No

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	<p>the A13 upgrade project, which they said had negative impacts on air quality and disrupted local traffic, despite mitigation measures being in place.</p>					<p>about the environmental, traffic and construction impacts that could affect those areas. 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 and traffic assessments.</p> <p>Other documents consulted on during the Community Impacts Consultation 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>The Ward Impact Summaries also included information about traffic impacts, while the draft outline Traffic Management Plan for Construction (oTMPfC) explained the proposed traffic management measures that would be required to ensure the road network</p>	

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						<p>could operate safely and efficiently during the construction phase.</p> <p>Since the Community Impacts Consultation, the Applicant has updated its proposals in response to feedback received during consultation and undertaken further assessments, including an Environmental Impact Assessment (EIA), which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3) and updated traffic modelling, which is presented in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>Updated versions of the CoCP and REAC (Application Document 6.3, ES Appendix 2.2) and the oTMPfC (Application Document 7.14) are included in the application for development consent, along with other documents setting out the mitigation procedures that the appointed Contractors would be required to follow during construction. The commitments within these documents are secured in the Applicant's draft Development Consent Order (Application Document 3.1).</p> <p>The A13 widening scheme was carried out by Thurrock Council, the local highway authority. The Applicant has had regard for other projects in the area, including the A13 upgrades, and continues to engage with the local highway authorities to share concerns</p>	

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						from stakeholders and best practice in mitigating impacts, including cumulative traffic impacts.	
MC6	<p>Suggestions as to how the Applicant could mitigate the impacts of the Project's construction on local communities and the environment.</p> <p>Consultees suggested measures to reduce the impact of workforce travel during construction, requested that roadworks not be scheduled concurrently, and called for the early planting of trees, suggested the use of green bridges with vegetation, and said that wildlife should be preserved from the impacts of construction.</p>	Forestry England, Natural England	London Borough of Havering, Essex County Council, Gravesham Borough Council, Kent County Council, Thurrock Council	9	16	<p>An assessment has been carried out, based on an indicative construction programme, to identify where trips could originate when workers travel to the construction compounds and Utility Logistics Hubs (ULHs). Maps showing how these trips could be distributed across the wider area are included in the Framework Construction Travel Plan (FCTP) (Application Document 7.13). This analysis shows how transport hubs and the services provided at them could be used by the appointed Contractor, along with further measures to better align workforce movements with transport services provided.</p> <p>A key aim of the FCTP is to show how the Project could minimise local traffic impacts on the road network caused by workforce or visitor travel to and from construction worksites. The FCTP commits the appointed Contractor to take steps to reduce single-occupancy vehicle trips and encourage sustainable and active travel. Measures to encourage walking, cycling and sustainable transport include providing footways for pedestrians, limiting parking at compounds, and providing shuttle buses for workers from existing transport hubs.</p> <p>With regards to managing the impacts of roadworks during construction, the Applicant</p>	No

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						<p>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. Due to the scale of the Project, some roadworks would have to be scheduled at the same time, although the Applicant would seek to minimise impacts on the road network wherever practicable.</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 elsewhere in Section 14.4 of this chapter, which also explains how the Applicant had regard to those comments. In addition, the appointed Contractors would implement a communications strategy to</p>	

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						<p>inform road users, local people and businesses about where traffic management measures would be needed. For more information, see the Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement (ES) Appendix 2.2). The CoCP is also secured in the Applicant's draft DCO.</p> <p>The Applicant amended traffic management proposals in a number of locations following feedback received during the Community Impacts Consultation. Following discussions with Essex and Suffolk Water, the Applicant is no longer proposing a new water pipeline along residential Dock Road, removing the nine months of works and associated traffic management measures. The water pipeline utility works would take place in Coopers Shaw Road and would be completed in two months instead of nine.</p> <p>The Applicant is proposing to implement tree-planting at various locations within the Order Limits, such as at Hole Farm and Shorne Woods. These new areas of woodland would offset the adverse impacts of woodland being removed to accommodate the Project. They would also provide visual screening and new habitats for translocated species. Where practicable, tree-planting would take place early in the construction programme to allow immature trees to grow and to improve biodiversity. However, in other areas it would</p>	

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						<p>be necessary to wait until works, such as utility diversions and other construction, had been carried out. Tree-planting takes time to establish, which is why the assessment considers the design after 15 years, as well as at opening year in 2030. More mature trees may be used in locations where this would significantly reduce impacts. For more information about the Applicant's planting proposals, see ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>The Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats. Mitigation measures include safe crossing points for wildlife over or under the Project and translocation of protected species to suitable existing or new habitats. Habitat creation is proposed to compensate for the loss of habitat from within designated sites, including ancient woodland, to improve connectivity between existing habitats, to provide replacement habitats for protected species, and to compensate for the impacts of nitrogen deposition when the Project is operational. These measures would include the salvage of soils from ancient woodlands for beneficial reuse in new areas of compensatory woodland planting, and the planting of new woodland and other habitats on existing agricultural land. Overall, there would be several hundred hectares of new woodland and habitats created across the</p>	

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						<p>Project during the construction period, providing biodiversity benefits.</p> <p>During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial invertebrates, and permanent habitat loss within ancient woodland and the loss of six veteran trees (three north of the River Thames and three to the south).</p> <p>The Project's biodiversity mitigation proposals include seven green bridges, all of which would help maintain or improve habitat connectivity by including shrubs and trees on them. 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>To help preserve wildlife, protected species licences, issued by Natural England, would be in place before any construction work starts in areas where protected species are present and before any species are moved. Any draft licensing commitments would be included as part of the Applicant's</p>	

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						<p>Development Consent Order and would be monitored for a number of years after the Project is complete, to comply with protected species licensing. This would ensure relocations are successful and that populations of the protected species maintain a favourable conservation status, as required to comply with the protected species licensing.</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 Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p>	
MC7	Comments expressing concern about the proposals to mitigate the visual impacts of construction, including the loss of the aesthetic benefits of Green Belt and woodland.	Natural England	London Borough of Havering, Gravesham Borough Council, Kent County Council, Thurrock Council	11	61	<p>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, which included setting out the proposals to reduce the visual impacts during construction.</p> <p>For example, the Ward Impact Summaries described what construction activities would take place in each local authority ward area, providing information about the visual impacts in each area. The consultation materials also described the mitigation measures that would be adopted in each</p>	No

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						<p>area to reduce the visual 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.</p> <p>Other documents consulted on during the Community Impacts Consultation 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, for example, reduce the visual impacts of construction compounds and working areas.</p> <p>The Applicant has updated the CoCP and REAC (Application Document 6.3, Environmental Statement (ES) Appendix 2.2) since the Community Impacts Consultation. The commitments in the CoCP and REAC would be binding on the appointed Contractors and are secured in the Applicant's draft Development Consent Order (Application Document 3.1).</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</p>	

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						<p>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>Where significant effects are predicted, these have been reduced to levels the Applicant considers acceptable based on industry-standard measures and the expected benefits of the Project, including the reduction in congestion at the Dartford Crossing.</p> <p>For more information about the assessment of visual impacts during construction and the proposed mitigation, see ES Chapter 7: Landscape and Visual (Application Document 6.1).</p>	

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MC8	Comments expressing concern about the proposals to mitigate the noise impacts of construction. Consultees said the proposed noise mitigation measures would be ineffective and that the noise from 24/7 construction work would be harmful to local people's health, with compounds, utility hubs and worksites and equipment being situated too close to residential areas.	Higham Parish Council	Gravesham Borough Council, Thurrock Council	3	22	<p>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, which included setting out the proposals to reduce the noise and vibration impacts during construction.</p> <p>For example, the Ward Impact Summaries described what construction activities would take place in each local authority ward area, providing information about the noise and vibration impacts in each area. The consultation materials also described the mitigation measures that would be adopted in each area to reduce construction noise.</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.</p> <p>The draft Code of Construction Practice (CoCP) and the draft Register of Environmental Actions and Commitments (REAC) set out best-practice and location-specific measures that would reduce noise and vibration during the construction phase.</p> <p>The Applicant has updated the CoCP and REAC (Application Document 6.3, ES Appendix 2.2) since the Community Impacts Consultation. The commitments in the CoCP and REAC would be binding on the</p>	No

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						<p>appointed Contractors and are secured in the Applicant's draft Development Consent Order (Application Document 3.1).</p> <p>Noise-management measures in the CoCP include but are not limited to installing hoarding around construction work sites, siting noise-generating activities away from noise-sensitive receptors such as schools and hospitals where practicable, avoiding the use of loudspeakers or loudhailers except in emergencies, turning off machinery when not in use, using silenced equipment where available, and using non-percussive demolition techniques where practicable.</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>24/7 construction work would be needed for some construction activities. For example, tunnelling works and other underground works would be carried out 24/7 because operating the tunnel boring machines and lining the tunnel continuously are required to minimise the risks associated with, among other things, ground movement and water ingress.</p> <p>24/7 working would also be necessary for some works on the existing utility, road and</p>	

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						<p>rail networks to maintain safety and reduce disruption to road, railway and utility networks. Prior notice and information would be given for planned works outside of core hours. Noise-reduction measures set out in the CoCP would be required for all 24/7 construction works.</p> <p>There have been no changes to the 24/7 working areas since the Community Impacts Consultation because the proposals consulted on are those that are essential to implement the Project safely and efficiently.</p>	
MC9	<p>Comments expressing concern about the proposals to mitigate the construction impacts on habitats and wildlife, including comments that these are irreplaceable and so no mitigation measures would be sufficient. Specific animals and insects are mentioned, including bats currently roosting in the air raid bunker in Shorne Woods Country Park.</p>	<p>Forestry Commission, Natural England</p>	<p>Medway Council, London Borough of Havering, Kent County Council, Thurrock Council</p>	5	56	<p>The Applicant has designed the Project to reduce impacts on wildlife and designated areas during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate' to reduce any potential adverse effects. A biodiversity mitigation strategy has been developed that aims to maintain habitat connectivity, reduce disturbance to species, and create new habitat areas for a range of species.</p> <p>Assessments of the Project's impacts on the environment, including wildlife, are documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 8, Terrestrial Biodiversity (Application Document 6.1) outlines the baseline conditions of the area within which the Project would be situated and explains</p>	No

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						<p>how all the relevant flora and fauna have been valued and assessed.</p> <p>The Applicant has carried out surveys to set a baseline for and identify the presence of a range of protected and notable species. The impacts of the Project would be addressed through the creation of new habitats, including woodland planting, which is designed to link up areas of existing retained habitat. Not only does this mean there would be more good quality habitat in the long-term, but that the network of habitats is also strengthened. This is important to help address pressures such as climate change as it reduces the amount of small, isolated pockets of habitat by linking these to other similar habitats and helps the movement of wildlife between these currently isolated areas.</p> <p>The ES also describes the Applicant's proposals to create new habitats, build green bridges, and introduce landscaping measures. The ES also explains what measures are being implemented to reduce adverse effects in each area. All chapters of the ES include an assessment of construction traffic and activities.</p> <p>The Applicant recognises the irreplaceable nature of ancient woodland and has taken steps in designing the Project to reduce the impact on these habitats, such as selecting a route alignment with a lower impact (see the</p>	

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						<p>Planning Statement (Application Document 7.2)). Some ancient woodland would be affected in order that the Applicant would have enough land to build and operate the new crossing.</p> <p>During construction, the appointed Contractors would be required to implement measures to protect woodland and trees nears the construction sites. These commitments are 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>These commitments include, but are not limited to, using temporary fencing to demarcate important and protected habitats, preventing construction access to protect them from accidental damage. Screening barriers would be provided to protect retained ancient trees, ancient woodland and veteran trees from dust and pollution from nearby works. In addition, varying buffer zones would be used to avoid impacts on the root zones of trees.</p> <p>The Applicant consulted on draft versions of the CoCP and REAC during the Community Impacts Consultation. Information about feedback received and how the Applicant had regard to that feedback can be found elsewhere in Section 14.4 of this chapter.</p>	

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						<p>The Environmental Masterplan (Application Document 6.2, ES Figure 2.4) and Design Principles (Application Document 7.5) present the mitigation measures that are embedded in the design to ensure any long-term impacts on flora, fauna, the landscape and local communities and stakeholders are minimised. The commitments in the Environmental Masterplan and Design Principles are secured through the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>Construction of the Project would result in permanent habitat loss in some national and county designated sites. It would also see the loss of some habitat used by terrestrial invertebrates. There would be permanent habitat loss within ancient woodland and loss of six veteran trees.</p> <p>Overall, however, across the Project the Applicant would increase the value of the area's habitats and biodiversity by 15%. This would be achieved by planting compensatory woodlands, grassland hedgerows and areas of scrub, rough grass and bare earth. These would be managed by long-term conservation schemes that would create high-quality habitats for a range of animals, including bats, dormice and birds.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA concludes that there would be no impacts on European designated sites during construction or operation of the Project.</p> <p>An air raid bunker within Shorne Woods Country Park contains a hibernation bat roost. Although this structure is not being removed, construction of the Project has the potential to disturb the bats roosting within it. To address this potential impact, a replica bunker would be constructed, prior to the start of any potentially disturbing construction works, within land between Shorne Wood and Great Crabbles Wood at a location to be agreed with Natural England. The replica bunker would be constructed from brick with block work covering, designed to provide similar internal temperatures and humidity levels to the existing air raid bunker and would contain 20 bat bricks installed in the internal walls.</p>	
MC10	Comments expressing concern about the cost of the proposals to mitigate construction, including comments that the cost of mitigation should be minimised to avoid the	-	-	1	7	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 (including impacts on local	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	Project becoming too expensive.					<p>people), while still allowing the Project to be built safely and efficiently. The Scheme Objectives are set out in the Need for the Project (Application Document 7.1).</p> <p>The mitigation measures proposed would allow the Applicant to achieve the Scheme Objectives, with budget identified for these, while the Applicant maintains overall value for money for Government, which is another of the Scheme Objectives.</p> <p>More information about the costs and benefits of the Project can be found in the Economic Appraisal Package, which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7).</p>	
MC11	Comments expressing scepticism that the proposals to mitigate the impacts of construction would be implemented. Some consultees expressed concern that schedule and budget pressures would lead to mitigation measures not being implemented.	Port of Tilbury London Limited	Gravesham Borough Council, Kent County Council, Thurrock Council	3	35	<p>The Applicant is committed to all the mitigation measures set out in the Application documents. The Applicant's draft Development Consent Order (DCO) (Application Document 3.1) sets out the measures that the Applicant and their appointed Contractor would be required to implement if permission is granted to build and operate the Project.</p> <p>These measures include the commitments presented in various secured documents, which include the Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement (ES) Appendix 2.2), the Register of Environmental Actions and Commitments (which forms part of the CoCP), the Design Principles (Application</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Document 7.5), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) and the outline Traffic Management Plan for Construction (Application Document 7.14).</p> <p>The mitigation commitments in these and other secured documents would have to be implemented during the Project's construction and operation regardless of whether any schedule or budget pressures exist at a future date.</p> <p>Draft versions of these documents (and others, including the outline Materials Handling Plan, the outline Site Waste Management Plan and the Framework Construction Travel Plan) were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in response to consultation are set out elsewhere in Section 14.4 of this chapter, along with an explanation as to how the Applicant has had regard to them.</p>	
MC12	General comments expressing concern that the proposals to mitigate the construction impacts on local roads would be insufficient. Consultees expressed concern about increased congestion, risks of collision, and the	Higham Parish Council	Kent County Council, Thurrock Council	2	18	Access routes to compounds and worksites for construction traffic would be limited, as far as practicable, to the strategic road network (SRN) and main roads on the local road network. The appointed Contractors would seek to take construction traffic off local roads by building temporary haul roads that link the SRN directly to construction compounds. For example, the A2 compound	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	extended period over which these impacts would be experienced.					would be accessed via a dedicated haul road from the eastbound A2/M2. In the main, these haul routes would only be in place during the construction phase, apart from some instances where they may be adapted for maintenance purposes once the Project is operational. The proposed haul routes are shown in the Temporary Works Plans (Application Document 2.17) and in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14).	
MC13	Comments expressing concern that the proposals to mitigate the construction impacts on local roads would be insufficient, with reference to specific locations. Consultees expressed concern about specific traffic management measures, such as closures, crossings and contraflows. Comments also referred to specific walking and cycling routes that would be negatively impacted by construction activities.	Higham Parish Council	Thurrock Council	3	25	<p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the oTMPfC. 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 traffic management measures.</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Communities Impacts Consultation in July 2021. Comments on</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>those documents provided in response to the consultation are set out elsewhere in Section 14.4 of this chapter, which also explains how the Applicant has had regard to those comments.</p> <p>To reduce the impacts of construction traffic, since Statutory Consultation in October 2018, amendments to the Applicant's designs have nearly halved the proposed numbers of Heavy Good Vehicle (HGV) journeys during construction. The Applicant's latest proposals would mean an average of 9,500 HGV journeys per month across the whole project during the construction period, a 46% reduction on the original proposals at Statutory Consultation.</p> <p>The Applicant amended traffic management proposals in a number of locations following feedback received during the Community Impacts Consultation. Following discussions with Essex and Suffolk Water, the Applicant is no longer proposing a new water pipeline along residential Dock Road, removing the nine months of works and associated traffic management measures. The water pipeline utility works would take place in Coopers Shaw Road and would be completed in two months instead of nine.</p> <p>The locations mentioned by consultees have been considered in the context of the proposed traffic management measures and the predicted impacts in those areas. 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
						Applicant is satisfied that the impacts across the Project's affected area have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further changes to traffic management are proposed.	
MC14	Comments expressing opposition to the mitigation measures proposed during the Project's construction. Consultees say no mitigation would be necessary if the Project was not built, with others say the Project should not go ahead.	-	-	2	43	<p>The Scheme Objectives for the Project were agreed between the Applicant and the Department for Transport and are set out in the Need for the Project (Application Document 7.1). These objectives include the requirement to relieve the congested Dartford Crossing and its approach roads. The Project proposals, including the mitigation proposals, have been assessed as the optimal response to the objectives set.</p> <p>The high level of traffic wanting to use the Dartford Crossing exceeds the design capacity of the road. This results in frequent traffic congestion and poor journey time reliability, making the Dartford Crossing one of the least reliable sections of the strategic road network (SRN). While incremental improvements to the Dartford Crossing have helped ease these issues, these have not been sufficient to address the lack of road capacity east of London. Congestion, delays and poor journey time reliability at the Dartford Crossing and on surrounding roads are a major impediment to economic growth in the South East of England. As a result of these ongoing issues at the Dartford</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Crossing, slow-moving and queuing traffic on both the local highway network and SRN approaches to the Dartford Crossing also impact the environment and surrounding communities through high levels of noise and air pollution.</p> <p>The Project would provide an alternative to the Dartford Crossing and would help transform the economies of Kent, Thurrock, Essex and Havering, and would provide an additional vital cross-river connectivity with increased resilience, including for freight travelling to and from the Kent ports. It would help transform the economic geography of the area and connect two economies that have historically been separated by the River Thames. This would connect local people to more jobs, make business-to-business interactions easier and more effective, and facilitate growth in trade and freight, which is dependent on reliable journey times to ports and to the Channel Tunnel.</p>	
MC15	Suggestions to compensate local people for the impacts of the Project's construction. Consultees say compensation should be proportionate and distributed promptly, and that assistance should be provided for the relocation	-	London Borough of Havering, Gravesham Borough Council, Kent County Council, Thurrock Council	16	14	Persons with an interest in land who would be affected by the land acquisition powers contained within the application for development consent, would be entitled to make a claim for compensation. Each claim for compensation would be considered on its own merits, in line with the Government's Compensation Code. Further information about the compensation offered to those affected by the Project can be found in	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>of businesses where necessary. Additional suggestions were for the Applicant to provide compensation for impacts of the Project in the form of private property alterations such as triple glazing, free bicycle servicing, and green business support.</p>					<p>Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers and guide 4 – Compensation to Residential Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a; 2021c). These include information about compensation for when the value of a property has been affected by the Project.</p> <p>The land required for the Project is shown on the Land Plans (Application Document 2.2) and the reason each plot is required is explained in the Statement of Reasons (Application Document 4.1).</p> <p>With regards to suggestions for community benefits, such as free bicycle servicing or support for local businesses, the Applicant's Benefits and Outcomes Document (Application Document 7.20) provides a framework to communicate what is being delivered within the Project's Development Consent Order and some of the wider activities undertaken by the Applicant (both already and planned for the future) in the local area of the Project to support local people and the environment.</p> <p>The Applicant can provide noise insulation (or make a grant towards costs in providing insulation) in the form of secondary glazing, supplementary ventilation and (where appropriate) venetian blinds and double or insulated doors (in accordance with the Noise</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						Insulation Regulations 1975). Further details of the scheme and those properties that would be eligible is included in the Applicant's booklet Your property and compensation or mitigation for the effects of our road proposals (Highways England, 2021), which was published during the Community Impacts Consultation in July 2021.	
MC16	<p>Suggestions for the construction phase to be reduced, including comments that the Project should be built in as short a time as possible. Comments also suggested providing residents with advanced warning of works, restricting working hours such as limiting Saturday hours, and monitoring traffic impacts on roads in the vicinity of the Project during construction.</p>	Shorne Parish Council	Dover District Council, Gravesham Borough Council	1	4	<p>The Project timescale and budget have been developed using industry-standard planning methods. These are supported by realistic development, design and construction durations verified against other schemes of similar scale and complexity. Internal and external budget and timescale reviews would continue throughout the lifetime of the Project.</p> <p>The Project's standard working hours (the hours in each day the workforce is permitted to be active) are a key factor in determining the overall length of time required to build the Project. In determining these working hours, the Applicant has sought to balance the desire to build the Project as soon as possible in order to gain the benefits of the Project (reducing congestion at the Dartford Crossing) with the need to reduce the impacts of longer working hours on local people. The Applicant set out the standard working hours in the draft Code of Construction Practice (CoCP), which was published during the Community Impacts</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 2021. Feedback received on the CoCP during consultation is set out elsewhere in Section 14.4 of this chapter, along with information as to how the Applicant had regard to that feedback.</p> <p>The standard working hours presented during consultation (07:00 to 19:00 on weekdays, excluding bank holidays, and 07:00 to 16:00 on Saturdays, with exceptions for earthworks and 24/7 works such as tunnel, railway and utility works) have not changed, with the Applicant determining that these provide the optimal balance between the needs of the Project to be built efficiently and for community impacts to be mitigated. For more information about the standard working hours, see the updated CoCP (Application Document 6.3, Environmental Statement Appendix 2.2).</p> <p>The Applicant would work with the appointed Contractors to put in place a programme of communications and engagement to ensure local people are aware of how construction might affect them, including advanced warning of works and traffic management measures, so that residents and others can adapt their travel plans appropriately. The approach to this engagement activity is set out in the CoCP.</p> <p>The Applicant would carry out traffic monitoring during the construction phase 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>understand the Project's impacts on roads in the vicinity of the Project.</p> <p>As explained in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14), the appointed Contractor would be required to provide a monitoring system, the purpose of which is to capture real-time data showing whether traffic and vehicle control measures are effective and vehicle arrival and departure times from compounds are being controlled. The outputs of this would be a Monitoring Report which would be provided to the Traffic Management Forum, which would comprise representatives from local authorities and other interested parties.</p> <p>The commitments in the CoCP and oTMPfC are secured in the draft Development Consent Order (Application Document 3.1).</p>	
MC17	Requests for further information on subjects including noise, dust and pollution monitoring during construction, compensation for local residents, green bridges, woodland mitigation, impact of building works on specific areas of land and property, and the storage of excavated soil. Consultees also requested information	Kent Downs AONB Unit, Port of London Authority (PLA), Natural England, Port of Tilbury London Limited	Kent County Council, Thurrock Council	14	22	<p>The Applicant has provided substantial amounts of information about the Project's proposals, in particular during the five public consultations, to have taken place since the 2016 Non-Statutory Consultation. This included the 4,500 pages of information published during the Community Impacts Consultation in July 2021, which was one of the most comprehensive ever delivered by the Applicant.</p> <p>For example, the Ward Impact Summaries described what construction and operational activities would take place in each local</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
	<p>about the responsibility and timescales for relocation of wildlife and habitats, and the Project’s compliance with National Policy Statement for National Networks requirements.</p>					<p>authority ward area, as well as information about the environmental, traffic and construction impacts that could affect those areas. 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 and traffic assessments.</p> <p>Other documents consulted on during the Community Impacts Consultation 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>The Ward Impact Summaries also included information about traffic impacts, while the draft outline Traffic Management Plan for Construction (oTMPfC) explained the proposed traffic management measures that would be required to ensure the road network</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>could operate safely and efficiently during the construction period.</p> <p>Since the Community Impacts Consultation, the Applicant has updated its proposals in response to feedback received during consultation and undertaken further assessments, including an Environmental Impact Assessment (EIA) and updated traffic modelling. These are set out in detail in the application for development consent.</p> <p>As well as public consultation, the Applicant has taken part in numerous meetings and engagement activities with local authorities, other stakeholders and the public. The Applicant continues to engage proactively with key stakeholders and residents on issues raised.</p> <p>The Community Impacts Consultation provided information about noise, dust and other pollutants during construction. Booklets setting out compensation rules for local residents have been published during each round of public consultation. Information about green bridges, woodland mitigation and land plans setting out the impact of construction on land within the Order Limits have also been provided, as has information about the movement and storage of excavated soil.</p> <p>Information about the environmental, traffic and other impacts of the Project is presented in the application for development consent, in</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>particular in the Environmental Statement (Application Document 6.1, 6.2 and 6.3), but also in the other documents such as the Land Plans (Application Document 2.2) and the Design Principles (Application Document 7.5). Information as to how the Applicant has ensured the Project complies with the requirements of the National Policy Statement for National Networks (Department for Transport, 2014) (and other relevant national policies) is set out in the Planning Statement (Application Document 7.2).</p> <p>As part of the Community Impacts Consultation, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft outline LEMP included information about how the Applicant would manage existing habitats and create new ones.</p>	
MC18	Comments expressing no opinion or a neutral opinion, with consultees saying they lack subject expertise, information or local knowledge.	-	-	0	26	These comments have been noted.	No
MC19	General comments supporting the proposed mitigation to reduce the Project's construction impacts on the environment.	-	London Borough of Havering, Kent County Council,	0	46		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
			Thurrock Council				
MC20	Comments supporting the proposed mitigation for the visual and landscape impacts of the Project's construction. Consultees supported measures such as the construction of green bridges, the reuse of excavated soil, the additional planting of trees, and the proposed visual design of the new structures.	Historic England, Kent Downs AONB Unit, Natural England	Medway Council, London Borough of Havering, Kent County Council, Thurrock Council	1	21		No
MC21	Comments expressing support for the proposed mitigation measures on the basis that they minimise disruption to wildlife and habitats and encourage biodiversity.	Kent Downs AONB Unit, Natural England	Thurrock Council	2	15		No
MC22	Comments expressing support for the proposed mitigation measures on the basis that they boost the local economy by creating jobs, supporting businesses and encouraging regeneration.	-	-	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
MC23	General comments expressing support for the mitigation measures proposed on the basis that they successfully address concerns about the local community and minimise any potential disruptions and impacts.	Kent Downs AONB Unit	Thurrock Council	1	18		No
MC24	Comments expressing support for the proposed mitigation measures for paths and transport routes used by walkers, cyclists and horse riders.	-	-	0	4		No
MC25	Comments expressing support for the proposed mitigation measures on the basis that the overall benefits of the Project outweigh the negative impacts.	-	-	0	63		No
MC26	General comments expressing support for the proposals and for the Project as a whole.	Cobham Parish Council	London Borough of Havering, Essex County Council, Gravesham Borough Council,	0	259		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
			Kent County Council, Thurrock Council				
MC27	Comments expressing support for the proposed mitigation measures on the basis that they are sufficient and effective and that there is a comprehensive strategy in place.	Kent Downs AONB Unit, Natural England	London Borough of Havering, Gravesham Borough Council, Thurrock Council	1	108		No

Issues raised in response to open Question 1f

- 14.4.27 Table 14.8 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:
- 14.4.28 Q1f: Please let us know the reasons for your response to Q1e and any other comments you have on how we plan to operate the Lower Thames Crossing, including the impacts of operating the project. If your comment relates to a particular document, specific ward or location, please refer to it in your response.
- 14.4.29 For reference, the closed Question 1e referred to in Q1f above was as follows:
- 14.4.30 *Q1e: Do you support or oppose how we plan to operate the Lower Thames Crossing?*
- 14.4.31 For more information about Q1e and how consultees responded to it and the other closed questions in the consultation response form, see Section 14.3 of this report.
- 14.4.32 The issues raised that relate to building the crossing are summarised in Table 14.8 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.
- 14.4.33 The Applicant has fully considered all of the responses received. Table 14.8 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.
- 14.4.34 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 14.8

- 14.4.35 The information presented in Table 14.8 is as follows:
- i. 'Code' is a unique code assigned to each issue for reference purposes.
 - j. 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q1f or to another question in the response form but covering similar topics.
 - k. 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
 - l. 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it as well. The local authorities included in this list are set out in Section 4.3 of this report.

- m. 's42(1)(d)' states how many respondents with a land interest raised that issue.
- n. 's47 & s48' states how many members of the public raised that issue.
- o. 'The Applicant's response' presents the Applicant's response to the issue(s) raised and explains how the Applicant has had regard to the issue(s).
- p. 'Project change' states whether the issue(s) raised resulted in a change to the Project.
 - i. 'Yes' indicates that changes to the Project proposals have been made since the Community Impacts 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 with regards to operating the Project and the Applicant's responses

- 14.4.36 Table 14.8 below summarises the issues raised with regards to operating the Project and presents the Applicant's responses to those issues raised.

Table 14.8 Summary of issues raised with regards to operating the Project and the Applicant's responses

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
OC1	<p>Comments expressing concern about the proposed charges for the Project. Some consultees say there was lack of information about the charges during the Community Impacts Consultation.</p> <p>Some consultees say the proposed charges for using the new river crossing would be too expensive for motorists.</p> <p>Some consultees say a crossing charge would penalise those choosing the more direct and environmentally friendly route, while others said the proposed charge would discourage them from using the new crossing.</p> <p>Consultees also expressed concerns about whether there would be discounts for multiple crossings.</p>	-	-	1	39	<p>At Supplementary Consultation in January 2020, the Applicant consulted on an updated proposed charging system, which would be similar to that used at the Dartford Crossing, but with a Local Residents' Discount Scheme applying to residents of Thurrock and Gravesham.</p> <p>Some information about the proposed charging regime was presented during the Community Impacts Consultation, but the detail had not changed since Supplementary Consultation. The consultation website included links to previous consultation materials, including Supplementary Consultation, for those consultees who wanted to review previous proposals.</p> <p>It is Government policy (National Policy Statement for National Networks (Department for Transport, 2014)) that estuarial crossings will normally be funded by tolls or road user charges. To align with this policy and to help the Project meet its objectives, it is proposed that vehicles would be charged for using the Project.</p> <p>A road user charge is likely to discourage some people from using the crossing. However, the modelling results indicate that with the charge, there would still be significant demand. It is expected that by lowering or removing the proposed charges, more traffic would use the new route, increasing congestion at the crossing and its approaches.</p>	No
OC2	<p>Comments opposed to implementing a charge for the Project once it is open.</p>	Shorne Parish Council	-	2	105		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
OC3	Comments suggesting that any charge for the Project once it is open should be competitive, with some consultees saying the charge should be the same as for the Dartford Crossing, while others say the charge should be less in order to incentivise motorists to use the new crossing.	-	London Borough of Havering	0	26	<p>It is not expected that there would be any need to incentivise motorists to use the Project if it costs the same as the Dartford Crossing. Setting the Project's charge equal to that at the Dartford Crossing would allow motorists to choose which crossing to use based on other factors, such as directness, rather than cost.</p> <p>It is expected that discounts for using the Project would be offered to account holders, on the same terms as the account discounts that apply at the Dartford Crossing. The discount scheme would be in line with the system in place at the Dartford Crossing.</p> <p>More information about the benefits of aligning the Project's charging regime with that of the Dartford Crossing can be found in the Road User Charging Statement (Application Document 7.6).</p>	No
OC4	Comments suggesting that the crossing charge should cease once the costs of the Project have been recovered.	-	-	0	12	Charges at the Dartford Crossing are used to manage congestion, as would the proposed charges to use the Project. This would also help the Project meet its objective of providing value for money for the Government. As such, there are no plans to remove the charge after any period of time.	No
OC5	Comments expressing concern that making motorists pay a charge to use the tunnel section of the Project would result in queuing and congestion.	-	-	0	3	It is intended that the Project's road user charging scheme would be a free-flow operation with Automatic Number Plate Recognition (ANPR) technology to detect and identify vehicles and to charge remotely without the need for toll booths or barriers. The free-flow charging system was introduced at the Dartford Crossing in 2014. The free-flow charging system used at the Dartford	No
OC6	Comments making suggestions on what the	-	-	0	7		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	payment method for the crossing charge should be for the Project. Consultees suggest that free-flow technology is used, and that the charge should be paid online.					Crossing allows traffic to flow as freely as conditions permit, helping to reduce delays for motorists. A similar free-flow charging system would benefit users of the Project in the same way. There are no plans to combine the operation of the Dart Charge and Project road user charging schemes with the schemes in Greater London (e.g., the existing London Congestion Charge, or the proposed new Silvertown Tunnel charges) as the schemes in Greater London are or will be operated by Transport for London on behalf of the Mayor for London, via Oyster accounts or otherwise.	
OC7	Comments expressing concern about the operating company that would manage the crossing. Consultees express distrust in the Applicant's intentions to remain as the operating company, arguing that the purpose of the crossing would be to make profit and that the current operating proposals could be subject to change. Some consultees express concern that the crossing might be sold to an overseas operating company.	-	London Borough of Havering	2	156	<p>The Dartford Crossing is a Government-owned asset managed by the Applicant. The company, Emovis, that currently collects the Dart Charge (to use the Dartford Crossing) on behalf of the Secretary of State is a specialist company that provides toll road services. The Project is likely to be managed under a similar arrangement, with details to be confirmed nearer the road opening date. There are no plans to sell the Project to an overseas entity when it is completed.</p> <p>The Scheme Objectives include the requirement to reduce congestion at the Dartford Crossing, while the Project remains affordable to Government and road users. More information about the Scheme Objectives can be found in the Need for the Project (Application Document 7.1).</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
OC8	Comments expressing concern that the Applicant's plans could result in vehicles from abroad avoiding payment when using the crossing, as is perceived to be the case with the Dartford Crossing.	-	-	0	7	Non-UK based drivers are required to pay for their crossings at the same rate and in the same way as UK-based drivers. The traffic modelling and other assessments show that the approach to road user charging would provide congestion relief at the Dartford Crossing while making the Project affordable to Government and road users. There is no requirement nor intention to charge non-UK users more than UK users of either crossing.	No
OC9	Comments suggesting that there should be exemptions from the charge to use the Project once it is open for specific groups including disabled drivers, emergency services, electric and low-emission vehicles, and cars after 20:00 and at weekends. Some consultees suggest exemptions or reductions should apply at the existing Dartford Crossing as well as the new crossing, and that these exemptions should be implemented from the point when construction of the Project begins.	-	Gravesham Borough Council, Thurrock Council	1	8	Road user charging at the Project would be based on the vehicle classifications in place at the Dartford Crossing, which are linked to size of vehicle, rather than emissions. At Dartford, there are four classes (A, B, C and D, with A including smaller vehicles and D the largest) with increasing charges from A to D. As such, lorries and coaches would pay more, especially those with more than two axles. Certain vehicles are already exempt from the existing Dartford Crossing road user charges, including emergency and military vehicles and vehicles that are tax-exempt because they are registered for the use of disabled people. It is expected that the same exemptions would apply to the Project charges. Exemptions based on vehicle tax class ensure that eligibility is well understood and easy to apply and operate through a free-flow charging scheme.	No

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OC10	Comments suggesting that there should be a Local Resident Discount Scheme for users of the Project. Locations that consultees mention as being eligible include Thurrock, Havering, Gravesham, Newham, Medway, Essex and Kent.	Shorne Parish Council	Medway Council, London Borough of Havering, Gravesham Borough Council	2	55	Like the Dartford Crossing, the Local Resident Discount Schemes (LRDS) would apply to residents who live in the borough in which the Project's tunnel portals are located. As such. Thurrock residents would be eligible for the Project's LRDS (as they are for the Dartford Crossing). Gravesham residents would also be eligible for the Project's LRDS.	
OC11	Other suggestions that relate to a crossing charge, include the use of the revenue from the crossing charge to fund the construction and ongoing maintenance of the crossing, an emissions premium, and a Heavy Goods Vehicle (HGV) premium.	Transport for London	-	3	14	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).	No
OC12	Comments making suggestions on what profits from the road user charge proposed for the Project should be spent on, including maintenance of the tunnel, further improvements to the road network, or investment into affected local communities.	-	-	2	8		No

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OC13	A comment expressing concern about the potential for surveillance of motorists who use the Project.	-	-	0	1	<p>It is intended that the Project road user charging scheme would be a free-flow operation with Automatic Number Plate Recognition (ANPR) technology to detect and identify vehicles and to charge remotely without the need for toll booths or barriers.</p> <p>The systems would be in place to ensure safety and traffic management of the route. Any data collected for enforcement would be collected by the police and handled in accordance with the General Data Protection Regulation (GDPR).</p> <p>In common with other roads that incorporate technology for safety purposes, the Project would include incident detection measures along the route, including the tunnel, to identify vehicles stopping in a live lane and to carry out rapid changes of traffic management, including lane closures, to avert danger.</p> <p>In order to comply with the GDPR, customer data, collected by ANPR cameras, would only be kept for the shortest time required. All information would be kept in highly secure UK data centres and protected by the latest encryption and firewall technology. The systems would be regularly audited, and penetration tested by external security assessors to ensure customer data is safe.</p>	No
OC14	Comments expressing concern about emissions of pollutants from vehicles using the Project once it is open, which would have a	-	Gravesham Borough Council, Thurrock Council	17	83	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	Yes

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	negative impact on air quality, human health and the environment.					the proposals to reduce the impacts on local communities. For example, the Ward Impact Summaries described the different elements of the Project during the operational phase in each local authority ward area, as well as information about the air quality impacts that could affect those areas.	
OC15	Comments expressing concern about increased levels of pollution from vehicles using the Project once it is open, which would have a detrimental impact on air quality, the environment and human health in specific areas. These include East Tilbury, Thurrock, Dartford, Chalk, Chadwell St Mary, Gravesham, Orsett, Upminster, Linford, Maidstone, Ockendon, Brentwood Road, A13 and around the tunnel itself. Some consultees expressed concern that Thurrock already has some of the worst air quality in the country.	-	Maidstone Borough Council, Thurrock Council	11	32	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 and traffic assessments. Since the Community Impacts Consultation, the Applicant has updated its proposals in response to feedback received during consultation and undertaken further assessments, including an Environmental Impact Assessment (EIA) and updated traffic modelling. These are set out in detail in the application for development consent. The operation of the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in Environmental Statement (ES) Chapter 5: Air Quality (Application Document 6.1). The assessment methodology	Yes

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						<p>explains where the air quality modelling was carried out and why.</p> <p>The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project.</p> <p>Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and the Design 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 effects on human health is required.</p> <p>With regards to air quality impacts on habitats, ES Chapter 5: Air Quality and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), include a detailed consideration of air quality impacts on sensitive ecological sites (through additional nitrogen deposition).</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NO_x). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen</p>	

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						<p>(including NO_x 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.</p> <p>The locations mentioned by consultees have been considered in the context of the proposed mitigation measures and the predicted impacts on human health and on habitats in those areas. The Applicant is satisfied that the impacts across the Project's affected area have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	

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OC16	Comments expressing concern that carbon emissions would increase in the area once the Project is open due to increased volumes of traffic.	-	Gravesham Borough Council, Thurrock Council	1	11	<p>As part of the Development Consent Order application, the Applicant has explained how the relevant legislative and policy requirements in relation to climate change impacts are met. An Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 15: Climate (Application Document 6.1) assesses the Project's impact on climate change, including greenhouse gas emissions during construction and operation, and sets out the proposed mitigation measures, including those measures that are secured through the Carbon and Energy Management Plan (Application Document 7.19). The assessment concludes that the increase in greenhouse gas emissions resulting from the Project would not have a material impact on the ability of Government to meet its carbon reduction targets, in accordance with the policy test set out in the National Policy Statement for National Networks (Department for Transport, 2014).</p> <p>During construction, greenhouse gas emissions would be minimised through the design of the Project, for example, by 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 one-third compared with a</p>	No

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						<p>scenario where those measures were not employed. This represents a leading position in the industry today, and would result in construction emissions equivalent to 1.76 million tonnes of carbon dioxide.</p> <p>However, the Applicant is committed to going further and to using the time available before construction begins to explore ways of achieving greater reductions in emissions. The Carbon and Energy Management Plan therefore provides a framework within which the Applicant and Contractors would, working closely with industry partners, seek to identify and develop innovative ways of reducing the Project's construction emissions below today's industry leading position. The Carbon and Energy Management Plan also sets out the low-carbon solutions that would be deployed by the Applicant to manage and maintain the Project once it is operational.</p> <p>The Applicant has considered the additional carbon emissions from road users that could result from operation of the Project over a 60-year period and presented this information in ES Chapter 15 (Application Document 6.1). 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</p>	

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						more conservative figure that results from the use of national projections included in the current version of the Department for Environment, Food and Rural Affairs' (Defra's) Emissions Factors Toolkit.	
OC17	General comments expressing concern that the Project would have a negative impact on the environment once it is open.	-	-	1	8	<p>As well as the need to reduce congestion at the Dartford Crossing, minimising adverse impacts on the environment is one of the Scheme Objectives agreed between the Applicant and the Department for Transport, and the Project has been developed accordingly. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1). At every step of the Project's lifecycle, consideration has been given and efforts have been made to reduce the environmental impacts, while still fulfilling the needs of the Project.</p> <p>The Secretary of State chose the route and the Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate', with the aim of reducing potential adverse effects. Alternative routes and the planning balance for the Project were assessed as part of the Planning Statement (Application Document 7.2).</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application</p>	No

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						<p>Documents 6.1, 6.2 and 6.3). During this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans (e.g. the Engineering Drawings and Sections (Application Document 2.9)) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>In line with standard EIA methodology, the environmental impacts of the Project have been assessed by topic area, with appropriate mitigation measures provided for each. In some topic areas – air quality, marine biodiversity, geology and soils, materials assets and waste, and road drainage and water environment - the Applicant's proposals mean there are no likely significant effects predicted during the Project's operation.</p> <p>In other topic areas – cultural heritage, terrestrial biodiversity, landscape and visual, noise and vibration, and population and human health – there are predicted to be some significant impacts during the Project's operation.</p>	

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						<p>Where significant effects are predicted, these have been reduced to levels the Applicant considers acceptable based on industry-standard measures and the expected benefits of the Project, including the reduction in congestion at the Dartford Crossing. A summary of the Project's significant effects can be found in the Environmental Statement Non-Technical Summary (Application Document 6.4).</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project, in combination with other new developments, that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects.</p> <p>The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site, or on any other European designated site.</p>	
OC18	Comments expressing concern that the Project would increase light pollution once it is open. Comments include references to local communities and nocturnal animals and the negative	-	Thurrock Council	5	12	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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	impacts that light pollution could have on them.						
OC19	Comments expressing concern that the Project would increase light pollution in specific areas once it is open. Locations mentioned include East Tilbury, Linford, the Kent Downs Area of Outstanding Natural Beauty, and Shorne, Cobham and Luddesdown ward.	Kent Downs AONB Unit	-	2	1	<p>For example, the Ward Impact Summaries described what operational activities would take place in each local authority ward area, as well as information about the environmental, traffic and construction impacts that could affect those areas. The consultation materials also described the mitigation measures that would be adopted in each area to manage the effects of construction. The Ward Impact Summaries referred to the draft Design Principles consulted on during consultation where these were relevant to lighting and where appropriate.</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 and traffic assessments.</p> <p>An Environmental Impact Assessment (EIA) has been carried out which includes an assessment of the impact of light on the environment during the Project's operation phase, which is presented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 7: Landscape and Visual and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), include information about the assessment of light pollution and the measures proposed to mitigate those impacts.</p> <p>In line with the commitments secured in the Design Principles (Application Document 7.5), the Project would be designed to reduce the amount of light</p>	No

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						<p>that could affect local communities during operation by making sure that any artificial lighting used is directed as closely as possible on its intended target area. Lighting would be installed only where necessary for safety reasons, such as at junctions and tunnels. Large sections of the route to the north of the River Thames would remain unlit. Further information about lighting can be found in the Project Design Report (Application Document 7.4), Design Principles, General Arrangements Plans (Application Document 2.5) and the Structures Plans (Application Document 2.13). At the detailed design phase, the appointed Contractor would finalise the operational lighting, which would include mitigation measures to prevent light spill impacting habitats adjacent to the Project and reduce light spill on important biodiversity features. These mitigation measures would reduce the level of impact such that there would be no observable change to invertebrate populations.</p> <p>Lighting would be designed to reduce impacts on important biodiversity features such as retained areas of ancient woodland and bat roosts, for example. This would include low column heights to reduce light spill; lighting columns being placed in the central reserve where practicable to reduce light spill into adjacent areas; unlit sections of road to provide dark corridors for photosensitive species, and warm white luminaires to reduce the impacts on insects and bats.</p> <p>The proposed mitigation measures would be effective in reducing the biodiversity and community</p>	

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						impacts of the operational lighting to not significant levels. The locations mentioned by consultees have been considered in the context of the proposed mitigation measures and the predicted impacts in those areas. The Applicant is satisfied that the impacts across the Project's affected area have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.	
OC20	General comments expressing concern that the Project would increase noise pollution once it is open, with some consultees suggesting that the Applicant's noise assessments are flawed or that the proposed mitigation would be insufficient.	-	Gravesham Borough Council, Thurrock Council	15	35	To assess the environmental impacts of the operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). The Applicant's 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 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.	Yes
OC21	Comments expressing concern that the Project would increase noise pollution in specific areas once it is open. Locations mentioned include Upminster, Cranham, Linford, Chadwell St Mary, Thurrock, Shorne, Cobham, Luddesdown, Tilbury, Orsett, Havering, Gravesham, South	-	Gravesham Borough Council, Thurrock Council	10	19	During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans such as the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4). The	Yes

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	Ockendon, Riverview, Thong Lane and Vigilant Way.					<p>Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>ES Chapter 12: Noise and Vibration (Application Document 6.1) includes an assessment of the impact of operating the Project in relation to noise and vibration and sets out any appropriate mitigation.</p> <p>The study area for the operational noise assessment was carried out in accordance with the guidance in the DMRB, which recommends measuring noise levels up to 600m from the affected routes. The assessments presented during the Community Impacts Consultation in July 2021 were appropriate for the phase of development for the Project at that time. The final assessments presented in the ES have been carried out according to best practice and the guidance set out in the DMRB.</p> <p>The Project has been aligned as far as reasonably practicable from population centres and other noise-sensitive locations. Operational noise impacts would be reduced through the use of the tunnels, cuttings and false cuttings, along with low-noise road surfacing and noise barriers.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over</p>	

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

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						<p>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 locations mentioned by consultees have been considered in the context of the proposed mitigation measures and the predicted impacts in those areas. The Applicant is satisfied that the impacts across the Project's affected area have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
OC22	<p>Comments expressing concern that the Project would adversely affect the health and wellbeing of the local community once it is open. Some consultees highlight specific concerns, such as potential impacts on the mental or physical health of local people, while others say that the needs of road users have been prioritised above the health of local communities.</p>	-	<p>London Borough of Havering, Gravesham Borough Council, Thurrock Council</p>	13	49	<p>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, including the predicted health impacts on local people, while also setting out the proposals to reduce those impacts.</p> <p>For example, the Ward Impact Summaries described what operational activities would take place in each local authority ward area, as well as information about the health impacts likely to affect those areas. The consultation also described the mitigation measures that would be adopted in each area to manage the operational effects.</p> <p>The information provided during consultation was based on detailed and robust assessments of the impacts using methodologies similar to those used</p>	No

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						<p>for the information presented in the application for development consent, including the environmental assessments.</p> <p>An Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 13: Population and Human Health (Application Document 6.1) presents the assessment of the potential impacts on health.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Chalk Park and Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p>	

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						<p>The Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP, set out the good practice and location-specific measures that would be used to reduce the impact of the Project's construction and operation on local people. These include measures to reduce noise, dust and light impacts on local communities.</p> <p>Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse-riding routes; as well as access to new areas of recreational land at Chalk Park and Tilbury Fields. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which could have positive and negative mental health outcomes (such as anxiety as a result of increases in noise levels).</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>Information about the impacts on local communities, including health impacts, is also</p>	

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						presented in the Community Impact Report (Application Document 7.16).	
OC23	Comments expressing concern that the plans would have a negative impact on local assets with cultural significance, including listed buildings and Conservation Areas. Some consultees expressed concern that vibration may damage foundations of vulnerable houses. The Baker Street Windmill was mentioned as a particular concern.	-	Gravesham Borough Council, Thurrock Council	4	10	<p>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.</p> <p>For example, the Ward Impact Summaries described what operational activities would take place in each local authority ward area, as well as information about the environmental impacts that could affect those areas. The consultation materials also described the mitigation measures that would be adopted in each area to manage the effects of the Project's operation.</p> <p>Each Ward Impact Summary included a section describing the impact of operation on built heritage, including Conservation Areas, listed buildings, scheduled monuments and other assets of local importance.</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 and traffic assessments.</p> <p>To assess the environmental impacts of the operation of the Project, including the impact on listed buildings and vibration affecting properties, an Environmental Impact Assessment (EIA) has</p>	No

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						<p>been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 6: Cultural Heritage (Application Document 6.1) assesses the impacts on built heritage during the Project's operation, including listed buildings and Conservation Areas, and presents the proposed mitigation to reduce those impacts.</p> <p>The Grade II listed Baker Street Windmill is a 17th century building that has been converted to residential use. It lies outside the Order Limits, so would not be directly affected by the Project. The windmill is currently situated 235m from the existing A13/A1089 junction, whereas when the new junction is built, the windmill would be 70m from the structures that form part of the upgraded A13/A1089/A122 Lower Thames Crossing junction. The proximity of the junction would negatively impact the windmill's setting in the surrounding area.</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</p>	

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						Grade II listed Baker Street Windmill; Cobham Hall Registered Park and Garden; and the reclaimed landscape north of the River Thames. The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.	
OC24	Comments expressing concern that traffic and congestion would increase once the Project is open due to the number of lanes proposed along the new road. Consultees also say proposals to reduce the A2, M2 and A13 to two lanes would have a negative impact on traffic. Some consultees expressed concern about the likelihood of incidents on major approach roads, such as the M25 and A2/M2, and ask whether the Project would have sufficient capacity to cope under those circumstances.	-	-	0	12	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. These are updated by the Applicant regularly based on knowledge gained from constructing and operating major road schemes. The number of lanes along the route has been adjusted over time as part of the ongoing design development process. While it was originally expected that two lanes in each direction would be enough to accommodate predicted traffic flows, after carrying out further traffic modelling in 2017, this was increased to three lanes in each direction for the Statutory Consultation proposals in October 2018. A subsequent phase of traffic modelling confirmed the decision to have three lanes along the majority of the route but enabled the Applicant to reduce the	No

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						<p>number of lanes on the southbound section between the proposed A122 Lower Thames Crossing/M25 and A13/A1089/A122 Lower Thames Crossing junctions from three lanes to two, while still maintaining free-flowing traffic. This would reduce the footprint of the route at this location, thereby reducing its environmental impact and cost. This was presented at Supplementary Consultation in January 2020. More information on the Supplementary Consultation can be found in Chapter 6 of this report.</p> <p>The number of lanes on the section of the A2/M2 being upgraded as part of the Project is greater than the number of lanes along that section of the A2/M2 currently. The Project proposals include eastbound and westbound parallel connector roads, with two lanes in each direction, and these would be designated as part of the A2. These would run between the Gravesend East junction and junction 1 of the M2, carrying A2 traffic separately from the A2/M2 mainline, where currently this traffic is combined on the A2/M2.</p> <p>The proposal for the A2/M2 through the Gravesend East junction and the junction with the Project is to have two lanes eastbound and three lanes westbound. When the A2 parallel 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 is to</p>	

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						<p>have four lanes in each direction, which amounts to a total of six lanes in each direction when the A2 parallel connector roads are considered. This makes two 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>At Supplementary Consultation, the design of the proposed A13/A1089/A122 Lower Thames Crossing junction was revised to reduce the likelihood of motorists coming into conflict while merging and diverging on the A13 eastbound. This would mean traffic leaving the A13 at the Orsett Cock junction would diverge before any new traffic from the Project joins the A13. This would result in a short section on the A13, between the Project and the Orsett Cock junction, reducing from three lanes to two lanes through the junction. This meets design standards and provides adequate capacity in line with traffic forecasts. Lane drop and gain through junctions is standard practice and is used frequently on the strategic road network.</p> <p>In addition, during the Community Impacts Consultation, a third lane was added to the link between the Project northbound and southbound connecting to the A13 eastbound and Orsett Cock junction. This change was included to accommodate predicted traffic flows.</p>	

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						<p>Designing the Project and its approach roads, including the M25 and junction 29, with sufficient capacity to accommodate the predicted traffic flows improves safety for all road users, reducing the risk of incidents on the Project and its approach roads.</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). Information about the traffic modelling can be found in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p>	
OC25	Comments expressing concern that the Project would increase traffic and journey times once it is open, as well as creating congestion on surrounding roads.	Cobham Parish Council, Shorne Parish Council	Kent County Council, Thurrock Council	13	87	<p>While the Project would result in additional vehicle mileage being travelled, this is largely as a result of longer trips – particularly those across the River Thames. The number of new trips predicted as a result of the Project is relatively low.</p> <p>Once the Project is operational, traffic impacts on the affected road network would be monitored, including local roads. More information on the predicted traffic impacts on local roads is available in the Transport Assessment (Application Document 7.9). Information about the traffic forecasts and impacts is also available in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>For more information about the traffic modelling, see the Transport Model Package, which is Appendix B of the Combined Modelling and Appraisal Report (Application Document 7.7).</p>	Yes

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OC26	Comments expressing concern that the Project would result in an increase in Heavy Goods Vehicles (HGVs) in the local area once the new road is open, with these coming from ports like Dover and Folkestone. Consultees expressed concern at the suitability and capacity of specific locations to accommodate with large vehicles, including villages such as Meopham, Culverstone, Chadwell St Mary, Cobham, Luddesdown, and Higham, as well as roads such as the A2/M2, A127 and the M20.	Shorne Parish Council	Thurrock Council	4	21	<p>The Project's transport modelling forecasts are produced in line with Department for Transport's (DfT's) (2021b) transport analysis guidance (TAG). The forecasts inform the amount of freight using the Project once in operation.</p> <p>The Project has been designed with high-quality, largely free-flowing links to key points on the strategic road network (SRN), with only limited direct links to local roads. Freight traffic using the Project to travel between Channel ports and destinations to the north would not need to use the local road network near the Project, and their opportunities to do so would be limited. As such, it is not expected that the Project would increase the incidence of Heavy Goods Vehicles (HGVs) using local roads, including those through Meopham, Culverstone, Chadwell St Mary, Cobham, Luddesdown or Higham once the road is open.</p> <p>The M20 is predicted to see a significant reduction in traffic, including HGVs, once the new road is open. The A127 west of the M25 and the A2/M2 east of the proposed junction with the Project are predicted to experience an increase in traffic, including HGVs. The A2/M2 west of the Project would see a reduction in traffic as some motorists divert their journeys towards 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</p>	No

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						<p>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 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</p>	

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						consultation with relevant local highway authorities, which would begin one year before the tunnel area opens. The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end-to-end journeys for road users (paragraph 5.19 of Highways England: Licence (DfT, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.	
OC27	Comments expressing concern about the safety of the Project once it is open. Consultees expressed concern about safety in the proposed tunnel, as well as the proposed 70mph speed limit and emergency service access. There are also concerns about the safety of the sections of new road, including the junctions and slip roads, and the lack of sufficient emergency refuge areas.	Shorne Parish Council	Gravesham Borough Council, Thurrock Council	2	34	The Applicant has a corporate aim that no one should be harmed when travelling or working on the strategic road network as part of its Home, Safe and Well programme (Highways England, 2019a). The Project would be designated an all-purpose trunk road, 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. The Project is being designed to the requirements set out in The Applicant's Design Manual for Roads and Bridges (DMRB) GD 300 Requirements for New and Upgraded All-Purpose Trunk Roads (Expressways) (Highways England, 2020g), which introduces best-in-class design and technology interventions for a dual carriageway A-road.	No
OC28	Comments suggesting safety measures for the Project, including additional lanes and/or a hard shoulder, a 30mph speed limit in the tunnel, CCTV,	Shorne Parish Council	Thurrock Council	2	38	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,	No

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	emergency roadside telephones, and identifying rendezvous points for emergency service vehicles.					emergency areas, stopped vehicle detection systems, CCTV, and places of safety for road users to access in an emergency. Incident management plans and protocols would play a key part in minimising the impact of incidents.	
OC29	Comments expressing concern with the safety and design of smart motorways and the use of such features on the Project, including the absence of a hard shoulder, with some consultees saying that this would undermine the safety of the new road and increase the likelihood of collisions and fatalities.	-	Kent County Council, Thurrock Council	9	82	<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 presented 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</p>	No

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						<p>operational and technology measures would be used, including lane signalling; traffic signal and barrier arrangement on each tunnel bore approach to allow the tunnel to be closed in the event of an incident; technology to detect incidents on highway links and in the tunnel; comprehensive closed-circuit television (CCTV) coverage and dedicated Traffic Officer Service. Additionally, 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>The proposed tunnels would be significantly larger than the existing tunnels at the Dartford Crossing. They would have three full-width lanes in both directions, so it would be easier for drivers to maintain speed and pass vehicles in other lanes. This would help traffic flow more freely through the tunnels. The full-width lanes would allow reduced potential lane drift and consequential vehicle side swipes; better traffic flow to reduce the potential for rear-end collisions and vehicle side swipes; better driver lane positioning taking into account the lateral displacement of a driver with the tunnel wall; ability for better incident response and management; and better throughput of traffic compared to the Dartford Crossing, reducing the</p>	

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						<p>number of potential collisions on the approaches to the tunnel portals.</p> <p>In addition, the proposed tunnels have been designed to align with the traffic modelling results in accordance with Department for Transport (DfT) guidance. The modelling is based on the current DfT traffic forecasts and includes all known large developments with a planning application or consent. Based on the modelling outputs, two tunnels providing three lanes in each direction would accommodate future traffic flows. The tunnels and their approaches are forecast to remain free-flowing for the foreseeable future. For more information about the tunnel design, see the Project Design Report (Application Document 7.4), the Design Principles (Application Document 7.5) and the General Arrangements (Application Document 2.5).</p> <p>The Applicant has worked closely with emergency services with the aim of optimising safety and incident response, which includes dedicated access points so that emergency services can quickly access the new road from the local road network. Following Supplementary Consultation in January 2020, emergency access was provided from the Project's main carriageway to Brentwood Road, as proposed in the Design Refinement Consultation in July 2020.</p> <p>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</p>	

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						<p>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>Emergency roadside telephones would be installed as part of the Project, at each emergency area and within the tunnel. These would connect to the regional control centres and contribute to safety by allowing road users to keep the authorities aware of breakdowns or other incidents.</p>	
OC30	General comments opposed to the Project once it is open. Many consultees express opposition to the Project as a whole.	-	-	6	29	<p>The Scheme Objectives for the Project were agreed between the Applicant and the Department for Transport and are set out in the Need for the Project (Application Document 7.1). These objectives include the requirement to relieve the congested Dartford Crossing and its approach roads. The Project proposals have been assessed as the optimal response to the objectives set.</p> <p>The high level of traffic using the Dartford Crossing exceeds the design capacity of the road. This results in frequent traffic congestion and poor journey time reliability, making the Dartford Crossing one of the least reliable sections of the strategic road network (SRN). While incremental improvements to the Dartford Crossing have helped ease these issues, these have not been sufficient to address the lack of road capacity east of London. Congestion, delays and poor journey time reliability at the Dartford Crossing and on surrounding roads is a major impediment to economic growth in the South East of England. As a result of these ongoing issues at the Dartford Crossing, slow-moving and</p>	No

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						<p>queuing traffic on both the local highway network and SRN approaches to the Dartford Crossing also impact the environment and surrounding communities through high levels of noise and air pollution.</p> <p>The Project would provide an alternative to the Dartford Crossing and would help transform the economies of Kent, Thurrock, Essex and Havering, and would provide an additional vital cross-river connectivity with increased resilience, including for freight travelling to and from the Kent ports. It would help transform the economic geography of the area and connect two economies that have historically been separated by the River Thames. This would connect local people to more jobs, make business-to-business interactions easier and more effective, and facilitate growth in trade and freight, which is dependent on reliable journey times to ports and to the Channel Tunnel.</p> <p>The Government's Road Investment Strategy 2 (Department for Transport, 2020a) sets out its major road-building commitments for the period 2020-25, including the Project. More information about the costs and benefits of the Project, including a table showing the monetised benefits, can be found in the Need for the Project (Application Document 7.1) and the Economic Appraisal Package (EAP), which is Appendix D of Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic</p>	

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						Appraisal Report provides more information on the appraisal methods and results. For information about these Scheme Objectives, see the Need for the Project (Application Document 7.1).	
OC31	Comments suggesting that the methods used for operating the Project should be based on lessons learned from other road schemes. Some respondents suggest that innovation and technology could prove to be valuable to improving the operation of the Project.	-	-	0	9	The Project proposals submitted for the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design. These are updated by the Applicant regularly based on knowledge gained from constructing and operating major road schemes. The Applicant continues to engage with key stakeholders to ensure that best practice and innovation is embedded within the Project. For example, this includes working closely with The Applicant's Operations Directorate, the Tunnel Design Safety Consultation Group (TDSCG) and Emergency Services and Safety Partners Steering Group (ESSPSG). Both TDSCG and ESSPSG include the Applicant, emergency services and local authorities. The draft Development Consent Order (Application Document 3.1) includes an element of flexibility in Schedule 1 to accommodate operational innovation, including limits of deviation (LOD) provided it does not give rise to 'any new or	No

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						<p>materially different environmental effects to those assessed in the Environmental Statement'.</p> <p>Mobile phone and radio signals would be available throughout the route, with 4G/5G connectivity also available within the tunnel. Built into the Project would be the cabling and other infrastructure to provide high-bandwidth connectivity, should this be needed in the future.</p> <p>These proposals set the Applicant's vision and plans for maintaining its current operational technology infrastructure and how it would be used in the future to meet changing needs, deliver improved services and value for money.</p> <p>For more information about the design of the Project and the use of technology, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p>	
OC32	Comments suggesting that access to the Project should be contained within the strategic highways and major road network, to prevent local roads becoming 'rat runs' for the Project.	-	-	0	3	<p>The number of local links at the Project's junctions has been limited to provide a balance between the desire to connect local areas and the need to limit the size and complexity of junctions, and to ensure connections to the strategic road network are free flowing.</p> <p>The Project does not include additional links directly to local roads because this would increase traffic on these roads and increase opportunities for rat-running. For more information about the Scheme</p>	Yes

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						<p>Objectives, see the Need for the Project (Application Document 7.1).</p> <p>Once operational, the Project would provide connections to the main links on the strategic road network (SRN) (the A2/M2, A13/A1089 and M25), as well as selected local connections at Gravesend East and Orsett Cock, to contribute towards achieving the relevant Scheme Objectives. These connections would ensure the Project remains free-flowing for the foreseeable future and provides the necessary congestion relief at the Dartford Crossing.</p> <p>The Project's high-quality free-flowing links to key points on the strategic road network, with only limited direct links to local roads, means that any freight traffic using the Project to travel between the South East 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>In response to concerns about the rerouting of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design would provide a direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the A122 northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the</p>	

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						<p>Orsett Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road.</p> <p>Once the Project is operational, traffic impacts on the affected road network, including local roads, would be monitored. Where appropriate, the Applicant would support the local authority in its engagement with the Department for Transport towards seeking funding for further highway works.</p> <p>14.4.37 Comments on the WNIMMP that were provided in responses to the consultation are set out elsewhere in Table 14.4 of this chapter, along with an explanation of how the Applicant has had regard to those comments.</p>	
OC33	Comments containing suggestions on traffic management measures, including dedicated Heavy Goods Vehicle (HGV) lanes, a 60mph or a 50mph speed limit, installation of traffic lights on surrounding roads (including the A226, A289 and Thong Lane), increased signage, and consulting emergency services on traffic management measures.	Shorne Parish Council	Kent County Council, Thurrock Council	0	18	<p>The Project would be designed as an all-purpose trunk road with a restriction on Heavy Goods Vehicles (HGVs) using lane three, similar to a motorway. There would be no other restrictions on HGVs along the route.</p> <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>	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's proposals with free-flowing connections with the A2/M2, A13/A1089 and the M25. The main route has no traffic lights or roundabouts to ensure continuous traffic flow, although traffic lights or roundabouts would be necessary at some minor junctions away from the main route where traffic from the route would meet local roads. There are no traffic lights proposed at the A289 during the Project's operational phase.</p> <p>The Applicant is proposing to install traffic light controlled walking, cycling and horse riding crossings on both the A226 Gravesend Road and on Thong Lane. In the former instance, this would link new and upgraded Public Rights of Way to existing ones north of the A226. In the latter instance, the crossing would link the new car park near the proposed M2/A2/A122 Lower Thames Crossing junction on the west side of Thong Lane with Shorne Woods Country Park.</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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>local needs and support better end-to-end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport (DfT), 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.</p> <p>Traffic signage would be used where required to ensure the route performs safely and gives drivers sufficient warning of the road layout and destinations. The detailed design for all signage would be carried out by the appointed Contractors in accordance with the standards published in the Design Manual for Roads and Bridges (DMRB) and published at the time of detailed design.</p> <p>The Applicant has worked closely with emergency services in designing the route. In response to feedback received during Statutory Consultation in October 2018, additional direct access points have been provided so that emergency vehicles could access the Project more quickly from the local road network. The Applicant would continue to work closely with the police and other emergency services to ensure the roads are safe and are equipped to deal with threats such as terrorism. For more information about how the route has been designed, see the Project Design Report (Application Document 7.4), the Design Principles (Application Document 7.5) and the General Arrangement Plans (Application Document 2.5).</p>	
OC34	Requests for information about the plans for operating the crossing.	-	Kent County Council,	2	24	The Development Consent Order (DCO) would provide powers for the Secretary of State to impose road user charges under the DCO at the new road	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>Consultees made various requests including what legislation allows the Applicant to operate a toll road; clarification on safety measures inside the tunnel, including information about the equipment used to monitor the tunnel during operation and in response to emergencies; and requests for information about the implementation of the control documents such as the Register of Environmental Actions and Commitments (REAC).</p>		<p>Thurrock Council</p>			<p>crossing equal to the charges that are in force at the Dartford Crossing. For information as to how the charges would be implemented and operated, see the Road User Charging Statement (Application Document 7.6).</p> <p>The tunnel would include the latest safety features. In the event of a major incident, barriers would be operated by staff at a remote centre and tunnel closure signals would be displayed on roadside signs. Both tunnel portals would be blocked, preventing motorists entering the affected tunnel and ensuring the unaffected tunnel is empty in case it is needed by emergency services to access the incident. Vehicle recovery would also be provided in the tunnel for any stopped vehicles to escort them to a place of safety. 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. Cross-passages would also allow drivers to reach (on foot) a safe space in the event of an incident in one of the tunnels. For more information about the tunnels design, refer to the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5).</p> <p>Compliance with the Code of Construction Practice (CoCP) (Application Document 6.3, Environmental</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						Statement Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP, is a legally binding requirement of the draft Development Consent Order (draft DCO) (Application Document 3.1).	
OC35	Comments suggesting the need for the Applicant to provide a roadside service facility as part of the Project to allow motorists places to stop and rest during longer journeys. There are also calls for the Project to include a helicopter landing pad for emergency use.	Public Health England	Gravesham Borough Council, Thurrock Council	1	9	<p>At Statutory Consultation in October 2018, the Applicant proposed implementing a roadside service facility as part of the Project. After further investigation and consideration of the issues raised during the Statutory Consultation, the Applicant decided not to progress the roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities.</p> <p>Removing the roadside service facility allowed the removal of the Tilbury junction. These measures significantly reduced the environmental impact of the Project and the impact on Green Belt near East Tilbury. However, due to the distances between existing facilities, the Applicant acknowledges that it would be beneficial for road users if there were additional roadside service facility provision in this area of the strategic road network (SRN).</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</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>SRN. Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time – for example, commenting on what facilities should be provided.</p> <p>More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p> <p>During construction, the appointed Contractors would ensure that the requirements of the emergency services would be followed for the provision of site access points. The accesses may vary over time and would be updated as required and communicated to the services. There is specific helicopter landing provision near to the proposed North Portal close to hyperbaric facilities. The construction sites would be agile, but there would always be appropriate helicopter landing provision available.</p> <p>At the Local Refinement Consultation in May 2022, the Applicant modified the proposals to include operational access roads north of the North Portal and south of the Tilbury Loop railway line so that maintenance and emergency vehicles could access the Project more easily. The new operational access arrangement would give emergency services the flexibility to turn vehicles around in the event of an incident further north or south on the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>new road. This would improve the safety of the new road once it is operational.</p> <p>Following further engagement with emergency services, the Applicant has revised the locations of the rendezvous points located near the tunnel portals. These are designated areas that allow controlled access for emergency services in the event of an incident, but they are not intended for helicopter use. The Applicant continues to engage with the emergency services as to where would be the most suitable location near the Project for a helicopter to land in an emergency.</p> <p>The Applicant has worked closely at every stage with emergency services in developing the proposals, and there is ongoing engagement including through a regular Emergency Services and Safety Partners Steering Group, which is documented in the Statement of Engagement (Application Document 5.2).</p>	
OC36	Comments expressing a neutral opinion on the operation of the Project or some elements of it. Some consultees say a lack of subject expertise or local knowledge, while others said the proposals would not impact them or that they may change over time.	-	Essex County Council	0	59	These comments have been noted.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
OC37	Comments expressing general support for the Applicant's plans for operating the crossing or aspects of them, including comments that the plans are fair and/or reasonable.	-	Essex County Council	0	145		No
OC38	Comments expressing support for the plans and stating that the Applicant should commence work as soon as possible.	-	-	0	15		No
OC39	Comments expressing support for the plans for operating the crossing as long as the crossing charge is aligned in price with the Dartford Crossing.	-	-	0	31		No
OC40	Comments expressing support for the plans for operating the crossing as long as there would be a Local Resident Discount Scheme, similar to the scheme in operation at the Dartford Crossing.	-	-	0	7		No
OC41	Comments expressing support for the plans for operating the crossing as long as it would be free-flowing, without physical toll	-	-	1	6		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	booths, similar to how the Dartford Crossing is operated.						
OC42	Comments expressing general support for the plans for operating the crossing as long as it is in line with the operation of the Dartford Crossing.	-	-	0	8		No
OC43	Comments expressing support for the plans for operating the crossing as long as the payment method is the same as at the Dartford Crossing. Some consultees suggest that users should have the option of a single Dart Charge account for use at both crossings.	-	-	0	14		No
OC44	General comments expressing support for the plans for operating the crossing because it would improve traffic flow.	-	-	0	5		No
OC45	Comments expressing support for the plans because it would improve traffic flow and reduce congestion in specific areas or roads, such as	-	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
	Ockendon, the A2, A282 and B186.						
OC46	Comments expressing support for the plans in relation to traffic safety measures. Consultees say that safety measures are commendable and highlight the additional emergency access roadways which would improve response times to accidents.	-	Thurrock Council	0	3		No

Issues raised in response to open Question 1h

- 14.4.38 Table 14.9 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:
- 14.4.39 *Q1h: Please let us know the reasons for your response to Q1g and any other comments you have on our proposed mitigation for the operational impacts of the Lower Thames Crossing. If your comment relates to a particular document, specific ward or location, please refer to it in your response.*
- 14.4.40 For reference, the closed Question 1g referred to in Q1h above was as follows:
- 14.4.41 *Q1g: Do you support or oppose our proposed mitigation for the operational impacts of the Lower Thames Crossing?*
- 14.4.42 For more information about Q1g and how consultees responded to it and the other closed questions in the consultation response form, see Section 14.3 of this report.
- 14.4.43 The issues raised that relate to building the crossing are summarised in Table 14.9 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.
- 14.4.44 The Applicant has fully considered all of the responses received. Table 14.9 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.
- 14.4.45 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 14.9

- 14.4.46 The information presented in Table 14.9 is as follows:
- '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) 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 as well. 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 Community Impacts 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 mitigating the operation of the Project and the Applicant's responses

14.4.47 Table 14.9 below summarises the issues raised regarding mitigating the operation of the Project and presents the Applicant's responses to those issues raised.

Table 14.9 Summary of issues raised regarding mitigating the operation of the Project and the Applicant's responses

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
MO1	General comments expressing concern about the negative impact that operating the crossing would have on the environment.	-	Thurrock Council	1	4	<p>Minimising adverse impacts on the environment is one of the Scheme Objectives agreed between the Applicant and the Department for Transport, and the Project has been developed accordingly. The route is designed to provide an appropriate balance between the need to reduce environmental impacts during operation, while still fulfilling the other Scheme Objectives, including the need to reduce congestion at the Dartford Crossing, and complying with the relevant legislation. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>The Project has been developed to minimise the amount of land needed for its operation, thereby reducing impacts on buildings, environmentally sensitive areas and farmland. The roads and junctions that comprise the Project would have the minimum height and footprint practicable, while still providing the necessary capacity, safety and connectivity that road users and the operation require.</p> <p>To assess the environmental impacts of the operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). The ES includes an assessment of the Project's impacts on different aspects of the environment, including air quality, heritage,</p>	No
MO2	General comments expressing concern that the proposals to mitigate the environmental impacts of the Project once it is open are not sufficient. Areas of concern include the permanent loss of woodland, Green Belt and agricultural land, as well as impacts on the landscape, water environment and biodiversity.	-	London Borough of Havering, Gravesham Borough Council, Thurrock Council	3	19		No
MO3	General comments opposed to the mitigation proposed for when the Project is open.	-	-	2	11		No
MO4	Comments expressing concern that the proposals to mitigate the impacts of the Project once it is open are insufficient. Some consultees say the	Transport for London, Natural England	Medway Council, Maidstone Borough Council, London	29	190		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>proposals do not go far enough, particularly to mitigate against increased traffic, air and noise pollution. Some consultees comment on the time needed for tree-planting to have a positive impact, saying it would take years for trees to become effective as visual and noise barriers. Other consultees refer to flood mitigation, saying climate change is increasing flood risk and that proposed mitigation would not be effective in the future.</p>		<p>Borough of Havering, Southend-on-Sea City Council, Gravesham Borough Council, Kent County Council, Thurrock Council</p>			<p>landscape and visual, terrestrial and marine biodiversity, geology and soils, materials and waste, noise and vibration, communities, health, drainage and water, and climate.</p> <p>During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans such as the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The Applicant has followed the mitigation hierarchy of 'avoid, minimise, restore and compensate' to protect the environment in which the Project would be situated and in keeping with industry best practice. Where required, adverse impacts on sensitive areas would be reduced. All mitigation proposals would be designed to be appropriate and proportionate to the type and</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>extent of adverse effect they are intended to offset.</p> <p>All proposed mitigation has been developed through an extensive and ongoing programme of engagement with relevant statutory bodies – such as the Environment Agency, Natural England and Historic England – to ensure the most appropriate and effective mitigation strategy was followed. The Applicant has also considered feedback to statutory and non-statutory consultation and engaged with non-statutory community groups wherever possible.</p> <p>Environmental mitigation measures proposed as part of the Project would be designed, wherever practicable, to avoid addressing single effects. For example, the landscape design and the drainage design both provide significant contributions towards the Project's ecological mitigation proposals by creating new habitats, avoiding habitat fragmentation and linking existing habitats near the Project. Proposed mitigation also includes green bridges, environmental barriers, landscape planting, habitat compensation and translocation of protected species.</p> <p>In line with standard EIA methodology, the environmental impacts of the Project have been assessed by topic area, with appropriate mitigation measures provided for each. In some topic areas – air quality, climate, marine biodiversity, geology and soils, materials assets and waste, and road drainage and water</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>environment - the Applicant's proposals mean there are no likely significant effects predicted during the Project's operation.</p> <p>In other topic areas – cultural heritage, terrestrial biodiversity, landscape and visual, noise and vibration, and population and human health – there are predicted to be some significant impacts during the Project's operation.</p> <p>Where significant effects are predicted, these have been reduced to levels the Applicant considers acceptable based on industry-standard measures and the expected benefits of the Project, including the reduction in congestion at the Dartford Crossing. A summary of the Project's significant effects can be found in the Environmental Statement Non-Technical Summary (Application Document 6.4).</p> <p>The Project has been aligned as far as reasonably practicable from population centres and other noise-sensitive locations. Operational noise impacts would be reduced through the use of the tunnels, cuttings and false cuttings, along with low-noise road surfacing and noise barriers.</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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						between the 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.	
MO5	<p>General comments expressing concern about the lack of air quality mitigation once the Project is operational. There are concerns the Project would reduce air quality, with negative health implications for local people.</p> <p>Some consultees are concerned the Project would fail to meet the World Health Organization (WHO) standard for PM_{2.5} emissions, while others note that electric vehicles still emit particulate pollution from tyre and brake wear.</p> <p>Some consultees express concern that the proposed tunnel ventilation would not be sufficient to protect motorists using the tunnel or that its use would push</p>	-	Thurrock Council	5	34	<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 (EVs). Detailed information about the air quality impacts of the Project in the assessed local areas is presented in Environmental Statement (ES) Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains where the air quality modelling was carried out and why.</p> <p>Once the Project is operational, there are no predicted likely significant effects from changes to air quality on human health and therefore no mitigation measures are required.</p> <p>The assessment in ES Chapter 5 includes a more detailed consideration of air quality impacts than was presented in the Preliminary Environmental Information Report (PEIR) at Statutory Consultation in October 2018. For</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	polluted air into the areas immediately around the tunnel portals.					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 _{2.5} (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.	
MO6	Comments expressing concern about the lack of air quality mitigation once the Project is operational. There are concerns the Project would reduce air quality, with negative health implications for local communities. Specific locations mentioned include the area around Whitecroft Care Home, Avon Road, Linford, East Tilbury, Chadwell St Mary, Grays, Orsett, the A228, Riverview Park, Chalk and Thong.	-	Medway Council, Thurrock Council	3	11	EVs have some negative impacts, such as causing particulate pollution due to brake and tyre wear. However, they provide significant environmental benefits through reduced engine emissions and noise, and unlike petrol or diesel vehicles, they can be powered using renewable energy. ES Chapter 5 explains how the ongoing switch from internal combustion engine vehicles to EVs would provide air quality benefits over the operational lifetime of the Project. Under normal circumstances, air in the tunnels would be refreshed primarily by the movement of traffic through each tunnel. In support of this, there would be a longitudinal ventilation system comprising banks of jet-fans mounted within each tunnel at regular intervals. The tunnels would be equipped with equipment to monitor visibility, carbon monoxide and nitrous oxide levels, and the ventilation would operate automatically to disperse concentrations of gases. The Applicant's assessments show that these features would provide safe air for motorists	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						using the tunnel. Furthermore, the Applicant's assessments do not show any significant impacts on air quality in the areas around the tunnel portals, with any gases or particulate matter from the tunnels tending to disperse naturally rather than accumulate around the portals. For more information about the tunnel air quality assessments and design, see ES Chapter 5 and the Project Design Report (Application Document 7.4).	
MO7	Comments expressing concern that there would be insufficient mitigation against carbon dioxide (CO ₂) emissions once the Project is open, which would contribute to climate change, making it less likely that the UK would achieve its long-term CO ₂ reduction targets.	-	Thurrock Council	0	11	As part of the Development Consent Order (DCO) application, the Applicant has explained how the relevant legislative and policy requirements in relation to climate change impacts are met. An Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 15: Climate (Application Document 6.1), assesses the Project's impact on climate change, including greenhouse gas emissions during construction and operation, and sets out the proposed mitigation measures, including those measures that are secured through the Carbon and Energy Management Plan (Application Document 7.19). The assessment concludes that the increase in greenhouse gas emissions resulting from the Project would not have a material impact on the ability of Government to meet its carbon reduction targets, in accordance with the policy test set out in the	No
MO8	Suggestions for measures that would help mitigate the carbon dioxide (CO ₂) emission of the Project once it is open. Suggestions include the use of lower-emissions vehicles; more planting of natural trees and vegetation to absorb CO ₂ ; using carbon-capture	Shorne Parish Council	Maidstone Borough Council, Thurrock Council	2	6		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>technology so the Project is carbon neutral or even carbon positive; using road surfacing that generates power from the pressure of vehicles; and using asphalt for carbon sequestration.</p>					<p>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. For example, by 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 one-third compared with a scenario where those measures were not employed. This represents a leading position in the industry today and would result in construction emissions equivalent to 1.76 million tonnes of carbon dioxide.</p> <p>However, the Applicant is committed to going further and to using the time available before construction begins to explore ways of achieving greater reductions in emissions. The Carbon and Energy Management Plan therefore provides a framework within which the Applicant and Contractors would, working closely with industry partners, seek to identify and develop innovative ways of reducing the Project's construction emissions below today's industry-leading position. The Carbon and Energy Management Plan also sets out the low-carbon solutions that would be deployed by the Applicant to manage and maintain the Project once it is operational.</p>	

Code	Summary of issue(s) raised	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 considered the additional carbon emissions from road users that could result from the 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 the Department for Environment Food and Rural Affairs' (Defra's) Emissions Factors Toolkit.</p> <p>As part of the Project's environmental mitigation and compensation, the Applicant is proposing extensive tree planting. As well as carrying out primary functions such as improving biodiversity, providing recreational space, and landscaping, these new woodlands and other vegetation would help absorb of carbon dioxide from the atmosphere. More information about the compensatory planting can be found in ES Chapter 5: Air Quality, and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>The Applicant is not currently proposing the use of road surfacing that generates power because</p>	

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						the technology is not sufficiently mature for use in the Project. During the Project's construction, many low-carbon materials would be specified, and the amount of each material would be reduced wherever practicable. The use of low-carbon 'warm mix' asphalt is assumed during construction. A Carbon and Energy Management Plan (Application Document 7.19) has been prepared, which sets out the commitments to and opportunities for reducing carbon emissions. 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).	
MO9	Comments expressing concern that the proposals to mitigate the noise impacts of the Project once it is open are insufficient, with some locations causing particular concern. Some consultees say there is a lack of mitigation and express concern about significant adverse noise impacts on residential properties. Other consultees say they are concerned that noise barriers would not be sufficient to mitigate the	-	Dartford Borough Council, Gravesham Borough Council, Kent County Council, Thurrock Council	4	13	The Project has been aligned as far as reasonably practicable from population centres and other noise-sensitive locations. Operational noise impacts would be reduced through the use of the tunnels, cuttings and false cuttings, along with low-noise road surfacing and noise barriers. To assess the environmental impacts of the 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	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
	noise impacts of the Project. Other consultees express concern that low-noise road surfacing would not be applied to all new and upgraded roads.					<p>Drawings and Sections (Application Document 2.9)) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4).</p> <p>ES Chapter 12: Noise and Vibration (Application Document 6.1) includes an assessment of the impact of operating the Project in relation to noise and vibration and sets out any appropriate mitigation.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in</p>	

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						<p>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 Figure 12.6: Operational Road Traffic Noise Mitigation (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation. The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	

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MO10	Suggestions as to how the Applicant could mitigate against the visual impacts of the Project once it is open. Measures suggested include increased soft landscaping and screening (including additional woodland planting), building additional green bridges, carrying out sensitive landscaping around electricity substations, blending earthworks to match the landscape, and prioritising planting so it becomes effective as soon as possible. Some consultees said the Applicant must ensure litter is collected from the Project and local roads.	Kent Downs AONB Unit	Gravesham Borough Council, Kent County Council	2	2	<p>During the preparation of the Environmental Impact Assessment (EIA), mitigation requirements were identified and have, in many cases, been incorporated into the proposals, as mitigation that is embedded within the design of the Project. For example, 80% of the Project is proposed to be below ground in either a tunnel, cutting or false cutting.</p> <p>Other operational mitigation measures include good practice or essential mitigation secured within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) which includes the Register of Environmental Actions and Commitments (REAC).</p> <p>ES Chapter 7: Landscape and Visual (Application Document 6.1) assesses the impact of the Project on the landscape, including land designated as Green Belt, woodland (including ancient woodland) and open spaces.</p> <p>North of the River Thames, part of the route passes through flood zones, which means the road would have to be elevated for much of the route between the Tilbury Loop railway line and the M25. However, for a significant distance, the route would sit within a false cutting between 2m and 5m high, which would help it blend with the surrounding landscape. The route would pass under the existing A13/A1089 junction, helping to reduce the height of the proposed junction, while the route sits on embankments and viaducts across the Mardyke Valley. Finally, the route</p>	No
MO11	Comments expressing concern about the way the visual impacts of the completed Project have been mitigated. There are concerns that the visual of the operational Project would be significant. Specific locations of concern include the views	Kent Downs AONB Unit	Thurrock Council	1	3	<p>the route would have to be elevated for much of the route between the Tilbury Loop railway line and the M25. However, for a significant distance, the route would sit within a false cutting between 2m and 5m high, which would help it blend with the surrounding landscape. The route would pass under the existing A13/A1089 junction, helping to reduce the height of the proposed junction, while the route sits on embankments and viaducts across the Mardyke Valley. Finally, the route</p>	No

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	<p>from North and South Ockendon, views of the proposed A13/A1089/A122 Lower Thames Crossing and M2/A2/A122 Lower Thames Crossing junctions, and the impact of the widened A2/M2 corridor on the Kent Downs Area of Outstanding Natural Beauty.</p>					<p>would pass under the M25, enabling the overall height of this junction to be limited, before joining the M25 motorway south of junction 29.</p> <p>Where appropriate, across the northern section of the route, woodland planting and carefully designed earthworks would help make the road less obtrusive. Where false cuttings and embankments meet other landscape earthworks or landscape features, the earthworks would be effectively integrated or terminated in as naturalistic a way as practicable. Earthworks would maintain a consistent level of screening if appropriate to the location, which would help reduce the visual impact on local communities.</p> <p>The entire southern section of the route between the Thames Estuary and the M2/A2/A122 Lower Thames Crossing junction is either in a tunnel or a cutting. Updates to the design of the proposed works on the A2/M2 have allowed the road-widening to be achieved within the existing highway boundaries, reducing the impact on the landscape.</p> <p>Grassland on the Project's roadside verges and earthworks (including embankments, cuttings and false cuttings) would be managed to become species-rich grassland, including wildflowers. This would provide biodiversity and visual benefits to help reduce the adverse impacts of the Project.</p> <p>Across the Project, extensive tree planting is proposed, either as measures to reduce adverse</p>	

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						<p>impacts from the removal of existing woodland or to screen the Project. Areas of tree planting include those around proposed M2/A2/A122 Lower Thames Crossing junction between the route and Riverview Park and the route and Thong.</p> <p>Structures would incorporate landscaped features to improve their appearance and to maintain or link natural habitats for flora and fauna. Where practicable, green bridges have been proposed for their environmental and aesthetic benefits.</p> <p>New substations would be sited sympathetically within the existing landscape wherever practicable, including the use of trees and shrubs to screen them from properties or Public Rights of Way.</p> <p>Further information on proposed landscaping, including lighting, can be found in the Project Design Report (Application Document 7.4), the Design Principles (Application Document 7.5) and the Environmental Masterplan (Application Document 6.2, ES Figure 2.4). The Design Principles and the Environmental Masterplan are secured in the draft Development Consent Order (Application Document 3.1).</p> <p>Once the Project is operational, maintenance and cleaning on local roads would be the responsibility of the local authority. The Applicant is responsible for litter collection on motorways</p>	

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						<p>and some trunk roads, in line with its Litter Strategy (Highways England, 2020c).</p> <p>During operation, there would be permanent landscape effects from the Project in the Kent Downs Area of Outstanding Natural Beauty (AONB) and Green Belt. These would gradually reduce as planting mitigation establishes and matures over the 15 years after opening year. There would also be permanent visual effects on recreational facilities, residents and motorists, with these also reducing as planting matures over 15 years, although some significant effects would remain even when planting matures. Nitrogen deposition compensatory planting would have positive landscape and visual effects in some areas, as would the removal of some overhead power lines.</p> <p>The locations mentioned by consultees have been considered in the context of the proposed mitigation measures and the predicted impacts in those areas. The Applicant is satisfied that the impacts across the Project's affected area have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
MO13	General comments expressing concern that the measures proposed to mitigate the impacts of light once the Project is open would not be sufficient.	Kent Downs AONB Unit	Gravesham Borough Council, Thurrock Council	2	9	Environmental Statement (ES) Chapter 7: Landscape and Visual (Application Document 6.1) includes an assessment of the impact of light pollution during the operational phase of the Project, as well as information about the proposed mitigation. The Project would be	No

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						<p>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 practicable on its intended target area. Lighting would be installed only where necessary for safety reasons, such as at junctions and tunnels. Large sections of the route to the north of the River Thames would remain unlit. At the proposed junctions, the height of lighting columns would be reduced as far as practicable, particularly on elevated slip roads.</p> <p>There would be no significant impacts from light pollution on the environment or local people once the Project is operational.</p>	
MO14	<p>General comments expressing concern about the proposed measures to mitigate the noise and vibration impacts of the Project once it is open. Comments include concerns about insufficient noise barriers, with there being many locations still predicted to experience significant noise impacts even with mitigation in place.</p> <p>There are also comments expressing concern that it would take many years for</p>	-	Gravesham Borough Council, Thurrock Council	3	30	<p>Environmental Statement (ES) Chapter 12: Noise and Vibration (Application Document 6.1) includes an assessment of the impact of operating the Project in relation to noise and vibration and sets out any appropriate mitigation.</p> <p>The Project has been aligned as far as reasonably practicable from population centres and other noise-sensitive locations. Operational noise impacts would be reduced through the use of the tunnels, cuttings and false cuttings, along with low-noise road surfacing and noise barriers.</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</p>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	the proposed tree planting to provide noise-reduction benefits.					reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.	
MO15	Suggestions as to how the Applicant should increase the mitigation measures designed to reduce noise from the Project once it is open. The physical measures suggested include increasing the number and size of the proposed noise barriers; using additional earthworks such as false cuttings; using additional vegetation and tree planting; and more widespread use of low-noise road surfaces and using higher quality low-noise surfacing to reduce noise from traffic.	Kent Downs AONB Unit	Gravesham Borough Council, Thurrock Council	7	20	<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 Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>The use of earthworks such as cuttings and false cuttings would reduce the noise impacts of the new road once operational, with approximately 80% of the route either within earthworks or</p>	Yes
MO16	Comments expressing concern that the proposed measures to mitigate noise and vibration from the Project once it is open are not sufficient. Specific locations mentioned are those where consultation materials showed moderate	-	Thurrock Council	6	7	<p>The use of earthworks such as cuttings and false cuttings would reduce the noise impacts of the new road once operational, with approximately 80% of the route either within earthworks or</p>	Yes

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	<p>or major adverse noise impacts, such as Shorne, Riverview Park, Linford, Stifford Clays, Ockendon, West Tilbury, and Chadwell St Mary.</p>					<p>tunnel. In some locations, noise barriers would be installed to supplement the earthworks and low-noise surfacing mitigation.</p> <p>The heights and locations of the proposed noise barriers were determined through modelling of the predicted traffic noise that would be generated by the Project when in operation and consideration of the location of properties and population centres.</p> <p>In some areas, dense woodland planting would provide some noise-reduction benefits when mature. However, the primary purposes of woodland planting would be to improve biodiversity, and to provide landscaping and recreational benefits.</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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						The locations mentioned by consultees have been considered in the context of the proposed mitigation measures and the predicted impacts in those areas. The Applicant is satisfied that the impacts across the Project's affected area have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.	
MO17	Comments expressing concern about the proposed mitigation measures to reduce the impact of the completed Project on wildlife and habitats. Some consultees say the impact on local biodiversity has not been properly considered and that moving established ecosystems does not work. Other consultees say marine wildlife has not been fully considered or sufficiently mitigated. Some consultees mention the proposed drainage ponds and say they would become contaminated, so unable to provide suitable wildlife habitats. Other consultees say mitigation measures would fragment habitats by	-	Kent County Council, Thurrock Council	2	17	<p>An Environmental Impact Assessment (EIA) has been carried out to assess the impacts of the Project on terrestrial and marine biodiversity. The impacts during construction and operation are documented in Environmental Statement (ES) Chapter 8, Terrestrial Biodiversity, and ES Chapter 9, Marine Biodiversity (Application Document 6.1), which also set out the proposed mitigation measures. The Applicant has engaged with Natural England and the Environment Agency in developing the proposals.</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</p>	No

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	moving species around unnecessarily.					<p>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 period, providing biodiversity benefits.</p> <p>During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial invertebrates, and permanent habitat loss within ancient woodland and the loss of six veteran trees (three north of the River Thames and three to the south).</p> <p>During operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation. Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>The mitigation hierarchy of 'avoid, minimise, restore and compensate' has been integral to the development of the Project and the objective to reduce adverse effects to 'not significant' levels.</p>	

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						<p>Where opportunities exist to provide biodiversity enhancements within the Project's design scope and Order Limits, these would be taken to improve biodiversity.</p> <p>The Applicant would ensure that mitigation measures are in place before the adverse effect that they are intended to address, can occur. This would help ensure the successful translocation of species from their existing habitat to an appropriate new one.</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 chapter explains how the Applicant had regard to comments on the draft oLEMP received during consultation, and how the Applicant has regard to those comments.</p> <p>The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (DCO) (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (CoCP)</p>	

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						<p>(Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft DCO (Application Document 3.1).</p> <p>ES Chapter 9: Marine Biodiversity (Application Document 6.1) presents the Applicant's assessment of the Project on marine biodiversity during operation. It considers river and seabed habitats and animals, as well as their open water equivalents.</p> <p>The Applicant's assessments predict that with the proposed mitigation in place that the Project would have no significant effects on marine biodiversity during construction or operation.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects.</p> <p>The HRA concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site, or any other European designated site.</p>	

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						<p>At the Local Refinement Consultation in May 2022, the Applicant amended the Project's proposals to include 279ha of compensatory planting to offset the potential impacts of nitrogen from vehicle emissions. Following feedback received during the Local Refinement Consultation and the conclusion of its assessments, the Applicant reduced the proposed nitrogen compensation planting to 246ha. This compensatory planting would provide new wildlife-rich habitats using land that is currently mostly farmland, improving biodiversity in these areas, and enhancing the area's wider biodiversity by increasing the number of linked habitats and helping defragment existing habitats. A proportion of this land would be woodland. More information about the assessments of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality, 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>Drainage ponds do not form part of the Project's mitigation strategy for biodiversity so are not designed to offset the loss of any existing water habitats or to support species. Other habitats would be built for this purpose. It is possible, however, that some species within the wider environment may make use of drainage ponds. There are no proposals to actively discourage species being able to access these ponds other</p>	

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						<p>than design consideration that ensure the ponds are safe.</p> <p>The movement of animals from the construction worksites is only proposed by the Applicant where necessary. Habitats provided as receptor sites for displaced species are designed to offer high quality foraging, breeding and refuge opportunities which tie into the wider landscape. One of the principal objectives of the landscape and ecological mitigation design is to link-up retained habitats and avoid fragmentation issues.</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 Chapters 8 and 9 and the HRA.</p>	
MO18	Comments expressing concern that the measures intended to mitigate the Project once it is open are insufficient, and that the new road and crossing would have a negative impact on local communities. There are concerns on the grounds that there would be adverse impacts on the health and wellbeing of local people, particularly the most	-	Thurrock Council	8	14	<p>Local people and communities have been considered throughout the design of the Project, including several phases of public consultation aimed at the communities most likely to be affected by the new road. The Community Impacts Consultation in July 2021, set out the impacts of the operational Project on local people, including key impacts such as health, noise and air quality.</p> <p>The proposed alignment of the route avoids population centres, wherever practicable, to reduce the impacts on local communities. To assess the environmental impacts of the operation of the Project, including those on local</p>	No

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	vulnerable. Some consultees say there are no benefits to local communities and that the negative impacts are so severe that they could not be mitigated.					<p>communities and health, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 13: Population and Human Health (Application Document 6.1) presents the assessment of the potential impacts on local communities.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Chalk Park and Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such as cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p>	

Code	Summary of issue(s) raised	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 Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP, set out the good practice and location-specific measures that would be used to reduce the impact of the Project's construction and operation on local people. These include measures to reduce noise, dust and light impacts on local communities.</p> <p>Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse-riding routes; as well as access to new areas of recreational land at Chalk Park and Tilbury Fields. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which could have positive and negative mental health outcomes (such as anxiety as a result of increases in noise levels).</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Information about the impacts on local communities, including health impacts, is also presented in the Community Impact Report (Application Document 7.16).</p> <p>During the preparation of the EIA, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans such as the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on the predicted impacts of the Project's operation on local people, including residential properties. More information on that consultation, including descriptions of the materials in which these impacts were set out, is provided in Chapter 8 of this report.</p>	
MO19	Comments expressing concern on the grounds that air quality and noise and light emissions would not be	-	Gravesham Borough Council, Kent County Council,	7	21	Based on the assessments of the Project's impacts, the Applicant is not proposing to carry out monitoring of air quality and noise once the Project is operational. Monitoring is only required if the assessments identified a significant effect	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	adequately monitored once the Project is open. Some consultees say the monitoring proposals show the Applicant's lack of concern for local communities with regards to the long-term impacts of the Project. A consultee also expressed concern about potential vandalism of monitoring instruments.		Thurrock Council			once the Project is open, and no likely significant effects have been identified for noise or air quality in relation to human health. With regards to monitoring operational light impacts, the Applicant would monitor the proposed mitigation measures for protecting species, which includes monitoring light, to ensure the success and quality of newly created habitats, which is a commitment in the Development Consent Order application. Any equipment installed to monitor habitats is designed to be inconspicuous and hidden out of sight, which would minimise the likelihood of vandalism. The Applicant is committed to ensuring equipment is maintained and replaced if necessary. More information about the monitoring of mitigation can be found in Environmental Statement (ES) Chapter 4: EIA Methodology (Application Document 6.1). Information about the monitoring of mitigation measures is also presented in the topic-specific chapters of the ES, including ES Chapter 5: Air Quality, ES Chapter 7: Landscape and Visual (including light pollution), and ES Chapter 12: Noise and Vibration (Application Document 6.1).	
MO20	Comments expressing concerns about the proposed mitigation measures once the Project is open. Some consultees	-	Kent County Council, Thurrock Council	1	28	The Project's proposed mitigation measures are secured within the Applicant's Development Consent Order (DCO) application. There would be a legal obligation for the measures secured within the draft DCO (Application Document 3.1)	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>say the Applicant would not abide by its commitments, while others say there has not been due consideration of the public's opinions on mitigation measures. Other consultees express concerns about the cost and funding of mitigation.</p>					<p>and the other secured documents to be implemented. Submitted as part of the DCO application, a suite of documents sets out the Project's landscape and ecology design and the Applicant's environmental commitments. These documents include the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7), the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Schedule 2 Requirement 5 of the draft DCO (Application Document 3.1).</p> <p>Reducing the Project's impacts on the environment is one of the Scheme Objectives and environmental mitigation forms an integral part of the Project's design, the costs of which are included within the overall budget. Costs of construction and operation are considered at every phase of the design process, and the Project carries out periodic reviews to ensure costs are controlled. The budget is also subject to scrutiny by the Department for Transport.</p> <p>The Project has been designed to address all the Scheme Objectives, including value for money, focusing on how public resources can be used to create and maximise public value. The Need for the Project (Application Document 7.1) outlines</p>	

Code	Summary of issue(s) raised	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 costs and benefits of the Project, and this includes consideration of the environment.</p> <p>Further information about the benefits and costs of the Project can be found in the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table Report within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.</p>	
MO21	<p>General comments expressing concern about the impacts when the Project is open on the grounds that it would generate additional traffic in the area, which in turn would cause more congestion and environmental impacts for local people. Consultees say the impacts would outweigh any potential mitigation measures.</p> <p>Some say the new Project would move problems from the Dartford Crossing further east, bringing</p>	-	Kent County Council, Thurrock Council	1	13	<p>Traffic modelling that forms part of the application for development consent predicts that in 2030, the Project's opening year, the forecast reduction in traffic at the Dartford Crossing would be 19% compared to the situation without the new road. Average speeds on that part of the network would rise, and journey times would decrease and become more reliable.</p> <p>There would be local increases in traffic flows on the A13 to the east of the Project and on sections of the A1089 as drivers take advantage of the new road crossing. In addition, there would be increases in traffic on other local roads as drivers re-route following changes in the connections at the A13/A1089/A122 Lower Thames Crossing junction.</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
	additional traffic to more parts of Kent and Essex. Other consultees say they are not happy with the lack of proposed mitigation for the impacts on the local road network, saying the Applicant should take a proactive rather than a reactive approach.					During the Community Impacts Consultation in July 2021, the Applicant presented a change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction, adding an extra lane to the link road connecting the A122 northbound and southbound to the A13 eastbound and Orsett Cock junction. The extra lane on the link road east of Baker Street would provide additional capacity for traffic leaving the Project and accounts for the latest predicted traffic flows.	
MO22	Suggestions to provide additional mitigation against the predicted increases in traffic on local roads on the grounds that this could help reduce congestion. Suggestions include adding new junctions or improving existing ones, upgrading public transport and Public Rights of Way, introducing weight restrictions on certain roads, and implementing measures to ensure local roads do not become used for crossing traffic.	-	Thurrock Council	0	10	In response to concerns about the re-routing of traffic onto local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design would provide a direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the A122 northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the Orsett Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road.	Yes
MO23	Comments expressing concern that once the Project is open, specific areas would experience an	-	Medway Council, Thurrock Council	1	13	The proposed route south of the river is predicted to attract more traffic to the A2/M2 corridor as traffic changes route to use the new road crossing. However, the route is predicted to remain free flowing. The A2 near the junction	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>increase in traffic and congestion. There are concerns that there are insufficient measures to mitigate increases in traffic in these locations once the Project is operational.</p> <p>Locations mentioned include the Orsett Cock junction, Chadwell St Mary, the A1089 (particularly the Asda roundabout), the A13 around Daneholes, M2 junction 3, and the A228 and A229.</p> <p>Consultees also say the Project as a whole would not provide sufficient mitigation for the existing problems at the Dartford Crossing, which ought to be a key element of the Project.</p>					<p>with the Project would be upgraded to provide additional capacity by separating some traffic movements. In line with a standard highways design approach at many grade-separated junctions, the A2 would be reduced to two through-lanes as it passes through the proposed junction with the Project. The Applicant's traffic modelling has shown that this would be sufficient to accommodate predicted traffic flows far into the future.</p> <p>The A228 (M2 junction 2) and A229 (M2 junction 3) are forecast to see increases in traffic during morning and evening peak hours and the inter-peak period. Kent County Council is currently progressing improvements on the A229 Blue Bell Hill to increase journey time reliability, reduce delays and enhance road safety on the route.</p> <p>In response to further investigations and feedback received during Statutory Consultation in October 2018, the Applicant consulted on a revised design for the proposed M2/A2/A122 Lower Thames Crossing junction, including the connector roads. The updated design better meets the requirements of the Project, including being easier to navigate and providing a more direct route from Gravesend East junction to the M2 eastbound, avoiding the connector roads and roundabouts. The link roads within the junction are designed to provide a fast and safe free-flowing connection from one road to another.</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative</p>	

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

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>application, providing information about the proposed traffic monitoring.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obliged 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 would continue to deliver against this obligation in its collaborative work with local authorities.</p> <p>The locations mentioned by consultees have been considered in the context of the predicted impacts in those areas. The Applicant is satisfied that the impacts across the Project's affected area are acceptable given the requirements and objectives of the Project and therefore no further design changes are proposed.</p>	
MO24	Suggestions for how the Applicant should provide compensation to residents and businesses that are negatively impacted by the Project once it is open.	-	Gravesham Borough Council, Kent County Council,	3	6	<p>The Applicant has sought to minimise the land impacted or required for the Project, while ensuring there is sufficient land to build and operate the new road.</p> <p>Since the Preferred Route Announcement in 2017, owner-occupiers of residential properties</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
	Some consultees say the compensation available is insufficient.		Thurrock Council			<p>within the Order Limits have been able to ask the Applicant to purchase their properties by serving a Blight Notice under the Town and Country Planning Act 1990 (as amended). The Applicant has received a number of blight notices and is processing these. More information about the blight process can be found in the booklet Your Property and Blight (National Highways, 2022d).</p> <p>Persons with an interest in land who would be affected by the land acquisition powers contained within the application for development consent, would be entitled to make a claim for compensation in line with the Government's Compensation Code.</p> <p>Each claim for compensation would be considered on its own merits, in line with the Code. Further information about the compensation offered to those affected by the Project can be found in Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers and guide 4 – Compensation to Residential Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a; 2021c). These include information about compensation when the value of a property has been affected by the Project.</p> <p>The value of a property or area of land would be determined in accordance with the Compensation Code. This valuation is deemed by the Government to be sufficient recompense when a project requires compulsory purchase.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
MO25	Requests for additional information regarding the proposals to mitigate the impacts of the Project once it is open. These include questions about how the health impacts of air pollution would be mitigated, monitored and measured against World Health Organization (WHO) guidelines. There are additional questions about how noise emissions would be mitigated long-term, along with questions about who would be responsible for maintaining and managing new open space or recreational land.	-	Thurrock Council	10	19	<p>During the Community Impacts Consultation in July 2021, the Applicant presented information about the predicted noise and air quality impacts of the new road, along with proposed mitigation. This information was presented on a Project-wide level within the Operations Update and at a ward level within the Ward Impact Summaries.</p> <p>The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas (where the existing air quality tends to be worse) and by providing sufficient capacity to allow for free-flowing journeys, avoiding congestion. Once the road is open, air quality is predicted to improve in some areas but worsen in others due to changes in traffic flows across the region. These effects have been considered across hundreds of miles of road network, using a detailed air quality model. This accounts for future changes in air quality in response to improvements in vehicle emissions caused by, for instance, increased adoption of electric vehicles</p> <p>The air quality assessments that the Applicant presented during the Community Impacts Consultation in July 2021, concluded that there would be no significant effects associated with air quality impacts on human health, and these conclusions are confirmed in the Project's Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 5: Air Quality (Application Document 6.1) sets out the assessments of operational air quality and why</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>mitigation is not required once the Project is operational.</p> <p>The assessments mean the Applicant does not anticipate a need to undertake operational monitoring for air quality and noise. Monitoring would only be required if the Applicant's assessments identified a significant effect. The assessments have taken into account national and European standards, rather than those from the World Health Organization, which do not apply in the UK.</p> <p>The noise impacts associated with the Project have been assessed in accordance with relevant standards and guidance, and this is documented in ES Chapter 12: Noise and Vibration (Application Document 6.1). Adverse impacts have been identified for residential and other sensitive locations during the operational phase of the Project. The ES also identifies the noise mitigation that would be implemented.</p> <p>Noise mitigation has been considered during the design of the route, which has been designed at the lowest practicable height in the surrounding landscape, which includes the use of cuttings and false cuttings. Low-noise surfacing would be used where appropriate. Where additional mitigation is considered necessary and effective, noise barriers alongside the carriageway have been included.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation</p> <p>The Applicant is working with stakeholders to identify long-term custodians for new public open space created by the Project as well as maintenance and management requirements and associated funding going forward. The process for management of these new spaces is explained in the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7).</p>	
MO26	General comments expressing a neutral opinion about the mitigation proposed for once the Project is open, with the consultees often saying they live outside the affected area or are not familiar with the proposals.	-	-	0	27	These comments have been noted.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
MO27	Comments supporting the proposed measures to mitigate any air quality impacts once the Project is open.	-	Thurrock Council	0	1		No
MO28	General comments supporting the proposed measures to mitigate the impact of the Project on the environment once it is open. Measures mentioned include green bridges, woodland planting, species translocation, noise barriers, earthworks and landscaping.	Kent Downs AONB Unit	Gravesham Borough Council	1	12		No
MO29	Comments supporting the proposed mitigation measures for reducing the visual impact of the Project on the landscape, including the use of cuttings and false cuttings, as well as vegetation as visual screening and woodland planting.	Historic England, Cobham Parish Council	Gravesham Borough Council, Thurrock Council	1	2		No
MO30	Comments supporting the proposed mitigation measures to reduce the impact of noise from the	-	Thurrock Council	1	3		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	Project once it is open. There is support for the use of earthworks, cuttings, low-noise road surfacing, and noise barriers.						
MO31	Comments supporting the proposed mitigation measures to reduce the impact of the Project once it is open on wildlife and habitats. There is support for species translocation and the creation of new habitats.	-	-	0	4		No
MO32	Comments supporting the proposed mitigation measures to reduce the impact of the Project on the local community once it is open. There is support for the environmental mitigation, design changes that benefit local people, and the proposals for new open space areas and woodland.	Cobham Parish Council	-	1	6		No
MO33	Comments supporting the proposed mitigation measures on the grounds that once the Project is open the benefits would	-	-	0	3		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	outweigh the negative impacts.						
MO34	General comments supporting the proposed mitigation measures. Consultees said that impacts have been thoroughly considered and sufficiently addressed. Consultees acknowledge that there would be negative effects of operating the crossing but consider that the proposals provide the best solution to mitigate these. Some consultees say the proposals have addressed previous concerns, while others say that the mitigation measures are necessary to assuage lobbying groups.	Kent Downs AONB Unit, Cobham Parish Council	Thurrock Council	0	181		No
	Comments supporting the proposals to mitigate the effects of the Project once it is open, while also urging the Applicant to implement the Project as soon as possible.	-	-	0	9		No

Issues raised in response to open Question 2b

- 14.4.48 Table 14.10 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q2b in the consultation response form, which was as follows:
- 14.4.49 *Q2b: Please let us know the reasons for your response to Q2a and any other comments you have on the proposed changes south of the river.*
- 14.4.50 For reference, the closed Question 2a referred to in Q2b above was as follows:
- 14.4.51 *Q2a. Do you support or oppose the proposed changes south of the river?*
- 14.4.52 For more information about Q2a and how consultees responded to it and the other closed questions in the consultation response form, see Section 14.3 of this report.
- 14.4.53 The issues raised that relate to building the crossing are summarised in Table 14.10 below. Where issues were raised in response to Q2b that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 14.4.54 The Applicant has fully considered all of the responses received. Table 14.10 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.
- 14.4.55 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 14.10

- 14.4.56 The information presented in Table 14.10 is as follows:
- a. 'Code' is a unique code assigned to each issue for reference purposes.
 - b. 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q2b or to another question in the response form but covering similar topics.
 - c. 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
 - d. 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it as well. 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 Community Impacts 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 south of the River Thames and the Applicant's responses

14.4.57 Table 14.10 below summarises the issues raised relating to the proposals south of the River Thames and presents the Applicant's responses to those issues raised.

Table 14.10 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
CS1	Comments expressing concern that the proposals may be ineffective or would not provide adequate mitigation to the impact of the Project south of the River Thames. Some consultees say they could not identify any changes since previous consultations.	-	Kent County Council	3	51	<p>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.</p> <p>South of the River Thames, the Ward Impact Summaries described what construction and operational activities would take place in 11 affected wards in Gravesham and one in Dartford, as well as information about the environmental, traffic and construction impacts that could affect those areas. The consultation materials also described the mitigation measures that would be adopted in each ward 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 our application for development consent, including the environmental and traffic assessments.</p> <p>The Applicant also consulted on the You said, we did document. This document summarised the most common feedback received at the Statutory, Supplementary and Design Refinement Consultations and how the Applicant has considered the feedback, including whether the Project has changed in</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>response to particular issues raised. The You said, we did document included summaries of consultation feedback regarding proposals south of the river and at the M2/A2/A122 Lower Thames Crossing junction.</p> <p>Other documents consulted on during the Community Impacts Consultation 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>The Ward Impact Summaries also included information about traffic impacts, while the draft outline Traffic Management Plan for Construction (oTMPfC) explained the proposed traffic management measures that would be required to ensure the road network could operate safely and efficiently during the construction phase.</p> <p>Information about how the Applicant has had regard to comments on these documents can be found elsewhere in Section 14.4 of this chapter.</p> <p>Since the Community Impacts Consultation, the Applicant has updated its proposals in response to feedback received during consultation and undertaken further</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						assessments, including an Environmental Impact Assessment (EIA) and updated traffic modelling. These are set out in detail in the application for development consent.	
CS2	Comments questioning whether the Applicant would carry out the proposals.	-	-	0	4	<p>14.4.58 Information about how the Applicant had regard to comments on these documents can be found elsewhere in Table 14.4 of this chapter.</p> <p>Any proposals included as part of the Applicant’s Development Consent Order (DCO), including those for mitigation, would be carried out according to the stipulations in the relevant documentation secured as part of the DCO, should consent be granted. The changes proposed during the Community Impacts Consultation in July 2021 were designed to improve the Project and provide further mitigation for its impacts. They were developed as a result of continued engagement with stakeholders, ongoing design work and a greater understanding of technical constraints. Some of the changes were also developed to respond to concerns raised by stakeholders and reduce impacts, for example, relocating the Shorne Woods switching station from Thong Lane to the A226 would reduce the visual impact by removing approximately 2.6km of existing overhead power lines and wooden poles.</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 information about changes to the Project presented at the Community Impacts Consultation in July 2021 was clearly set out in Chapter 3 of the Guide to Community Impacts Consultation, which included maps and visuals. Changes to the Project south of the River Thames included various revisions to utility diversions to reduce impacts and remove land from the Order Limits, and open space provision which included Chalk Park. All changes were also described in Chapter 3 of the Operations Update, and in the applicable Ward Impact Summaries presented during consultation.</p> <p>At the Community Impacts Consultation, the Applicant presented the You said, we did document which summarised the most common feedback received at the Statutory, Supplementary and Design Refinement Consultations. It set out how the Applicant has considered the feedback, including whether the Project has changed in response to specific issues raised. The You said, we did document included summaries of consultation feedback regarding proposals south of the river and at the M2/A2/A122 Lower Thames Crossing junction.</p> <p>14.4.59 Information about how the Applicant has had regard to comments on these documents can be found elsewhere in</p> <p>Table 14.4 of this chapter.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
CS3	General comments expressing concern about the potential impact that the proposals would have on the environment in the area south of the River Thames.	-	-	1	27	<p>Minimising adverse impacts on the environment is one of the Scheme Objectives agreed between the Applicant and the Department for Transport and the Project has been developed accordingly.</p> <p>The Project has been designed to minimise the amount of land needed, reducing impacts on buildings, environmentally sensitive areas and farmland. However, to lessen its impacts on local communities, the new road has been routed away from population centres as much as practicable. This means that it would have an unavoidable impact on the surrounding countryside, including Green Belt land.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans such as the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), which is secured through Requirement 5 of the draft Development</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>Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The ES includes an assessment of the Project’s impacts on different aspects of the environment, including air quality, heritage, landscape and visual, terrestrial and marine biodiversity, geology and soils, materials and waste, noise and vibration, communities, health, drainage and water, and climate.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site, or any other European designated site.</p>	

Code	Summary of issue(s) raised	s42(1)(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 followed the mitigation hierarchy of ‘avoid, minimise, restore and compensate’ to protect the environment in which the Project would be situated and in keeping with industry good practice. Where required, adverse impacts on sensitive areas would be reduced. All mitigation proposals would be designed to be appropriate and proportionate to the type and extent of adverse effect they are intended to offset.</p> <p>All proposed mitigation has been developed through an extensive and ongoing programme of engagement with relevant statutory bodies – such as the Environment Agency, Natural England and Historic England – to ensure the most appropriate and effective mitigation strategy was followed. The Applicant has also considered feedback to Statutory and non-statutory consultation and engaged with non-statutory community groups wherever possible.</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>Compliance with the CoCP and the REAC is 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>legally binding requirement of the draft DCO (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out elsewhere in Section 14.4 of this</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>chapter, along with an explanation as to how the Applicant has had regard to them.</p> <p>Environmental mitigation measures proposed as part of the Project would be designed, wherever practicable, to avoid addressing single effects. For example, the landscape design and the drainage design both provide significant contributions towards the Project’s ecological mitigation proposals by creating new habitats, avoiding habitat fragmentation and linking existing habitats near the Project. Proposed mitigation also includes green bridges, environmental barriers, landscape planting, habitat compensation and translocation of protected species into the plans.</p> <p>After Statutory Consultation in 2018, the Applicant reviewed the location of the South Portal and its potential impact on groundwater, concluding that the design proposed at Statutory Consultation could result in potentially adverse impacts on the groundwater at the Thames Estuary and Marshes Special Protection Area and Ramsar site north of the South Portal. In revising the design of the proposed M2/A2/A122 Lower Thames Crossing junction after Statutory Consultation, the South Portal was moved 350m southwards, mitigating the impact on the Ramsar site, 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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant is committed to creating a positive green legacy, for example, with the development of the proposals for Chalk Park, an area of publicly accessible recreational land near the South Portal. Chalk Park is expected to provide a positive impact on the environment through new habitat creation and additional landscaping to offset the impacts of implementing the Project. For more information about Chalk Park, see the Project Design Report (Application Document 7.4)</p> <p>Following feedback received during the Community Impacts Consultation in July 2021 and further design development, the Applicant proposed to permanently acquire the remaining 8ha area of Southern Valley Golf Club. This site was previously identified for temporary use during construction. This additional area would form part of the wider 92ha provision of open space land south of the river, which includes Chalk Park. This would provide 8ha more land for public recreation and habitat than proposed during the Community Impacts Consultation.</p> <p>The additional land would be linked to the east of Chalk Park by a public footpath and would provide further public access. The existing ground level would be maintained, and the planting would include species that provide a rich, chalk grassland habitat and woodland groups that are reflective of the local area.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The land would provide additional biodiversity benefits as well as enhancing the visual experience for users of the local footpath networks.</p> <p>Following feedback received during the Community Impacts Consultation and ongoing engagement with stakeholders, the Applicant moved an area of the proposed compensatory planting to south of Shorne Ifield Road. This was to reduce the impact on a Medieval settlement. The revised location of the planting would relate better to Shorne Woods Country Park than the previously proposed location north of the Ifield Road.</p> <p>The parking facilities that currently exist at Shorne Woods Country Park are outside of the Order Limits and would not be impacted by construction or operation of the Project. The newly proposed additional car park serving Shorne Woods Country Park, to the west of Thong Lane and north of the A2/M2, would be managed by Kent County Council. It would be linked to Shorne Woods Country Park by a new signalised crossing suitable for walking, cycling and horse riding.</p>	
CS4	Comments expressing concern that the proposals south of the River Thames could increase air pollution.	-	Gravesham Borough Council	5	36		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
CS5	Comments expressing concern that the proposals south of the River Thames could increase air pollution at specified locations. These include areas such as Shorne, Jeskyns, Gravesend, Dartford, Chalk, Higham and Medway. Consultees also express concern about the air pollution around roads such as the A2, M2, M20, Peartree Lane, and Brewers Road.	-	Gravesham Borough Council	4	14	<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 operation phase of the Project and how these would be mitigated.</p> <p>The Project has been designed to reduce impacts on air quality wherever practical, such as by ensuring the road largely avoids built-up areas (where the existing air quality tends to be worse) and by providing enough capacity to allow for free-flowing journeys, avoiding congestion. Once the road is open, air quality is predicted to improve in some areas but worsen in others due to changes in traffic flows across the region. These effects have been considered across hundreds of miles of road network, using a detailed air quality model. The model accounts for predicted changes in air quality in response to improvements in emissions from vehicles, as cleaner vehicles enter the fleet (including the increased adoption of electric vehicles), based on the latest vehicle emission factors issued by Government. However policies that are likely to accelerate the adoption of electric vehicles such as the Transport Decarbonisation Plan (Department for Transport, 2021a) are not currently incorporated into the emission factors used in the assessment.</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>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant’s assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening.</p> <p>The Applicant’s assessments predict there would be no impact on habitats from nitrogen deposition during the construction phase, either north or south of the River Thames.</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>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>As a result of 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 south of the River Thames are in the Gravesham and Shorne Woods area and in the A2/M2 corridor, including Blue Bell Hill.</p> <p>The revised assessments, including those of ammonia emissions from vehicles, do not predict harm to human health from changes in air quality once the new road is open.</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>	

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						<p>More information about the assessments of the impacts of nitrogen once the Project is open can be found in Environmental Statement (ES) Chapter 5: Air Quality, ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p> <p>The Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP, set out the good practice and location-specific measures that would be used to reduce the impact of the Project’s construction and operation on local people. These include measures to reduce noise, dust and light impacts on local communities.</p> <p>With these mitigation measures in place, there would be no impact on human health from changes in air quality 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: Population and Human Health (Application Document 6.1) and the HEqIA.</p> <p>Information about the impacts on local communities, including health impacts, is also presented in the Community Impact Report (Application Document 7.16).</p>	

Code	Summary of issue(s) 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 locations mentioned by consultees have been considered in the context of the proposed mitigation measures and the predicted impacts in those areas. The Applicant is satisfied that the impacts across the Project's affected area have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.	
CS6	Comments expressing concern about the potential flood risk due to the impact of the proposals on field drainage, groundwater absorption, and the effect of this on the water table, for example, near Chalk.	-	Gravesham Borough Council, Kent County Council	1	1	<p>The Project 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). The Applicant's Planning Statement (Application Document 7.2) sets out how the Project has been appraised against and complies with the relevant national policy statements.</p> <p>In accordance with the requirements of these policies, the Applicant has prepared a Flood Risk Assessment (FRA) to assess flood risk to the Project and caused by the Project. The FRA also demonstrates how flood risk would be managed over the operational life of the Project, taking climate change into account. The FRA is addressed in Environmental Statement (ES) Chapter 14: Road Drainage and the Water Environment (Application Document 6.1) and is contained in ES Appendix 14.6 (Application Document 6.3).</p> <p>As set out in the FRA, the Project design and mitigation has considered the potential for</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>water quality, flows and levels of groundwater and surface water to be affected by road drainage during operation, making due allowance for projected climate change effects.</p> <p>South of the River Thames there is a potential risk from surface water flooding, but this risk can be fully mitigated in the development and implementation of the Project's drainage design. Flood mitigation would be limited to highway drainage for the Project and the A2/M2 corridor. Flood protection measures would not be required.</p> <p>Flood resilience would be achieved by making allowances for climate change in the highway drainage design, establishing a planned inspection and maintenance programme, and by adopting good practice measures in the design of drainage systems. The drainage network that includes the ramp down to the South Portal would incorporate a pumping station with a rising main to convey collected runoff away from the new road and tunnel. Existing drainage provision in the retained sections of the A2/M2 corridor would be enhanced and thereby provide increased resilience.</p> <p>With regards to protecting the water table near Chalk, after Statutory Consultation the Applicant reviewed the location of the South Portal and its potential impact on groundwater, concluding that the design proposed at Statutory Consultation could result in potentially adverse impacts on the groundwater</p>	

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						<p>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 this potential adverse impact on the groundwater in the area north of the South Portal, while still maintaining safety standards on the link between the tunnel and the proposed M2/A2/A122 Lower Thames Crossing junction. More information about the design of the route can be found in the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5).</p> <p>14.4.60 Information about how the Applicant had regard to comments on these documents can be found elsewhere in Table 14.4 of this chapter.</p> <p>Commitments with regards to road drainage and the water environment can be found 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).</p>	
CS7	Comments expressing concern that the proposals south of the River Thames could harm the landscape	Kent Downs AONB Unit, Shorne	Gravesham Borough Council,	5	52	The National Policy Statement for National Networks (Department for Transport, 2014) and the Draft Overarching National Policy Statement for Energy (EN-1) (Department for	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	and visual amenity of the area. Consultees express concern about the potential loss of Green Belt, agricultural land and woodland. Some consultees also express concern that the proposed mitigation methods of landform and vegetation will not integrate cohesively with the wider landscape.	Parish Council	Kent County Council			Business, Energy and Industrial Strategy, 2021) recognise that new roads or utility diversions through Green Belt may constitute inappropriate development. Where that is the case, there is a presumption against such development except in very special circumstances. The Applicant has developed the Project to ensure it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021)	
CS8	Comments expressing concern that the proposals south of the River Thames could harm the landscape and visual amenity in particular areas, including Shorne, Jeskyns, Cobham, Chalk, Gravesham, Ashenbank Woods, Cobham Woods, Shorne Woods Country Park, Cobham Golf Course, Kent Downs, Brummelhill Wood, the Darnley Estate, Southern Valley Golf Course and the Metropolitan Green Belt. Some consultees refer to particular roads, including the A2, A226, A227, Park	Thames and Medway Canal Association, Kent Downs AONB Unit	Gravesham Borough Council, Kent County Council	3	11	and the associated planning practice guidance to support the framework (Department for Levelling Up, Housing and Communities; and Ministry of Housing, Communities and Local Government, 2021). This assessment, which explains the very special circumstances, is set out in the Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Table. When the Project is operational it would create a noticeable addition to the landscape. To the south of the River Thames, landscape effects would include the loss of woodland due to the widening of the A2/M2 corridor, introduction of the M2/A2/A122 Lower Thames Crossing junction, and additional road lighting. Overhead electricity lines north of the A2/M2 would be modified, with one of the replacement towers being noticeably taller than the existing tower.	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
	Pale Lane, Shorne Ifield Road and Thong Lane.					<p>A section of these overhead power lines east of Thong would be removed, removing a prominent feature in the surrounding landscape.</p> <p>Other likely significant effects on the landscape and views are likely to include permanent adverse effects on the landscape character of the Kent Downs Area of Outstanding Natural Beauty (AONB) and intermittently on the local landscape along the route corridor.</p> <p>Although there would be some permanent visual effects, vegetation would be planted to provide screening along parts of the route. This would mature over time and therefore the visual effects would generally reduce after 15 years. Those affected by these visual impacts would include residents, users of Public Rights of Way and outdoor recreational facilities and people travelling through the Project area.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant consulted on the visual impacts of the Project's construction and operation, as well the proposed mitigation measures, including plans for a new landscaped public recreational area south of the River Thames, Chalk Park.</p> <p>This new recreational area around the South Portal would use excavated material from the tunnel entrance and its approach. It would feature a mixture of chalk grassland, woodland and other suitable habitats to improve local biodiversity and ecological connectivity. 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>new landform, with woodland planting on the top, would create vantage points to the wider Thames Estuary.</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). Information about how the Applicant has had regard to comments on these documents can be found elsewhere in Section 14.4 of this chapter.</p> <p>The draft oLEMP included details of the habitat creation, ecological enhancement, visual screening, and landscape integration of the Project for those parcels identified outside of the highways operational boundary that require a bespoke approach. The draft oLEMP set out the objectives by which it had been produced, and what steps the Applicant would take to achieve them. These objectives include landscape integration in order to reflect the surrounding landscape character that the Project route passes through, and visual screening of views of the Project route and infrastructure from existing and future visual receptors.</p> <p>To avoid or reduce the adverse effects, mitigation measures such as landscaping of earthworks, have been incorporated into the Project design so that it integrates into the landscape.</p> <p>Throughout development of the Project, the Applicant has designed junctions and other structures such as bridges and viaducts 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>minimise their footprint and height wherever ground conditions and the engineering requirements of the Project allow.</p> <p>South of the river, ground conditions have allowed the road to be designed in a tunnel or cutting all the way to the proposed M2/A2/A122 Lower Thames Crossing junction, reducing its impact on the surrounding landscape and nearby populations.</p> <p>Mitigation measures would include replacing lost landscape features such as hedgerows and woodlands, and the provision of three green bridges at Brewers Road, Thong Lane over the A2/M2 and Thong Lane over the A122. Other mitigation measures would create new woodland around the A2/M2 and plant vegetation along the route to screen views of the road and to help integrate it into the landscape. The development of Chalk Park is intended to provide new landscape features which would be accessible to the public.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>(Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The EIA includes an assessment of the impact of the Project and its junctions on land designated as Green Belt and other visual impacts on the surrounding landscape in ES Chapter 7: Landscape and Visual (Application Document 6.1), which also presents the assessments, as well as any proposed measures to reduce adverse impacts in each area.</p> <p>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 (draft DCO) (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the CoCP (Application Document 6.3, ES Appendix 2.2).</p>	

Code	Summary of issue(s) 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 locations mentioned by consultees have been considered in the context of the proposed mitigation measures and the predicted impacts in those areas. The Applicant is satisfied that the impacts across the Project's affected area have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.	
CS9	General comments expressing concern about the potential increase in noise pollution and vibration from the proposals south of the River Thames.	-	Gravesham Borough Council	0	10	To assess the environmental impacts of the construction and operation of the Project, including noise and vibration, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.	Yes
CS10	Comments expressing concern about the potential increase in noise pollution from the proposals south of the River Thames in particular areas including Shorne, Jeskyns, Gravesend, Riverview, Chalk, Higham, Milton, Dartford, Gravesham, Ashenbank Woods, Cobham Woods, Thong, and the A2, A226, M2, Thong Lane and Astra Drive.	-	Gravesham Borough Council	1	12	ES Chapter 12: Noise and Vibration (Application Document 6.1), includes an assessment of the impact of the Project on noise and vibration, including the impacts of construction vehicles and changes to traffic levels during operation. ES Chapter 12 also	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>sets out the proposed mitigation. Embedded design mitigation is included in the Design Principles (Application Document 7.5).</p> <p>Noise mitigation measures for the route south of the River Thames include designing the road at the lowest practicable height relative to existing ground levels, with the majority of the route in tunnels or cutting. These landscaping measures would reduce the noise impacts. At other locations noise barriers and low-noise road surfacing would mitigate noise and vibration during operation.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project’s new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project’s new and upgraded local roads (where traffic speeds are less than 75km/h).</p>	

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						<p>This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2) which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>The locations of noise barriers along the route formed part of the proposals included in the Design Refinement Consultation in July 2020. Information about the Design Refinement Consultation is contained in Chapter 7 of this report. Further information on the likely noise impacts of constructing and operating the Project were presented in the Community Impacts Consultation in July 2021.</p> <p>The proposed barriers are typically 2m high, and their locations were chosen after analysis of the predicted traffic noise that would be generated in each area by the Project once in operation, and consideration of sensitive receptors such as properties and population centres. For more information about the proposed noise barriers, see ES Chapter 12 and the Environmental Masterplan (Application</p>	

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						<p>Document 6.2, ES Figure 2.4). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES during construction and operation of the Project. Compliance with the CoCP and the REAC is a legally binding requirement of the draft DCO (Application Document 3.1).</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>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</p>	

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						<p>in the CoCP and the REAC. For more information, see ES Chapter 12.</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in consultation with the relevant planning authorities, highways authorities and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out elsewhere in Section 14.4 of this chapter, along with an</p>	

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						<p>explanation of how the Applicant has had regard to them.</p> <p>During the landowner engagement in May 2022, the Applicant withdrew the proposal for a noise barrier near Park Pale bridge. This was due to its visual impact and was in response to feedback from Kent Downs Area of Outstanding Natural Beauty (AONB). Additionally, the A2/M2 upgrade proposed at Statutory Consultation would now use lower-noise surfacing compared to the previous proposals. The Applicant has assessed the impact of removing this noise barrier and found that there would be no significant impacts on sensitive receptors, such as residential properties, as a result of the change. The Applicant is proposing to allow more of the existing vegetation to be retained and to enable additional planting to help visually screen the road.</p> <p>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,</p>	

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						<p>Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation</p> <p>The locations mentioned by consultees have been considered in the context of the proposed mitigation measures and the predicted impacts in those areas. The Applicant is satisfied that the impacts across the Project's affected area have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
CS11	Comments expressing concern about the potential loss of wildlife and habitats as a consequence of the proposals south of the River Thames, with some consultees questioning the viability of specific plans to relocate wildlife or habitat.	Kent Downs AONB Unit	Gravesham Borough Council, Kent County Council	3	27	<p>The Applicant has designed the Project to reduce impacts on wildlife and designated areas during operation and construction. The design has been developed following the mitigation hierarchy of 'avoid, reduce, restore and compensate' to reduce any potential adverse effects. A biodiversity mitigation strategy has been developed that aims to maintain habitat connectivity, reduce disturbance to species and create new habitat areas for a range of species.</p> <p>To the south of the River Thames, the Project would primarily be in cutting, with the proposed habitat creation measures comprising a mix of grassland, with areas of scrub, hedgerow and tree planting. In areas where grassland would be created, the species mix would be focused on locally prevalent species that would benefit local invertebrate populations.</p> <p>Assessments of the Project's impacts on the environment, including wildlife, are</p>	No

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						<p>documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 8: Terrestrial Biodiversity, and ES Chapter 9: Marine Biodiversity (Application Document 6.1) outline the baseline conditions of the area within which the Project would be situated and explain how all the relevant flora and fauna have been valued and assessed.</p> <p>More information about proposed mitigation can be found in the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) and the Design Principles (Application Document 7.5). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>The Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats. Mitigation measures include safe crossing points for wildlife over or under the Project and translocation of protected species to suitable existing or new habitats. Habitat creation is proposed to compensate for the loss of habitat from within designated sites, including ancient woodland, to improve connectivity between existing habitats, to provide replacement habitats for protected species, and to compensate for the impacts of nitrogen deposition when the Project is operational. These measures would include the salvage of soils from ancient woodlands for beneficial reuse</p>	

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						<p>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 period, providing biodiversity benefits.</p> <p>During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial invertebrates, and permanent habitat loss within ancient woodland and the loss of six veteran trees (three north of the River Thames and three to the south).</p> <p>During operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation. Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>For more information, see ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant</p>	

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						<p>effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site, or any other European designated site.</p> <p>When relocating wildlife or habitats, all required protected species licences would be in place before any construction works start in areas where protected species are present. Licences are issued by statutory bodies such as Natural England and the Environment Agency. Draft licensing commitments are included as part of this DCO application and would be monitored for a number of years after the Project is complete, to comply with protected species licensing. This would ensure relocations are successful and that populations of the protected species are maintaining a favourable conservation status, as required to comply with the protected species licensing.</p> <p>The location of land being proposed as mitigation for adverse effects to biodiversity has been chosen not only to support those</p>	

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						<p>species that would colonise it, but also to link into the wider landscape and existing habitats and facilitate movement between habitats. Where land is proposed to support multiple uses, such as new habitat creation plus open space, the Applicant would ensure sufficient time to enable the new habitats to establish and become resilient to any recreation pressures that may occur, as well as the ability to manage these habitats for the lifetime of the Project so they fully retain their quality and mitigation function.</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 chapter explains how the Applicant had regard to comments on this document received during consultation and how the Applicant had regard to 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</p>	

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						<p>and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2). The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the Environmental Impact Assessment (EIA) process that would be carried out to mitigate impacts identified in the ES, during construction and operation of the Project. Compliance with the CoCP and the REAC is a legally binding requirement of the draft DCO (Application Document 3.1).</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in consultation with the relevant planning authorities, highways authorities and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the</p>	

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						<p>preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p> <p>Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Comments on these documents, which were provided in responses to the consultation, are set out elsewhere in Section 14.4 of this chapter, along with an explanation of how the Applicant had regard to them.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant’s assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening.</p>	

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						<p>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. Two of the proposed compensation sites are south of the River Thames in the Gravesham and Shorne Woods area, and along the A2/M2 corridor, including Blue Bell Hill.</p> <p>If appropriate, the areas of compensatory land would be made publicly accessible in a way that complements their primary function as compensatory habitats. Other benefits of the new habitats would be to improve the</p>	

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						appearance of the local landscape by planting new trees and other plants; enhancing biodiversity by increasing the number of linked habitats; and planting new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project. More information about the assessments of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality, ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).	
CS12	Comments expressing concern about the impact of the proposed green bridge at Brewers Road. Some consultees say that the proposed width of the bridge is insufficient, that Brewers Road would be closed for too long during construction, and that the impact this would have on the connectivity to the A2, M2, A226 and Shorne Woods Country Park would be problematic.	Kent Downs AONB Unit, Shorne Parish Council	Gravesham Borough Council, Kent County Council	0	10	Three green bridges are proposed south of the River Thames: two would carry Thong Lane over either the new road or the A2/M2, and a third carrying Brewers Road over the A2/M2. The last of these green bridges would connect to an existing green bridge built for the High Speed 1 (HS1) railway. Under these proposals, the constraints on the location and design of the green bridge would mean that Brewers Road would be closed for a significant length of time while the green bridge is installed. The width of the green bridge at Brewers Road has been set to create a corridor that matches the existing structure over HS1. With regards to the impact during construction this structure has to be reconstructed due to the works on the A2 corridor.	No
CS13	Comments expressing concern about the proposed green bridges south of the River Thames, in relation to their width, visual design,	Kent Downs AONB Unit, Shorne	Gravesham Borough Council,	0	6	During the Community Impacts Consultation in July 2021, the Applicant presented potential	Yes

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	planting and maintenance. Some consultees express concern about the impact possible debris from the bridges could have on the motorway below.	Parish Council	Kent County Council			<p>diversion routes for motorists during the Brewers Road closure. These included using Gravesend East junction for south-to-north journeys and the A2/Watling Street junction for north-to-south journeys. These routes would maintain connectivity between the A226 and Shorne Woods Country Park throughout the construction phase.</p> <p>Following the Community Impacts Consultation, the Applicant presented new proposals for a wider green bridge at Thong Lane over the A2/M2, increasing the width over what was previously proposed by 10m. This change was made in response to feedback from key stakeholders and would improve habitats and connectivity for wildlife, increase landscape planting, and provide additional screening of the proposed M2/A2/A122 Lower Thames Crossing junction.</p> <p>For more information about the proposals to improve facilities for walking, cycling and horse riding, see the Project Design Report (Application Document 7.4). For more about how the Applicant would design structures for the Project, see the Design Principles (Application Document 7.5) and the Structures Plans (Application Document 2.13). Information about the green bridges is included in the Design Principles. The Applicant consulted on the draft Design Principles during the Community Impacts Consultation. Information about how the Applicant has had regard to those comments can</p>	

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						<p>be found elsewhere in Section 14.4 of this chapter.</p> <p>The maintenance of the green bridge, including clearing debris from the road, would be covered through routine safety inspections on the network. Observations and defects would be recorded by traffic officers and network inspectors, which would then be dealt with by the maintenance crews. In addition, the planting would also be managed under the outline Landscape and Ecology Management Plan (oLEMP) which would put in place inspection monitoring and routine maintenance to ensure the safety of the network. This is standard practice across the Applicant's Maintenance areas. The Applicant consulted on a draft oLEMP at the Community Impacts Consultation. The updated oLEMP (Application Document 6.7) is included as part of the application for development consent.</p>	
CS14	General comments expressing concern that the proposals south of the river could have a negative impact on the local community. Consultees say that it would potentially damage the local economy, cause day-to-day disruption affecting residents' quality of life, including impacting on their health and wellbeing, and lead to the loss of local	-	Gravesham Borough Council	6	55	Local people and communities have been considered throughout the design and development of the Project and consulted at appropriate phases of development. This would continue to be the case during construction, including considerations over how impacts on roads, schools, businesses, Public Rights of Way and community assets would be mitigated. The Project has been assessed through the Environmental Impact Assessment (EIA), which is documented in the Environmental Statement (ES) (Application	Yes

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	amenities such as the Southern Valley Golf Course.					<p>Documents 6.1, 6.2 and 6.3). ES Chapter 13: Population and Human Health (Application Document 6.1) includes descriptions of communities south of the River Thames and explains how the impact on local amenities (such as the Southern Valley Golf Course) and community assets, including schools, have been considered. It includes assessments of the impacts during construction and operation, including impacts on local roads and the health of local communities, as well information about the proposed mitigation for each area.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Chalk Park, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project</p>	

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						<p>includes design features such as cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p> <p>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 such as Chalk Park. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which could have positive and negative mental health outcomes (such as anxiety as a result of increases in noise levels).</p> <p>For more information about the Project’s construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>Information about the impacts on local communities, including health impacts, is also presented in the Community Impact Report (Application Document 7.16).</p> <p>Removal of the Southern Valley Golf Course would result in the loss of private recreational facilities. This would be, in part, offset by the</p>	

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						<p>implementation of a new public recreational area of land near the Southern Portal, called Chalk Park. Chalk Park would be 38ha of open land, accessed via Public Rights of Way suitable for walking, cycling and horse riding. The Applicant consulted on proposals for a 38ha Chalk Park during the Community Impacts Consultation in July 2021, and then on a revised proposal during the Local Refinement Consultation in May 2022, with the latter proposals increasing the area to 46ha. More information about Chalk Park can be found in the Project Design Report (Application Document 7.4).</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>The Code of Construction Practice (CoCP), which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The Register of Environmental Actions and Commitments (REAC) brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out to mitigate impacts identified in the ES, during construction and</p>	

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						<p>operation of the Project. Compliance with the CoCP and the REAC is a legally binding requirement of the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) in consultation with the relevant planning authorities, highways authorities and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) for its approval by the Secretary of State for each part of the Project. The EMP2 would also need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of that part of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3. Draft versions of the Design Principles, CoCP and REAC were included in the material published for the Community Impacts Consultation in July 2021. Road users in Kent who travel along parts of the A2, M25 and M20, and who use the</p>	

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						<p>Dartford Crossing and its approach roads, are forecast to experience quicker journeys and reduced congestion as a result of the Project. The improved connections would increase 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 gains.</p> <p>More information can be found in the Traffic Forecasts Non-Technical Summary (Application Document 7.8)</p>	
CS15	<p>Comments expressing concern that the Applicant's ownership of the land could lead to further developments near the Project. Some consultees express concern about the proximity of the Project to houses, and the effect that the Project could have on access to residential and businesses properties.</p>	-	Gravesham Borough Council	1	13	<p>The relevant local planning authorities are responsible for planning for future developments, details of which are included in their local plans.</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. All land included in the Order Limits is required to either construct, operate or maintain the Project. As part of the application for a Development Consent Order, the Applicant has published its Statement of Reasons (Application Document 4.1), which sets out the reasons why each parcel of land is needed for the Project, and the Book of Reference (Application Document 4.2), which lists all parcels of land and their respective interested parties.</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>With regard to property access, the Applicant would expect to maintain accesses throughout construction. If there were any impacts, the Applicant would engage with affected parties and, where practicable, give them advance notice about any temporary impacts on their access. However, in the case of an emergency (such as a burst pipe) the Applicant would work to neutralise any harmful impacts immediately for the benefit of all parties, even if this meant temporarily closing an access.</p> <p>In developing proposals for utility works, the Applicant has worked closely with utility 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. Utility works would only be carried out where necessary to implement the Project, either to divert utilities to accommodate the route, or to provide essential services to worksites during construction and to the portal buildings and highway for the operation of the A122. The impact of utilities works on local people is included in the Environmental Impact Assessment (EIA) and documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3) including in ES Chapter 5: Air Quality, Chapter 7: Landscape and Visual, Chapter 12: Noise and Vibration and Chapter 13: Population and Human Health (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>The proposals for utility works, including the diversion of overhead power lines, have been revised over the lifetime of the Project in order to align with the requirements of the utility companies and to reduce the impacts on local people.</p> <p>For example, at Statutory Consultation in October 2018, the Applicant proposed moving one set of power lines and pylons near Riverview Park (Westwood Farm near Thong). Following Supplementary Consultation in January 2020, the Applicant refined its proposals for utility works in order to seek to further reduce the Project’s impact on local people. These refinements contributed to a reduction in the size of the land within the Order Limits from over 26km² to just under 23km². At Supplementary Consultation in January 2020, there were approximately 190 properties affected by works to move electricity pylons and power lines above those properties, whereas at the Design Refinement Consultation in July 2020 this figure had been reduced to 70.</p> <p>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>	

Code	Summary of issue(s) raised	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 consulted on the removal of approximately 2.8km of existing 33kV power lines and wooden poles between the A226 and A2, close to Shorne Woods Country Park. This would remove a current feature from the landscape.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant consulted on proposals for additional compensatory land to offset the impacts of nitrogen deposition on sensitive habitats. The land area south of the River Thames near the A2 corridor and Blue Bell Hill junctions would help to hide some existing overhead power lines from views within the Kent Downs Area of Outstanding Natural Beauty.</p>	
CS16	Comments expressing concern that the proposals south of the River Thames could result in a loss of safe routes for walkers, cyclists and horse riders. A few consultees also express concern about the proposed surfaces to be used for the replacement of Public Rights of Way, and who would be responsible for maintaining them. Consultees express specific concern about routes for walkers, cyclists and horse riders in general, as	Thames and Medway Canal Association, Shorne Parish Council	Gravesham Borough Council, Kent County Council	4	12	<p>The Applicant's proposals for Public Rights of Way near the Project would increase safety for walkers, cyclists and horse riders. This would be achieved by implementing new routes, filling in missing connections in the existing network, and by upgrading existing facilities at key locations. The proposals south of the River Thames include three green bridges, with one over the Project and two over the A2/M2. All of the green bridges would include crossing routes for walkers and cyclists, with equestrian access provided as appropriate for the location.</p> <p>All new routes would be designed to the latest standards, for example, where the Applicant is proposing new cycle routes that follow the</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
	well as specific routes and Public Rights of Way.					<p>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 practicable. The proposals were formulated after engagement with stakeholder groups including local authorities, Sustrans, Cycling UK, the Ramblers Association and the British Horse Society.</p> <p>Responsibility for the maintenance of walking, cycling and horse riding facilities, including litter removal, would reside with the host local authority once construction is complete, except where routes cross the Applicant’s assets such as green bridges.</p> <p>At this stage, the exact type of surface for walking, cycling and horse riding routes is not known. The type of surface and widths would be specified during the detailed design phase in accordance with design standards and the Design Principles (Application Document 7.5), with the most appropriate option being used for each route. All routes would be designed to drain well, making them useable in most weather conditions.</p>	

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						The Project Design Report (Application Document 7.4) includes indicative information about surfacing for new and upgraded routes, although the final details of these features would be determined by the appointed Contractor within the parameters of the Development Consent Order and in accordance with the appropriate design standards.	
CS17	<p>Comments expressing concern that the proposed route south of the river would result in increased traffic and congestion on the A2/M2, including during the construction phase for the Project.</p> <p>Some consultees express concern that the A2/M2 already operates over capacity and so reducing the A2/M2 to two lanes once the Project is operational would result in congestion.</p>	-	Canterbury City Council, Dover District Council, Gravesham Borough Council, Kent County Council	3	83	<p>As part of the Community Impacts Consultation in July 2021, the Applicant provided information in the Ward Impact Summaries about expected traffic impacts during construction, while the draft outline Traffic Management Plan for Construction (oTMPfC) explained the proposed traffic management measures that would be required to ensure the road network could operate safely and efficiently during the construction phase.</p> <p>Construction traffic and traffic management measures are expected to have significant impacts on the A2/M2 during the construction phase. Impacts are likely to include speed limit reductions lasting over a year. In addition, there would be numerous smaller interventions that would increase some journey times, such as temporary traffic lights, contraflows and lane closures.</p>	No
CS18	<p>Comments expressing concern about increased traffic and worsened congestion in named locations, including Shorne, Chalk, Gravesham, Gravesend, Cobham, Cuxton, Meopham, Dartford, Medway, Riverview,</p>	Royal Mail, Cobham Parish Council, Shorne Parish Council, Port of Tilbury	Gravesham Borough Council	5	33	<p>A summary of feedback on the draft oTMPfC can be found elsewhere in Section 14.4 of this chapter, as well as information about how the Applicant had regard to that feedback.</p> <p>The final, agreed length of traffic management measures on the A2/M2 would be set out in a</p>	Yes

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	<p>Instead Rise, and Thong. Some consultees name particular roads, including Ifield Road, Thong Lane, Marling Way, Cobhambury Road, Warren Road, Valley Drive, Brewers Road, Peartree Lane, Jeskyns Road, the A289, A282, M20.</p>	<p>London Limited</p>				<p>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 oTMPfC, before the start of the relevant stage of the authorised development.</p> <p>The total number of lanes on the proposed upgrade to the A2/M2 is greater than the current number of lanes. The Project proposals include one-way eastbound and westbound parallel connector roads, with two lanes in each direction and these would be designated as part of the A2. These would run between the Gravesend East junction and junction 1 of the M2, carrying A2 traffic separately from the A2/M2 mainline, where currently this traffic is combined on the A2/M2.</p> <p>The proposal for the A2/M2 mainline through the Gravesend East junction and the junction with the Project is to have two lanes eastbound and three lanes westbound. When the A2 parallel 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. 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</p>	

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						<p>when the A2 parallel connector roads are considered. This makes two 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 locations mentioned by consultees have been considered in the context of the proposed traffic management and the predicted traffic impacts in those areas. The Applicant is satisfied that the traffic impacts across the Project's affected area are acceptable given the requirements and objectives of the Project and therefore no further mitigation or design changes are proposed.</p>	
CS19	General comments expressing concern about increased traffic and the dangers of worsening congestion in general on roads south of the River Thames, as a result of the Project.	-	Ashford Borough Council, Gravesham Borough Council	1	46	Traffic modelling submitted as part of the application for development consent shows that – compared to the situation without the new road crossing – the overall level of traffic using the Dartford Crossing is forecast to fall by 19% in 2030 and remain below current levels for the foreseeable future. Average speeds on that part of the network would rise and journey times would become more reliable.	No
CS20	Comments expressing concern that the M2/A2/A122 Lower Thames Crossing junction proposal is too complex, including the	Kent Downs AONB Unit	Gravesham Borough Council	2	21	Overall, the transport benefits of the Project outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objectives to relieve the congested Dartford	No

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	opinion that one-lane access to the Project eastbound and westbound would create bottlenecks.					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 and its transport benefits, see the Need for the Project (Application Document 7.1).	
CS21	Comments expressing concern that the proposals would worsen congestion at the A2/M2 interchange and that the A2/M2 corridor lacks capacity for the additional traffic migrating from the M20.	Cobham Parish Council	Ashford Borough Council, Kent County Council	1	26	<p>Once the Project is operational, the A2 west of the Project and the M25 between junctions 2 and 29 are forecast to see a reduction in traffic flows once the new road is open. This is because traffic would divert away from the Dartford Crossing towards the new road crossing and because of the M25 upgrade works between junction 28 and 29. The Applicant’s traffic modelling forecasts that the number of lanes provided on the A2/M2 would be sufficient for the predicted traffic flows, as would the proposed junction between the A2/M2 and the A122 Lower Thames Crossing. These traffic forecasts include any additional traffic diverting from the M20 to the A2 or M2. 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 part of the A2. These would run between 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>Gravesend East junction and junction 1 of the M2, carrying A2 traffic separately from the M2, where currently this traffic is combined on the A2/M2.</p> <p>The proposal for the A2 through the Gravesend East junction and the junction with the Project is to have two lanes eastbound and three lanes westbound. When the A2 parallel 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 M2 is to have four lanes in each direction, which amounts to a total of six lanes in each direction when the A2 parallel connector roads are considered. This makes two 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>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</p>	

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						<p>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</p>	

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						<p>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 Project proposals submitted for 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 M2/A2/A122 Lower Thames Crossing junction would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design, ensuring safe, navigable journeys for all motorists.</p> <p>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) and the Transport Assessment (Application Document 7.9).</p>	
CS22	Suggestions that the A2 should be upgraded to cope with the increased traffic. Consultees suggest that the single carriageway from Lydden to the Port of Dover	Shorne Parish Council	Canterbury City Council, Dover District Council, Ashford	1	3	As part of the Community Impacts Consultation in July 2021, the Applicant provided information in the Ward Impact Summaries on how roads near the Project would be affected once in operation.	No

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	should be dualled, that underpasses be built, and that roundabouts should be removed to improve the performance of the A2.		Borough Council, Gravesham Borough Council			<p>On many roads to the west of the Project, including parts of the A2 and the Dartford Crossing, the number of vehicles is expected to fall when the Project opens. However, roads on the approach to the Project, including the M2, A228, A229, some roads to the east such as the A13, parts of the A2 and some sections of the M25 are predicted to experience an increase in traffic levels as travelling across the river becomes easier and more reliable.</p> <p>The proposed route south of the river is predicted to attract more traffic to the A2/M2 corridor as traffic changes route to use the Project. However, the route is predicted to remain free-flowing. The A2 near the junction with the Project would be upgraded to provide additional capacity by separating some traffic movements. While the A2 would be reduced to two through-lanes as it passes through the proposed junction with the Project, the Applicant's traffic modelling has shown that this would be sufficient to accommodate predicted traffic flows far into the future.</p> <p>The A229 (M2 junction 3) is forecast to see increases in traffic during morning and evening peak hours and the inter-peak period. The A249 (M2 junction 5) is expected, depending on the time of day and direction of travel, to see either a decrease in traffic as a result of the project, or a small increase. There is the potential that on some stretches of road, at</p>	
CS23	Comments expressing concern that the A227 lacks capacity to cope with an expected increase in freight traffic and Heavy Goods Vehicles (HGVs), which consultees say could affect residents and businesses of Meopham, Gravesham and Culverstone, among other locations. Some consultees express concerns that the A227 is narrow, steep, winding, and unsuitable as a cut-through.	-	Kent County Council	0	16		No
CS24	Comments expressing concern that the A228 lacks capacity to cope with the potential increase of traffic caused by the Project.	-	Gravesham Borough Council	0	8		No
CS25	Comments expressing concern that congestion on the A229 would increase as traffic from the M20 would use it to access the Project. Consultees express further	Shorne Parish Council	Ashford Borough Council, Maidstone Borough Council,	1	23		No

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	concern that Blue Bell Hill would require improvements to cope with increased volumes of traffic.		Gravesham Borough Council, Kent County Council			some times of day, there would be increases in traffic flows resulting from the Project.	
CS26	Comments expressing concern about increased traffic on the M2 and the impact this could have on local journeys. Some consultees express concern about worsening congestion around junctions 3 and 5 from the Channel ports and the M2.	-	Maidstone Borough Council, Gravesham Borough Council, Kent County Council	0	27	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). and the Transport Assessment (Application Document 7.9). Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objectives to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).	No
CS27	Comments expressing concern that traffic and congestion would increase on the M25 as a result of the proposals. These comments include concerns that junction 2 of the M25 lacks sufficient capacity for increased traffic volumes, and that closures at the Dartford Crossing would serve to increase problems on the M25 as traffic would seek to redirect towards the Project.	-	Kent County Council	1	14	While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8). The Applicant is proposing to monitor the impacts of the Project on traffic on the local	No

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CS28	Suggestions that the M2/A229 interchange at Blue Bell Hill would need to be upgraded, with some consultees arguing that this is essential for the Project as a whole.	-	Ashford Borough Council, Maidstone Borough Council	0	3	and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.	No
CS29	Suggestions that the M2 should be upgraded to cope with the increased traffic, including suggestions that noise reduction measures should be installed alongside the M2, that junctions 7 and 5 should be upgraded, and that the dual carriageway should be upgraded to three lanes in both directions.	-	Dover District Council, Ashford Borough Council	0	2	The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community Impacts Consultation in July 2021. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring. The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.	No
CS30	Comments suggesting that local roads should be upgraded to cope with increased traffic, including the A227, A228, A229, A249 and Thong Lane.	-	Canterbury City Council, Dover District Council, Ashford Borough Council, Kent County Council	1	2	The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs, and support better end-to-end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.	No

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CS31	Suggestions about how the Project should be directly linked to the M2.	-	-	1	11	The Applicant, and the Department for Transport (DfT) before it, has carried out thorough investigations into Project options, including different route alignments and junction locations. These options have been the subject of a substantial, iterative consultation process.	No
CS32	Suggestions that the Project should be directly linked to the M20.	-	-	1	15		No
CS33	Comments expressing concerns about impacts on the A226 as a result of both the construction and operation of the Project. A few consultees express concern that the proposed changes do not include a direct connection between the A226 and the Project.	Shorne Parish Council	Gravesham Borough Council	1	6	Options for the southern section of the Project were considered as part of the appraisal that preceded and informed the Non-Statutory Consultation in January 2016. The Applicant developed plans for the Eastern Southern Link (ESL) and the Western Southern Link (WSL), each connecting to the A2/M2. As explained in the consultation booklet produced for the Non-Statutory Consultation, the ESL was the Applicant's preferred option, on the basis that it would provide the more direct route, greater improvements to journey times and would connect directly to the M2. It was acknowledged that this option would have significant implications for the local community and the environment. Having considered responses to the consultation and further assessed the two options, the Applicant changed its recommendation to the WSL. The environmental and community impacts of the ESL were deemed to be unacceptable and modifications to the plans for the WSL could enable a 70mph route to be achieved. The WSL formed part of the route that was	No
CS34	Comments suggesting alternative routes for the Project south of the River Thames. Some consultees suggest improving connectivity between the A227 and the Project, or that a link between the A226 and A2 should be considered to improve connectivity between Gravesend and the Project.	-	-	0	4		No

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						<p>announced by the Secretary of State in the Preferred Route Announcement in April 2017.</p> <p>An improved link to the M20 has been the subject of previous consideration. In this regard, the ‘C variant’ was a proposal to build a bored tunnel east of Gravesend, with an additional widening of the A229 between the M2 and M20. This was identified by the DfT as a route option in 2009, with further investigations in 2013 indicating that the potential benefits of this option would be negated by its cost and environmental impacts. The C variant was again appraised by the Applicant as part of the wider assessment of potential route options in advance of the 2016 Non-Statutory Consultation. It was concluded that this option would not help to transfer traffic from the Dartford Crossing to the new route, had substantial impacts on the Kent Downs Area of Outstanding Natural Beauty, and would not help meet the Scheme Objectives. For those reasons it was not included in the shortlist of options that were further refined and presented during the Non-Statutory Consultation.</p> <p>The Applicant included a junction with the A226 in the 2016 Non-Statutory Consultation. The decision to include this junction at that time was informed by early engagement with key stakeholders who said this connectivity would help create economic development opportunities. Following further appraisal and</p>	

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						<p>stakeholder feedback, including the Gravesham Brough Council, it was concluded that the A226 junction should not be included in the proposals because linking the Project to the A226 would result in significant increases in traffic on local roads, particularly the A226 immediately to the east and west of the route. The connection to the A2/M2 westbound from the Halfpence Lane roundabout was removed from the design to accommodate the off-slip linking the A2/M2 westbound with the A122 Lower Thames Crossing. Trying to accommodate both would potentially mean having an off-slip and on-slip in close proximity on the A2/M2, which would not comply with safety standards. Design options here are limited because space is highly constrained, including by the presence of High Speed 1 (HS1) railway. This movement would be possible using the local connector roads south of the A2/M2 to join the A2 westbound at the Gravesend East junction.</p> <p>For more information about the removal of the A226 junction, see the Project Design Report (Application Document 7.4). For more information on the 2016 Non-Statutory Consultation, see Chapter 6 of this report. For more about the changes to the Project since Statutory Consultation in October 2018, see Chapter 10 of this report.</p> <p>Further commentary on the assessment and selection of alternatives can be found in</p>	

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						Environmental Statement (ES) Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1) and in the Planning Statement (Project Evolution) (Application Document 7.2).	
CS35	Comments expressing opposition to the Project, including those saying the proposed changes south of the River Thames are detrimental to the area.	Shorne Parish Council	-	9	34	<p>The Scheme Objectives for the Project were agreed between the Applicant and the Department for Transport (DfT) and are set out in the Need for the Project (Application Document 7.1). These objectives include the requirement to relieve the congested Dartford Crossing and its approach roads.</p> <p>The benefits of the Project are documented in the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.</p> <p>The proposals put forward during the Community Impacts Consultation in July 2021, and subsequently during the Local Refinement Consultation in May 2022, were devised after further assessments, extensive design development and engagement with key stakeholders. The final proposals submitted in the application for development consent represent the optimal solution to the Scheme Objectives agreed with the DfT.</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
CS36	Suggestions for how the Project could be improved south of the River Thames. These include providing additional lorry parking facilities on the A2/M2 and M20, and also improving the landscaping around the A226 switching station to improve visual amenity. There were also suggestions to increase the proposed woodland planting to reduce the visual and noise impacts of the Project.	-	Dover District Council, Gravesham Borough Council	0	2	<p>The Applicant would work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the strategic road network.</p> <p>Following feedback from the Design Refinement Consultation in July 2020, and after engagement with utility companies, the Applicant proposed the relocation of the Shorne Woods switching station from Thong Lane to the A226 at the Community Impacts Consultation in July 2021. 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 removal of the overhead power lines has been included as part of the wider Environmental Masterplan (Application Document 6.2, Environmental Statement (ES) Figure 2.4).</p> <p>Where appropriate, woodland planting has also been included in the Environmental Masterplan, which is secured through Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1). This planting would help enhance ecological connectivity along the route and contribute to the biodiversity value generated by the Project. It would also have landscape benefits and help to screen the new road from nearby properties. The new</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>woodlands are not intended to provide noise mitigation, which would be provided by earthworks (such as the cutting south of the South Portal) and low-noise road surfacing.</p> <p>Woodland planting is intended to enhance the visual impacts of the Project and compensate for lost woodland elsewhere. It is not primarily designed to reduce noise impacts, for which additional noise-reduction mitigation is proposed.</p> <p>The Project has been aligned as far as reasonably practicable from population centres and other noise-sensitive locations.</p> <p>Operational noise impacts would be reduced south of the River Thames through the use of the tunnels and cuttings, along with low-noise road surfacing.</p> <p>During the Community Impacts Consultation, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project’s new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A)</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project’s new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties.</p>	

Code	Summary of issue(s) raised	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 are no significant vibration impacts predicted during operation.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
CS37	<p>Requests for information about the proposals south of the River Thames, including the effects on field drainage, flood risks, bird habitat relocation, air pollution in the wards south of the River Thames, impact on utilities infrastructure, highways structures, and mitigation measures including acoustic barriers, vegetation and planting.</p>	<p>Thames and Medway Canal Association, Kent Downs AONB Unit, Shorne Parish Council</p>	<p>Gravesham Borough Council, Kent County Council</p>	3	8	<p>Information about the environmental impacts of the Project has been published during successive consultations, including the Preliminary Environmental Information Report (PEIR) presented during Statutory Consultation in 2018. Additional environmental information was published during subsequent consultations, including in the Construction Update, Operations Update and Ward Impact Summaries during the Community Impacts Consultation in July 2021.</p> <p>Information published during the Community Impacts Consultation in July 2021 explained that the Applicant would mitigate any flood risks associated with the construction and operation of the new road, in accordance with the requirements of the National Policy Statement for National Networks. Environmental Statement (ES) Chapter 14: Road Drainage and the Water Environment (Application Document 6.1) presents the assessments and any required mitigation. Chapter 14 also considers the impact of the Project on field and land drainage.</p> <p>In addition, an assessment of the risk of flooding within the proposed Order Limits and other</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>areas affected by the Project being constructed and operated, is contained within the Flood Risk Assessment (Application Document 6.3, ES Appendix 14.6). This summarises all national, regional and local legislation directly or indirectly related to flood risk.</p> <p>Information about the air quality impacts during construction and operation was presented in the Ward Impact Summaries. Information about newly assessed impacts on sensitive habitats was published during the Local Refinement Consultation in May 2022. More information about these assessments and the compensation proposals can be found in ES Chapter 5: Air Quality, and Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>ES Chapter 8 also includes information about translocation of species and creation of new habitats to mitigate any impacts of the Project during construction and operation of the Project. Any translocation of species would take place at the appropriate time, in accordance with best practice, and with the appropriate licences from Natural England.</p> <p>ES Chapter 8 also includes information about the proposed planting of new vegetation and trees. These measures would range from the planting of large areas of new trees south of the River Thames, to wildlife corridors along the new road’s verges, and the use of green bridges to provides links between existing 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>new habitats. The Applicant’s biodiversity strategy is set out in ES Chapter 8 and described in the Environmental Masterplan (Application Document 6.2, ES Figure 2.4). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>The Project has been aligned and designed, as far as practicable, to reduce the impacts on ancient woodland, veteran trees and other sensitive habitats. Mitigation measures include safe crossing points for wildlife over or under the Project and translocation of protected species to suitable existing or new habitats. Habitat creation is proposed to compensate for the loss of habitat from within designated sites, including ancient woodland, to improve connectivity between existing habitats, to provide replacement habitats for protected species, and to compensate for the impacts of nitrogen deposition when the Project is operational. These measures would include the salvage of soils from ancient woodlands for beneficial reuse in new areas of compensatory woodland planting, and the planting of new woodland and other habitats on existing agricultural land. Overall, there would be several hundred hectares of new woodland and habitats created across the Project during the construction period, providing biodiversity benefits.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>During construction, 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). For more information, see ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>Noise and vibration impacts and mitigation measures were presented during the Community Impacts Consultation in July 2021. The latest assessments and mitigations are set out in ES Chapter 12: Noise and Vibration (Application Document 6.1). Measures to reduce operational noise include earthworks such as the cutting south of the South Portal and the use of low-noise surfacing on new and upgraded roads associated with the Project.</p> <p>The Applicant has engaged with utility companies 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 minimise disruption to local people and communities, businesses and road users. This includes minimising any interruption to supply during any work affecting utilities infrastructure.</p> <p>The Applicant consulted on revised plans for utility works during the Local Refinement Consultation in May 2022 (see Appendix T of this report). For more information about the construction schedule, see the Construction</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Supporting Information (Application Document 6.3, ES Appendix 2.1).</p> <p>In common with the rest of the Project, structures and bridges south of the River Thames have only been proposed where they are essential for the operation of the route.</p> <p>The Project proposals submitted for our application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for all bridges would be carried out by our appointed Contractors in accordance with the DMRB standards published at the time of detailed design, ensuring safety for users with provisions for their maintenance for the lifetime of the Project.</p>	
CS38	Comments expressing no opinion or a neutral opinion, with some citing a lack of subject expertise, information or local knowledge. A few consultees say the proposed changes would not impact them or that they do not live in the area.	-	-	7	93	These comments have been noted.	No
CS39	General comments supporting the proposals on	Natural England,	Gravesham Borough	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
	the grounds that the changes minimise environmental impact.	Environment Agency	Council, Kent County Council				
CS40	Comments supporting the reduced land take, increased provision of woodland, increased planting, reduced impact on ancient woodland, and incorporation of green bridges into the landscape.	Kent Downs AONB Unit, Cobham Parish Council	Medway Council, Gravesham Borough Council, Kent County Council	0	5		No
CS41	Comments supporting the improved road connectivity, increased routes into Kent and reduced journey times to locations north of the River Thames.	Cobham Parish Council	Kent County Council	1	18		No
CS42	Comments supporting the proposals on the basis that the Project would improve the local economy by increasing employment, regenerating the area and increasing traffic flow.	-	-	0	4		No
CS43	Comments supporting the proposals on the basis that the disruption to the local community would be minimised. A few consultees say the Project would increase convenience for the local community.	-	Medway Council, Gravesham Borough Council	0	8		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
CS44	Comments supporting the proposals on the basis that the revised changes address previous concerns raised and show willingness to adapt to feedback.	-	-	0	21		No
CS45	General comments supporting the proposals on the basis that it seems reasonable, sensible, well-planned, makes the best use of the existing road network and supports the proposed adjustments to utility infrastructure.	Kent Downs AONB Unit, Cobham Parish Council	Medway Council, Kent County Council	3	174		No
CS46	Comments supporting the proposals and encouraging the Applicant to commence work as soon as possible.	-	-	0	18		No
CS47	Comments supporting the proposals and subsequent anticipated reduction of traffic on the A2.	-	Kent County Council	0	12		No
CS48	Comments supporting the proposals on the basis that routes and traffic flow for freight traffic would improve.	-	Kent County Council	0	2		No
CS49	General comments supporting the proposals on the basis that congestion and	-	-	1	18		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	traffic flow throughout Kent would improve.						
CS50	Comments supporting the proposals on the basis that the direct link simplifies connectivity to the M2.	-	-	0	3		No
CS51	Comments supporting the proposals on the grounds that congestion and delays on the M25 would be alleviated.	-	-	0	4		No

Issues raised in response to open Question 2d

- 14.4.61 Table 14.11 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q2d in the consultation response form, which was as follows:
- 14.4.62 *Q2d: Please let us know the reasons for your response to Q2c and any other comments you have on the proposed changes north of the river.*
- 14.4.63 For reference, the closed Question 2c referred to in Q2d above was as follows:
- 14.4.64 *Q2c: Do you support or oppose the proposed changes north of the river?*
- 14.4.65 For more information about Q2c and how consultees responded to it and the other closed questions in the consultation response form, see Section 14.3 of this report.
- 14.4.66 The issues raised that relate to building the crossing are summarised in Table 14.11 below. Where issues were raised in response to Q2d that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 14.4.67 The Applicant has fully considered all of the responses received. Table 14.11 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.
- 14.4.68 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 14.11

- 14.4.69 The information presented in Table 14.11 is as follows:
- 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 Q2d 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) 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 as well. 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 Community Impacts 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 north of the River Thames and the Applicant's responses

14.4.70 Table 14.11 below summarises the issues raised relating to the proposals north of the river and presents the Applicant's responses to those issues raised.

Table 14.11 Summary of issues raised relating to the proposals north of the river 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
CN1	General comments expressing concern about the proposals north of the River Thames on the grounds that they would impact local communities. Consultees are concerned on the grounds that local amenities would be lost and disruption caused by the proposals would negatively impact the health and wellbeing of local people.	Port of Tilbury London Limited	Essex County Council, Thurrock Council	31	150	<p>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.</p> <p>For example, the Ward Impact Summaries described what construction and operational activities would take place in 17 wards north of the River Thames in Thurrock, Havering and Brentwood, as well as information about the environmental, traffic and construction impacts that could affect those areas. 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 our application for development consent, including the environmental and traffic assessments.</p> <p>Other documents consulted on during the Community Impacts Consultation 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</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>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>The Ward Impact Summaries also included information about traffic impacts, while the draft outline Traffic Management Plan for Construction (oTMPfC) explained the proposed traffic management measures that would be required to ensure the road network could operate safely and efficiently during the construction phase.</p> <p>Since the Community Impacts Consultation, the Applicant has updated its proposals in response to feedback received during consultation and undertaken further assessments, including an Environmental Impact Assessment (EIA) and updated traffic modelling. These are set out in detail in the application for development consent.</p> <p>The proposed alignment of the route avoids population centres, wherever practicable, to reduce the impacts on homes and properties. To assess the environmental impacts of the construction and operation of the Project, an 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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>design of the Project and secured by the relevant plans such as the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1), or as good practice or essential mitigation within the CoCP (Application Document 6.3, ES Appendix 2.2) and REAC, which forms part of the CoCP.</p> <p>ES Chapter 13: Population and Human Health (Application Document 6.1) includes information about how mitigation has been embedded within the Project's design and other steps that would be taken to mitigate the impacts on local communities.</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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>it is open, such as including new areas of landscaped recreational land at Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such as cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p> <p>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 such as 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>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Information about the impacts on local communities, including health impacts, is also presented in the Community Impact Report (Application Document 7.16).</p> <p>The Applicant consulted on the predicted impacts on local people, including local amenities, during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in particular the information presented in the Ward Impact Summaries (see Appendix S of this report).</p> <p>The assessment of the environmental and health impacts has informed the CoCP, which sets out the range of controls and mitigation measures that would be used to limit or avoid impacts on local communities and their amenities during the Project's construction.</p> <p>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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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>	
CN2	Comments expressing concern that the proposals north of the River Thames would negatively impact schools and children in nearby communities. Concerns include disruption to school travel and increased road danger due to construction traffic.	-	Thurrock Council	1	5	<p>Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1) includes information about how mitigation has been embedded within the Project's design and other steps that would be taken to mitigate the impacts on local communities, including on local schools and children.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a</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>Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such as cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p> <p>During the construction phase, local people would benefit from work and training opportunities provided by the Project during construction, which are likely to have positive impacts on mental health. However, while construction impacts have been mitigated as far as reasonably practicable, there would be temporary negative impacts on communities from construction activities. These could result in mental health impacts on local people – for</p>	

Code	Summary of issue(s) raised	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 1 commercial property north of the River Thames.</p> <p>Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse-riding routes; as well as access to new areas of recreational land such as 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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>Information about the impacts on local communities, including health impacts, is presented in the Community Impact Report (Application Document 7.16).</p> <p>With regards to traffic impacts during construction, 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 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 (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 oTMPfC includes measures designed to reduce the impacts of construction traffic on local people, such as requiring the appointed Contractor to ensure that no Heavy Goods Vehicles would use routes that pass by school entrances during school pick-up and drop-off times. The TMP would also ensure that traffic management measures would not interrupt</p>	

Code	Summary of issue(s) raised	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 to schools, hospitals, GP surgeries or other local amenities</p> <p>The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Communities Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out elsewhere in Section 14.4 of this chapter, which also explains how the Applicant had regard to those comments.</p>	
CN3	General comments expressing concern that the proposals north of the River Thames would have a negative impact on air quality. Some consultees express concern on the grounds that the cumulative impact of the Project alongside other schemes would be too significant.	-	Thurrock Council	16	75	<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 phase of the Project and how these would be mitigated. Responses to that consultation and the Applicant's consideration of the issues raised are set out elsewhere in Section 14.4 of this chapter.</p> <p>The health of local people and communities, including with regards to air quality, has been considered throughout the design and development of the Project.</p>	No
CN4	Comments expressing concern that the proposals north of the River Thames could have a negative impact on air quality in specific locations, including Tilbury, Chadwell St Mary, Gravesend, Ockendon, Orsett, Linford, the A1013,	-	Thurrock Council	11	73	<p>The construction phase is likely to affect air quality as a result of emissions of dust from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures. However, with the good practice mitigation measures in place, the Applicant's assessments predict there would be no</p>	No

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	Beechcroft Avenue, and Brentwood Road.					<p>significant impacts on human health or habitats during the construction phase.</p> <p>The Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement (ES) Appendix 2.2) sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP, brings together in one document all good practice and essential mitigation commitments that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigation measures in place, the air quality impacts of the Project during construction are not expected to be significant.</p> <p>The commitments in the CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>A draft 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 elsewhere in Section 14.4 of this chapter,</p>	

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						<p>along with an explanation as to how the Applicant has had regard to them.</p> <p>The Project has been designed to reduce its impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys.</p> <p>The operation of the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Information about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains where the air quality modelling was carried out and why.</p> <p>As part of the Environmental Impact Assessment (EIA), a Cumulative Effects Assessment (CEA) has been carried out, which is documented in the ES (Application Documents 6.1, 6.2 and 6.3). ES Chapter 16: Cumulative Effects Assessment (Application Document 6.1) identifies where two or more sources of effects interact to give rise to impacts on environmental resources or receptors. The assessment considers both</p>	

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						<p>intra-project and inter-project cumulative impacts and sets out any proposed mitigation.</p> <p>The Applicant's inter-project effects assessment considers combined effects of the Project and other developments north 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> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites. During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed</p>	

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						<p>mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats, subsequently reduced to 246ha after consultation. The proposed compensation sites north of the River Thames are in Hole Farm in Brentwood, and Southfields in Thurrock.</p> <p>The revised assessments, including ammonia emissions from vehicles, do not predict harm to human health from changes in air quality once the new road is open.</p> <p>During operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation.</p> <p>Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open can be found in the ES Appendix 5.6: Project Air Quality Action Plan (Application Document 6.3).</p> <p>ES Chapter 13: Population and Human Health (Application Document 6.1), describes how local communities might be affected by the construction of the Project and the ways that these impacts would be reduced.</p>	

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						<p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>Information about the impacts on local communities, including health impacts, is also presented in the Community Impact Report (Application Document 7.16).</p> <p>The locations mentioned by consultees have been considered in the context of the proposed mitigation measures and the predicted impacts in those areas. The Applicant is satisfied that the impacts across the Project's affected area have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed for either impacts on human health or habitats.</p>	

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CN5	Comments expressing concern that the proposals north of the River Thames would increase carbon dioxide emissions and would have a negative impact on climate change. Some consultees express concern on the grounds that building a new road of this magnitude is inappropriate.	-	Thurrock Council	1	7	<p>As part of the Development Consent Order application, the Applicant has explained how the relevant legislative and policy requirements in relation to climate change impacts are met. An Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 15: Climate (Application Document 6.1), assesses the Project's impact on climate change, including greenhouse gas emissions during construction and operation, and sets out the proposed mitigation measures, including those measures that are secured through the Carbon and Energy Management Plan (Application Document 7.19). The assessment concludes that the increase in greenhouse gas emissions resulting from the Project would not have a material impact on the ability of Government to meet its carbon reduction targets, in accordance with the policy test set out in the National Policy Statement for National Networks (Department for Transport, 2014).</p> <p>During construction, greenhouse gas emissions would be minimised through the design of the Project, such as incorporating low-emission materials, using those materials efficiently, reducing the distance they would be transported, using zero-carbon energy sources, and reducing and beneficially reusing waste. By incorporating these measures into the Project's proposals, the Applicant has already</p>	Yes

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						<p>reduced emissions during construction by over one-third compared with a scenario where those measures were not employed. This represents a leading position in the industry today and would result in construction emissions equivalent to 1.76 million tonnes of carbon dioxide.</p> <p>However, the Applicant is committed to going further and to using the time available before construction begins to explore ways of achieving greater reductions in emissions. The Carbon and Energy Management Plan therefore provides a framework within which the Applicant and Contractors would, working closely with industry partners, seek to identify and develop innovative ways of reducing the Project's construction emissions below today's industry-leading position. The Carbon and Energy Management Plan also sets out the low-carbon solutions that would be deployed by the Applicant to manage and maintain the Project once it is operational.</p> <p>The Applicant has considered the additional carbon emissions from road users that could result from operation of the Project over a 60-year period and presented this information in ES Chapter 15. The Government has published its plans to deliver the required net 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</p>	

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						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 the Department for Environment, Food and Rural Affairs (Defra's) Emissions Factors Toolkit.	
CN6	Comments expressing concern that the proposals north of the River Thames would increase flood risk in the area and cause contamination to existing water. Consultees express concern that the Project would impact on floodplains such as the Mardyke Valley. Some consultees express concern about the distance between drainage storage features, as well as the management of surface water, along with concerns about sewers and water mains, saying there would be an increase in the risk of contamination.	Shorne Parish Council	Thurrock Council	4	7	<p>The Project proposals have been designed to meet the policies in the National Policy Statement for National Networks (Department for Transport, 2014) and the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021). The Applicant's Planning Statement (Application Document 7.2) sets out how the Project has been appraised against and complies with the relevant national policy statements.</p> <p>In accordance with the requirements of these policies, the Applicant has prepared a Flood Risk Assessment (FRA) to assess flood risk to the Project and caused by the Project. The FRA also demonstrates how flood risk would be managed over the operational life of the Project, taking climate change into account. The FRA is addressed in Environmental Statement (ES) Chapter 14: Road Drainage and the Water Environment (Application Document 6.1) and is contained in ES Appendix 14.6 (Application Document 6.3).</p>	No

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						<p>As set out in the FRA, the Project design and mitigation has considered the potential for water quality, flows and levels of groundwater and surface water to be affected by road drainage during construction and operation, making due allowance for projected climate change effects.</p> <p>With the implementation of proposed mitigation measures and allowance for projected climate change effects, no likely significant effects on road drainage and the water environment are predicted during construction and operation of the Project.</p> <p>Areas of land to the north of the River Thames around the proposed North Portal site are currently at risk from flooding due to the low-lying geography of the area. Construction activities could increase the risk of river flooding as it would reduce the floodplain storage by constructing hard standing which would change rainfall runoff rates and volumes.</p> <p>As construction would remove some of the floodplain storage, the Project design would provide compensatory flood storage elsewhere to offset this. The size of these have been calculated to ensure there is adequate storage. Compensatory flood storage areas would be located in land adjacent to the Mardyke and the Mardyke West Tributary. Compensatory flood storage would also be provided in the upstream catchment of West Tilbury Main.</p>	

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						<p>The design measures and through control measures set out in the Code of Construction Practice (CoCP) would mitigate the impacts of construction on the water environment. An example of design measures would be the use of retaining walls to limit the amount of groundwater seeping into deep excavations. This would reduce the effects on groundwater levels and flows. These commitments are secured in the Register of Environmental Actions and Commitment (REAC), which forms part of the CoCP (Application Document 6.3, ES Appendix 2.2).</p> <p>Tunnel and cutting design and good practice construction techniques would reduce the risk of changes to groundwater quality, levels and flows which could affect groundwater dependent terrestrial ecosystems.</p> <p>The Applicant does not expect construction to have any impact on the River Thames flood defences and would monitor the defences during construction. The deep cuttings required for the Project would have retaining walls and seepage controls systems in place to limit the entering of groundwater.</p> <p>The REAC contains good practice measures to manage pollution risk. For example, construction compounds and worksites would have pollution control systems designed in line with good practice. These systems would be inspected and maintained to make sure they continue to operate as expected. Any wastewater from</p>	

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						<p>welfare facilities at the construction compound would be discharged to the sewer with prior agreements with utility providers.</p> <p>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 Project. The Project would be designed to ensure the performance of main rivers is not affected.</p> <p>Once the Project is operational, the potential for effects on surface water and groundwater quality, flows and levels during operation would be reduced, making due allowance for projected climate change, by a range of embedded design and additional mitigation measures. Examples of these measures include collecting and treating contaminated waters from road runoff and the tunnel drainage system to prevent pollution; designing drainage systems to avoid increasing flood risk and new watercourse crossings to allow for continued passage for fish and eels; creating floodplain compensation areas; and preventing embankments causing an increase in flood risk.</p> <p>To the north of the River Thames there would be a risk to the Project if flood defences were breached or if watercourses, such as the Mardyke, overtopped their banks. Flood protection measures are therefore part of the design to protect the new road. In some locations, there would be beneficial effects on</p>	

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						<p>flood risk. The new drainage systems would provide additional storage for rainfall runoff and new freshwater and brackish habitats would be created at Orsett Fen in the Mardyke catchment and at Coalhouse Point.</p> <p>With the implementation of proposed mitigation measures, no significant adverse effects on road drainage and the water environment are predicted during operation. Instead, there would be some localised beneficial effects on flood risk and land drainage, and a net gain in open channel watercourses.</p> <p>Alongside the EIA, a Water Framework Directive (WFD) Compliance Assessment (Application Document 6.3, ES Appendix 14.7) has been carried out to see if the Project could affect current and future targets or change the WFD status (condition) of surface water and groundwater bodies or associated protected areas. The assessment considered water bodies including the Thames Middle, Mardyke, Tilbury Main and the Thames Estuary as well as several groundwater bodes.</p> <p>The Project is designed to prevent deterioration in the WFD status of water bodies, and good practice measures in the construction phase would reduce any short-term construction effects. The WFD Compliance Assessment concludes that the Project would not have a significant effect on the WFD status of water bodies in the region or prevent them from achieving targets in the future. The Project</p>	

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						<p>therefore complies with the requirements of the WFD.</p> <p>ES Chapter 10: Geology and Soils (Application Document 6.1) includes an assessment of potential effects on the water environment from landfill and other potentially contaminated land. Chapter 10 presents the Applicant's overall assessment of the likely significant effects of the Project on geology and soils during construction and operation. With the implementation of proposed mitigation measures set out in Chapter 10, no likely significant effects on geology and soils are predicted during construction and operation. This includes no likely effects from landfill and other potentially contaminated land.</p>	
CN7	General comments expressing concern that the proposals north of the River Thames would have a negative impact on the environment.	-	Thurrock Council	5	27	<p>Minimising adverse impacts on the environment is one of the Scheme Objectives agreed between the Applicant and the Department for Transport (DfT) and the Project has been developed accordingly. The route would be designed to provide an appropriate balance between the need to reduce environmental impacts during construction and operation, while still fulfilling the other Scheme Objectives, including the need to reduce congestion at the Dartford Crossing, and complying with the relevant legislation.</p> <p>The Scheme Objectives were agreed with the DfT and are set out in the Need for the Project (Application Document 7.1).</p>	No
CN8	General comments opposed to the proposals for the Project north of the River Thames. Consultees say the proposed changes would have a negative impact on Thurrock, Havering and Essex, with some consultees saying none of the latest	-	-	8	57	<p>Minimising adverse impacts on the environment is one of the Scheme Objectives agreed between the Applicant and the Department for Transport (DfT) and the Project has been developed accordingly. The route would be designed to provide an appropriate balance between the need to reduce environmental impacts during construction and operation, while still fulfilling the other Scheme Objectives, including the need to reduce congestion at the Dartford Crossing, and complying with the relevant legislation.</p> <p>The Scheme Objectives were agreed with the DfT and are set out in the Need for the Project (Application Document 7.1).</p>	No

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	<p>changes to the proposals north of the river have changed their opposition to the Project.</p>					<p>The Project has been developed to minimise the amount of land needed for its construction and operation, thereby reducing impacts on buildings, environmentally sensitive areas and farmland. The roads and junctions that comprise the Project would have the minimum height and footprint practicable, while still providing the necessary capacity, safety and connectivity that road users and operation require.</p> <p>The Applicant has also 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 good practice. Where required, adverse impacts on sensitive areas would be reduced. All mitigation proposals would be designed to be appropriate and proportionate to the type and extent of adverse effect they are intended to offset.</p> <p>All proposed mitigation has been developed through an extensive and ongoing programme of engagement with relevant statutory bodies – such as the Environment Agency, Natural England and Historic England – to ensure the most appropriate and effective mitigation strategy was followed. The Applicant has also considered feedback to Statutory and non-statutory consultation and engaged with non-statutory community groups wherever practicable.</p> <p>Environmental mitigation measures proposed as part of the Project would be designed, wherever practicable, to avoid addressing single effects.</p>	

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						<p>For example, the landscape design and the drainage design both provide significant contributions towards the Project's ecological mitigation proposals by creating new habitats, avoiding habitat fragmentation and linking existing habitats near the Project. Proposed mitigation also includes green bridges, environmental barriers, landscape planting, habitat compensation and translocation of protected species into the plans.</p> <p>Further information about the environmental impacts of the construction and operation of the Project can be found in the Project's Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3).</p> <p>The ES includes an assessment of the Project's impacts on different aspects of the environment, including air quality, heritage, landscape and visual, terrestrial and marine biodiversity, geology and soils, materials and waste, noise and vibration, communities, health, drainage and water, and climate.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas and Ramsar site in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential</p>	

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						adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effect from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.	
CN9	Comments expressing concern that the proposals north of the River Thames would have a negative impact on the area's cultural heritage, including listed buildings and scheduled monuments, as well as archaeological sites. Concerns are either that the assets would be at risk of physical damage or that their setting would be negatively affected by the Project. Some consultees say that assessments that have been carried out on heritage assets lack depth and require more detail.	Historic England	London Borough of Havering, Thurrock Council	4	3	In preparing for the Non-Statutory Consultation in January 2016 on route options, the Applicant assessed the impact of each of the three shortlisted options for the section of the new road north of the River Thames. This was documented in the consultation booklet and in Volume 6 of the Pre-Consultation Scheme Assessment Report (Highways England, 2016a). It was concluded that Route 3, which was later selected as the preferred route and is the proposed route alignment north of the River for which the Applicant is seeking development consent, had the least impact on cultural heritage, including scheduled monuments and listed buildings. 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.	No

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						<p>These assessments can be found in ES Chapter 6: Cultural Heritage Application Document 6.1) which explains the archaeological remains, built heritage and historic landscape north of the river, and includes a summary of the impacts of the Project on these features, including listed buildings, scheduled monuments, and archaeological sites.</p> <p>The Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP, brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>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 elsewhere in Section 14.4 of this chapter, along with an explanation as to how the Applicant has had regard to them.</p>	

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						<p>The ES includes information about mitigation that has been proposed to reduce, as far as practicable, the adverse effects in each area. All impacts to buried archaeology would be subject to detailed assessment and a robust mitigation strategy for any historical asset would be informed through intrusive and non-intrusive investigations. This is detailed through Requirement 9 of the draft DCO (Application Document 3.1), which requires a Written Scheme of Investigation (WSI) to be produced that reflects the outline WSI (Application Document 6.3, ES Appendix 6.9). This would be submitted for approval ahead of any works commencing in areas of archaeological interest.</p> <p>Should any archaeological remains not previously identified be encountered during construction, construction works would stop within 10m of the remains and the local planning authority would be alerted. Should it be deemed necessary by the local planning authority, further investigation would be carried out before any works in that location could continue. This process is secured in Requirement 9 of the DCO. Further details of this process can be found in ES Chapter 6: Cultural Heritage (Application Document 6.1).</p>	

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						<p>The ES also addresses the change in setting of historic buildings and areas, whether designated or non-designated. The assessments in the ES consider the impact of the proposed northern route on designated heritage sites. The Applicant has considered impacts to the setting of such assets as they sit within the landscape, including the cropmarks at Orsett and Springfield style enclosure for the proposed A13/A1089/A122 Lower Thames Crossing junction and North Ockendon Conservation Area and listed buildings within the Conservation Area for the M25. The impact on designated sites is set out in ES Chapter 6, including measures to mitigate the impacts of the Project on heritage assets including the cropmarks at Orsett.</p> <p>To reduce construction impacts on heritage assets, compounds would be fenced and screened, while dust and noise would be minimised. Where archaeological remains or built heritage features need to be removed, a detailed cultural record would be created beforehand.</p> <p>There would be significant impacts on cultural heritage during construction. Three listed buildings in Orsett would be demolished, while most of the Orsett Cropmarks Scheduled Monument would also be removed. There would be complete or partial removal of over 300 non-designated and six low-value built heritage assets, as well as permanent or</p>	

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						<p>temporary effects on the setting of two additional Scheduled Monuments near Orsett, three Conservation Areas and seven non-designated archaeological features.</p> <p>As well as aligning and designing the Project to reduce impacts on cultural heritage assets, specific mitigation measures would include 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>	
CN10	Comments expressing concern about the potential storage of agricultural soil at a compound on top of a former landfill site north of the River Thames.	-	London Borough of Havering, Thurrock Council	4	2	Landfill sites have a capping layer, usually made of clay, to prevent infiltration into the landfill and to remove the risk of exposure from materials within the landfill site, such as micro-plastics, asbestos or other chemicals. The capping layer would minimise the risk of	No

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	<p>Consultees are concerned that the site could contain hazardous waste such as micro-plastics, asbestos and dangerous chemicals.</p>					<p>contamination of agricultural soil stored at a compound on top of a former landfill site.</p> <p>The Register of Environmental Actions and Commitments (REAC), which forms part of the Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement (ES) Appendix 2.2), includes site-specific measures for East Tilbury to protect the capping layers of the landfill site. For example, the appointed Contractor would ensure that any newly constructed haul road would not disturb the existing capping layer. The REAC requires the design for the haul road to be agreed with the Environment Agency in consultation with Thurrock Council unless otherwise agreed with the Secretary of State.</p> <p>An Environmental Impact Assessment (EIA) has been carried out by the Applicant, which includes an assessment of the impact of the Project on areas of land that could cause contamination during construction or operation. The EIA is documented in the ES (Application Documents 6.1, 6.2 and 6.3), with ES Chapter 10: Geology and Soils (Application Document 6.1), including an assessment of the impact of the Project on potential sources of contamination, with information about the proposed mitigation measures.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
CN11	General comments expressing concern that the proposals north of the River Thames would lead to loss of green space, ancient woodland and loss of agricultural land.	-	Thurrock Council	13	63	Throughout the development of the Project, the Applicant has aimed to minimise the overall footprint and height of the road, while still satisfying the Scheme Objectives, to reduce the impact that the new road has on the environment. The Applicant has also sought to avoid or reduce the loss of green space, ancient woodland and agricultural land wherever practicable.	No
CN12	Comments expressing concern that the proposals north of the River Thames would lead to loss of green space, ancient woodland and agricultural land at specific areas along the route. Locations mentioned include North Road, The Wilderness, Thames Chase Forest Centre, M25 junction 29, South Ockendon, the A13, Whitfield Farm House, Franks Farm, Tilbury, Orsett, Cranham, Chadwell St Mary, Upminster, Great Warley, the Mardyke Valley, Tilbury Viaduct, Orsett Showground and the Green Belt.	-	Essex County Council, Thurrock Council	12	32	The Project proposals have been designed to meet the policies in the National Policy Statement for National Networks (Department for Transport, 2014) and the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021). The Applicant's Planning Statement (Application Document 7.2) sets out how the Project has been appraised against and complies with the relevant national policy statements. As part of this policy the Project is required to provide replacement special category land that is of equivalent quality to the land that it is replacing as mitigation for the loss of the land. This replacement land is a requirement of the planning consent for the Project and, as such, would be delivered in perpetuity. The Applicant has worked with local authorities to identify replacement land, or land which could mitigate the impacts identified for areas of temporary and permanent land-take affecting public open space. Replacement land would be provided at	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 following locations north of the River Thames: Ron Evans Memorial Field, Thames Chase Forest Centre, Folkes Lane Woodland, Hole Farm, Orsett Fen and Tilbury Green. In each case, replacement land would be equal to or greater in size than the land required for the Project and similar in terms of quality and accessibility.</p> <p>Replacement land is identified in the Environmental Masterplan (Application Document 6.2, Environmental Statement (ES) Figure 2.4). Further information on replacement land is provided within the Statement of Reasons (Application Document 4.1) and the Planning Statement.</p> <p>The Applicant recognises the irreplaceable nature of habitats such as ancient woodland and has reduced the Project's impacts on these areas wherever practicable. Where impacts on land containing ancient woodland cannot be avoided, compensatory woodland planting would help offset the impacts.</p> <p>Construction of the Project north of the River Thames is expected to result in habitat loss, including areas within designated sites, and the loss of ancient woodland. Habitat creation is proposed to compensate for the loss of ancient woodland and improve connectivity between existing habitats. This would involve salvaging soils from the ancient woodlands and planting new woodland on existing agricultural land with a mix of grassland, scrub/hedgerow and trees</p>	

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						<p>to the north of the River Thames. The largest area of mixed habitat creation to the north of the River Thames would be located adjacent to Coalhouse Fort consisting of approximately 94ha designed to compensate for the predicted habitat losses within designated sites to the north of the River Thames, as well as other important semi-natural habitats that fall outside the boundaries of designated sites.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the ES (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans such as the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and</p>	

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						<p>Commitments (REAC), which forms part of the CoCP.</p> <p>The ES includes an assessment of the impact of the Project and its junctions on woodland (including ancient woodland) and other open space, which can be found in ES Chapter 7: Landscape and Visual (Application Document 6.1), along with details of any proposed mitigation.</p> <p>The Project has been designed to reduce visual effects on the landscape through 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>ES Chapter 8: Terrestrial Biodiversity, and ES Chapter 13: Population and Human Health (Application Document 6.1) include assessments of impacts on habitats and community land respectively. These chapters also present any proposed mitigation measures in each area.</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</p>	

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						<p>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 period, providing biodiversity benefits.</p> <p>An assessment of the impact on Green Belt and that demonstrates the very special circumstances for the Project is set out in the Planning Statement, which specifically considers the extent of any harm to the openness of the Green Belt.</p> <p>The Applicant has assessed the impact of the Project on the viability of farm businesses. This information can be found in ES Chapter 13: Population and Human Health (Application Document 6.1), which includes aspects such as the proportion of land taken (temporarily and permanently), changes to access routes, and disruption to drainage and water supplies. Information about the agricultural land holdings</p>	

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						<p>north of the River Thames affected by the Project can also be found in ES Chapter 13.</p> <p>The Applicant has also carried out Agricultural Land Classification surveys, the results of which are described in ES Chapter 10: Geology and Soils (Application Document 6.1). These surveys assess the Project's impact on the best and most versatile land (Grades 1, 2 and 3a) and explain how impacts would be minimised wherever practicable.</p> <p>The locations mentioned by consultees have been considered in the context of the amount of land required and any proposed mitigation measures in those areas. The Applicant is satisfied that the impacts in those areas have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation or changes to land acquisition in those areas is proposed.</p>	
CN13	Comments expressing concern that the proposals north of the River Thames would lead to loss of habitats such as hedgerows and woodland, which would have a negative impact on wildlife, including water voles, great crested newts, foxes, hedgehogs, badgers and birds. Some consultees express doubts about the	-	London Borough of Havering	8	36	<p>The Applicant has developed the Project following the mitigation hierarchy of 'avoid, reduce, restore and compensate', to reduce any potential adverse effects, and has developed a biodiversity mitigation strategy that aims to ensure there would be no net loss of valued habitats. It would maintain habitat connectivity, reduce disturbance to species and create new habitat areas for a range of species.</p> <p>An Environmental Impact Assessment (EIA) has been carried out, which has assessed the</p>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	viability of the species translocation proposals, while others call for improved mitigation such as wildlife corridors and more information about habitat management.					Project's impacts on species and habitats during the construction and operational phases and is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 8: Terrestrial Biodiversity, and ES Chapter 9: Marine Biodiversity (Application Document 6.1), present the baseline conditions and explain how the relevant flora and fauna have been valued and assessed. These chapters also explain what measures are proposed to reduce adverse effects. ES Chapter 8 outlines assessments and mitigation for all designated sites, including a list of statutory and non-statutory designated sites on the northern route that have been assessed.	
CN14	<p>Comments expressing concern that the proposals north of the River Thames are insufficient or ineffective, or do not go far enough to mitigate the impacts on local communities or the environment.</p> <p>Some consultees say that planting trees and creating new habitats would not mitigate the impacts of a major new road.</p>	-	Thurrock Council	12	40	<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</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>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>In areas where grassland would be created, the species mix would be focused on locally prevalent species that would benefit local invertebrate populations. This would support the Project becoming a wildlife corridor linking the areas around the Thames Estuary to the A13, Mardyke and M25 corridors.</p> <p>In addition, as part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Elsewhere in Section 14.4 of this chapter explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development</p>	

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						<p>Consent Order (DCO) (Application Document 3.1), the ES, the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft DCO (Application Document 3.1).</p> <p>When relocating wildlife or habitats, all required protected species licences would be in place before any construction work starts in areas where protected species are presented. Licences are issued by statutory bodies such as Natural England and the Environment Agency. Any draft licensing commitments would be included as part of this DCO application and would be monitored for a number of years after the project is complete, to comply with protected species licensing. This would ensure relocations are successful and that populations of the protected species are maintaining a favourable conservation status, as required to comply with the protected species licensing.</p> <p>Throughout the development of the project, the Applicant has listened to feedback about ensuring there is appropriate mitigation for wildlife and habitat creation. For example, at the Community Impacts Consultation in July 2021, the Applicant set out a proposal for permanent habitat creation for water voles in the Mardyke Valley. This would replace the previously</p>	

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						<p>proposed habitat creation to the west of Coalhouse Fort, which was deemed to be at risk of tidal flooding. This revised proposal was developed through engagement with Environment Agency and Natural England.</p> <p>In addition, following the Community Impacts Consultation, the Applicant added an extra ditch parallel to the Mardyke, which would improve connectivity and help water voles reach the new habitat. These proposals would also provide direct links from the new ditch into the water vole habitat so they could avoid crossing dry land.</p> <p>ES Chapter 13: Population and Human Health (Application Document 6.1), describes how local communities might be affected by the construction of the Project and the ways that these impacts would be reduced.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once</p>	

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						<p>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. 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>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</p>	

Code	Summary of issue(s) raised	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 proposed. For more information, see ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>For more information about the Project's operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>Information about the impacts on local communities, including health impacts, is also presented in the Community Impact Report (Application Document 7.16).</p>	
CN15	Comments expressing concern that the proposals north of the River Thames would result in an increase in light pollution, which would negatively impact the health and wellbeing of local communities, especially during phases of 24/7 working.	-	Thurrock Council	3	5	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. ES Chapter 7: Landscape and Visual (Application Document 6.1), assesses the impact of light on the surrounding area during the Project's construction and operation, and sets out the proposed mitigation.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The Project has been designed to reduce the amount of light that could affect the local area during operation by ensuring that any artificial lighting is directed as closely as possible on its intended target area. Lighting would be installed only where necessary for safety reasons, such as at junctions and tunnels. Large sections of the route to the north of the River Thames would remain unlit, including the elevated viaduct crossing the Mardyke Valley. At the proposed A13/A1089/A122 Lower Thames Crossing junction, the height of lighting columns would be reduced as far as practicable, particularly on the elevated slip roads.</p> <p>The Applicant has designed the proposals to minimise the visual impact of the route, which in turn reduces the impacts from vehicle headlights. Noise barriers at key locations north of the river would also reduce some of the impact of vehicle headlights.</p> <p>North of the river, the route passes through significant flood zones, which means the road would have to be elevated for much of the route between the Tilbury Loop railway line and the M25. However, for a significant length north of the River Thames, the route would sit within a false cutting between 2m and 5m high, which would help it blend with the surrounding landscape, including reducing the glare from vehicle headlights.</p>	

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						<p>During the construction phase, the appointed Contractors would be required to implement measures to reduce the impacts of light. These measures are set out in the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2).</p> <p>The CoCP states that site lighting would be designed to prevent or minimise light disturbance to nearby residents and habitats, as well as motorists and rail and marine operations. This provision would apply particularly to sites where 24/7 working is required or where security lighting is specified.</p>	
CN16	General comments expressing concern that the proposed route north of the River Thames would result in an increase in noise and vibration, to a level that this would impact the health and wellbeing of local residents.	-	Thurrock Council	6	18	Environmental Statement (ES) Chapter 12: Noise and Vibration (Application Document 6.1) assesses the potential impacts of noise and vibration on the area north of the River Thames. The ES includes an assessment of the impact of construction traffic and the works, the operational impact of the Project, and the mitigation proposed to address these impacts.	Yes
CN17	Comments expressing concern that the proposals north of the River Thames could lead to an increase in noise pollution and vibration, with specific locations mentioned including East Tilbury, Upminster, Linford, Chadwell St Mary, Little Thurrock Blackshots Ward,	-	Thurrock Council	19	40	Noise mitigation has been considered and embedded into the design of the route, with the proposed route designed at the lowest practicable height in the surrounding landscape, which includes the use of cuttings and false cuttings. Low-noise surfacing would be specified where appropriate. This is secured by the Design Principles (Application Document 7.5).	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
	Thurrock, South Ockendon, Kent, Orsett, Tilbury, North Ockendon, Upminster, Cranham, and Franks Farm.					<p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other</p>	

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						<p>proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation</p> <p>The Code of Construction Practice (CoCP), (Application Document 6.3, ES Appendix 2.2) sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained during the construction phase. The Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP, brings together all good practice and essential mitigation commitments that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1).</p>	

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						<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 elsewhere in Section 14.4 of this chapter, along with an explanation as to how the Applicant has had regard to them.</p> <p>Noise mitigation measures set out in the CoCP include installing hoarding around the construction worksites, siting noise generating activities away from schools and hospitals wherever practicable, avoiding the use of loudspeakers or loudhailers except in emergencies, turning off machinery when not in use, and specifying that non-percussive demolition techniques would be adopted where practicable.</p> <p>A Noise and Vibration Management Plan (NVMP) or equivalent would be prepared for each part of the construction works subject to consideration by the relevant planning authority.</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>	

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						The locations mentioned by consultees have been considered in the context of the proposed mitigation measures and the predicted impacts in those areas. The Applicant is satisfied that the impacts across the Project's affected areas have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.	
CN18	Comments expressing concern about the impact that the proposals north of the River Thames would have on property and local development. There are concerns that the Project does not align with local plans and conflicts with other schemes such the proposed Freeport. There are also concerns about the Project impacting property prices and interfering with future housing developments.	Port of Tilbury London Limited	London Borough of Havering, Thurrock Council	24	31	<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. Persons with an interest in land who would be affected by the land acquisition powers contained within the application for development consent, would be entitled to make a claim for compensation. Each claim for compensation would be considered on its own merits, in line with the Compensation Code.</p> <p>Further information about the compensation offered to those affected by the Project can be found in the Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers and guide 4 – Compensation to Residential Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a; 2021c). These include information about compensation for when the value of a property has been affected by the Project.</p>	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>Any future development outside the land required to construct, operate and maintain the Project would be decided by the relevant local planning authority or other relevant approval body. For more information about local authority aspirations for future development, refer to their relevant local plans.</p> <p>The Applicant has worked closely with local authorities throughout the development of the Project to understand their future aspirations for growth. Wherever practicable, this has been taken into account in the design of the Project and mitigation measures have been included to reduce the impact.</p> <p>Following engagement with Thurrock Council and the Port of Tilbury on the land required for the development of the Thames Freeport, a revised proposal for Tilbury Fields was prepared and consulted on during the Local Refinement Consultation in May 2022.</p>	
CN19	Comments expressing concern that the proposals north of the River Thames would have a negative impact on provision for walking, cycling and horse riding. Consultees express concern about closures and diversions to bridleways, cycle paths and footpaths during construction and the impact this could	-	London Borough of Havering, Essex County Council, Thurrock Council	8	18	<p>The Applicant is proposing over 60km of new or improved routes for walking, cycling and horse riding, which would be delivered across Kent, Thurrock, Brentwood and Havering as part of the Project. The Applicant would deliver almost 3km of new Public Rights of Way (PRoWs) for every 1km of new road, which would encourage active travel and promote health and wellbeing across the region.</p> <p>The proposals include new bridges and routes that connect to upgraded and extended routes</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>have on active travel and public health.</p> <p>Some consultees express specific concern about Bridleway 183 and the lack of a route connecting Brentwood to Upminster via Codham Hall. Where Bridleway B183 goes west under the M25, there were calls for it to continue as a bridleway, not as footpath FP176 as it currently is.</p> <p>Public Rights of Way near junction 29 of the M25 are also an area of concern, with some consultees saying there should be improved crossings to allow safe journeys along the A127. Some consultees say the proposed walking-cycling footbridge over the A127 east of junction 29 should accommodate horse riding to allow riders to avoid the existing bridge, which carries Heavy Goods Vehicle (HGV) traffic.</p>					<p>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 proposed provision for walking, cycling and horse riding has been informed by assessments of existing and predicted levels of demand near the Project. The Applicant also carried out a cross-boundary strategic review of existing walking, cycling and horse riding provision and potential need. This review has been shared with the relevant local authorities so they can use it to support local funding plans. All of the proposed green bridges would include crossing routes for walkers and cyclists, with horse riding access provided if appropriate for the location.</p> <p>The proposals have also been informed by careful consideration of the feedback received during consultations, as well as numerous site visits and meetings with stakeholders including landowners, local authorities and user groups. The Applicant has reviewed the sometimes-competing demands of users and landowners, and has 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>	

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	<p>There is also a request to upgrade the existing Folkes Lane footbridge to accommodate cycling and horse riding.</p> <p>Connections between North and South Ockendon are also raised as a concern, with some consultees saying the proposed green bridge carrying North Road over the Project would not connect all the existing north-south routes used by walkers.</p> <p>Also, that having the route on the east side of the B186 would mean some walkers having to cross the busy road without any crossing facilities to travel between North and South Ockendon.</p> <p>There are also calls for any new or upgraded walking, cycling and horse riding provision to be designed to local transport note (LTN)1/20 standards to ensure adequate safety and comfort for users.</p>					<p>During construction, the Applicant would seek to minimise impacts on PRoWs as much as possible. The Applicant set out the proposals for walking, cycling and horse riding routes during both construction and operational phases of the Project during the Community Impacts Consultation in July 2021. Information about which PRoWs and roads would be affected during construction can also be found in the Streets Subject to Temporary Restrictions of Use Plans (Application Document 2.8) and Schedule 3 of the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>Following consultation feedback from the British Horse Society and Essex County Council, and safety concerns about horses sharing routes with motor traffic, the Applicant proposed an upgrade to the previously proposed A127 walking-cycling bridge east of junction 29, so it could also accommodate horse riders and to include a link to bridleway BR183. This means horse riders would no longer be dependent on the existing vehicle bridge across the A127, which is shared with motor traffic, including Heavy Goods Vehicles (HGVs). 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 DCO, the Applicant would be required to carry out the authorised development in accordance with the Design Principles.</p> <p>Where Bridleway 183 goes west under the M25, it currently remains footpath FP176. The Applicant considers that the new bridge over the A127, when combined with the existing bridge over the M25 at Folkes Lane would be sufficient to facilitate walking and cycling movements from the south-west to the north-east of the M25 junction 29. Proposals for upgrades to Folkes Lane bridge referred to below would additionally provide this connectivity for horse-riders. Irrespective of works to Folkes Lane bridge, the Applicant would be causing no permanent detriment to the use of FP176 or BR183.</p> <p>The southern end of the non-motorway user track to the west of the B186 would terminate at the northern end of the existing pavement, meaning users already on the eastern pavement would not need to cross North Road to access the track. At the northern end of the track, the Applicant is proposing a Pegasus crossing (for walkers, cyclists and horse riders) to provide a connection to FP151. The Applicant investigated whether a crossing was required at the southern end of the non-motorway user track but considers that it unnecessary.</p>	

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						<p>There are no plans to upgrade the existing Folkes Lane footbridge for equestrian use as part of the DCO application. However, proposals to upgrade this bridge, which seek to draw on alternative funding available for that purpose, known as designated funds, are being developed in consultation with relevant stakeholders. If approved under the designated funds process, these upgrade works, including any consents required for those works, would be progressed on a separate basis to the DCO application.</p> <p>The proposed off-road walking, cycling and horse riding provision connects South Ockendon to the western end of footpath FP135 and the eastern end of FP151. This would not only help east-west connectivity in this location, but it would also connect South Ockendon to St Marys Church in North Ockendon via the upgraded FP254. For more information about the proposed walking, cycling and horse riding routes, see the Project Design Report (Application Document 7.4).</p> <p>With regard to Local Transport Note (LTN) 1/20 (Department for Transport, 2020b), this provides guidance for route design and is not a standard. Nevertheless, LTN1/20 has informed the preliminary design of all the walking, cycling and horse riding routes and would continue to do so at the detailed design phase, should the Project receive development consent.</p>	

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CN20	<p>Comments expressing concern about the proposals north of the River Thames, with particular concern about the design of new bridges and changes to existing ones. Consultees request clarity on the ground-level view of the proposed bridges and roads. They also raise concerns about the suitability of the proposed green bridge carrying North Road over the Project.</p>	-	Thurrock Council	1	1	<p>The Project proposals submitted for our application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project, including all new roads and junctions, would be carried out by our appointed Contractors in accordance with the DMRB standards published at the time of detailed design.</p> <p>The Applicant has designed tunnels, junctions and other structures such as bridges and viaducts to minimise the Project's footprint and height wherever ground conditions and the engineering requirements of the Project allow, while maintaining flexibility for the Contractor. For more information about how the design of the route incorporates flexibility for future development, 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 draft Design Principles explained the principles underlying the design of the new structures and bridges that would be used for the Project. It also explained the use of Project Enhanced Structures in some locations, such</p>	No

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						<p>as the Mardyke Viaduct, Orsett Fen Viaduct and the Thames Chase Forest Centre Bridge. The document set out how consistent materials would be used and how structures would be designed to integrate into the landscape as far as practicable. Appendix B of the draft Design Principles presented an indicative representation of how a Project green bridge might look from a point near ground level.</p> <p>At each stage of consultation, the Applicant has provided photomontages showing how elements of the new road and its associated structures would look set against the landscape. These included views of the tunnel portals, road and various structures such as junctions and bridges. In addition, several three-dimensional 'fly-throughs' have also been published to help consultees understand how the Project would appear in its context. It is not, however, practicable to show the Project from every angle and ground-level views of structures were not included in consultation materials. The consultation materials did give consultees information about how the Project would appear during the construction and operational phases and allowed them to provide informed feedback on the proposals.</p>	

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						<p>In addition to three-dimensional representations, the engineering map books published at each consultation presented plan and profile views of the Project, which also helped give consultees a fuller picture of how specific features would look.</p> <p>The North Road green bridge over the Project would maintain connectivity between North and South Ockendon, while also reducing habitat fragmentation and maintaining Public Rights of Way (PRoWs). Any structures, roads or PRoWs would be designed to the necessary standards, while vegetation planted across the bridge would be optimised to improve local habitat connectivity.</p> <p>For more information about the proposals to improve facilities for walking, cycling and horse riding, see the Project Design Report (Application Document 7.4). The Structures Plans (Application Document 2.13) show all new and modified structures along the route, including a plan, elevation and cross-section of every structure, and an indication of their height and type.</p>	

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CN21	<p>Comments expressing concern about the impact that the proposals north of the River Thames would have on traffic on the A1089. Consultees express concern about increased congestion along what is already a busy road. There are also comments on the proposed loss of the existing direct connection from the Orsett Cock junction to the A1089, with related impacts on Manorway junction and local roads.</p> <p>Some consultees say traffic levels on the A1089 would increase due to other nearby developments such as the London Resort, DP World London Gateway port, and the Port of Tilbury, and that mitigation should be considered, including at the Asda roundabout. Some express concern that the Applicant has not taken these other developments into account in their assessments.</p>	Port of Tilbury London Limited	Thurrock Council	2	11	<p>Once the new road opens, there would be local increases in traffic flow on short sections of the A1089 as motorists take advantage of the new river crossing. In addition, there would be increases in traffic on other local roads as motorists 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, the Applicant identified the need for increased capacity on the road linking the Project to the A13 eastbound and the Orsett Cock junction. An additional lane was added to this link road and consulted on during the Community Impacts Consultation in July 2021.</p> <p>In response to concerns about the re-routing of traffic on to local roads in Thurrock and the lack of direct connectivity to the A1089 southbound from the Orsett Cock junction, the Applicant presented an additional change to the design of the proposed A13/A1089/A122 Lower Thames Crossing junction during the Local Refinement Consultation in May 2022. The revised junction design would provide a direct link between the Orsett Cock junction and the A1089 southbound, which also improves connectivity from the A122 northbound and southbound to the A1089. Westbound traffic would be able to access the A1089 from the A13 via the Orsett Cock junction without the need to use local</p>	Yes

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CN22	Suggestions that the Applicant should maintain the existing direct connection between the A13 and the A1089. Some consultees are concerned that the options for the proposed A13/A1089/A122 Lower Thames Crossing junction have not been appraised properly and that the appraisals have not been made available to consultees.	Port of Tilbury London Limited	-	2	11	<p>roads, such as Brentwood Road and the A1013 Stanford Road.</p> <p>The Applicant is not proposing any works or mitigation at the Asda roundabout as a result of the operational impact of the Project because it is not predicted that the impact on traffic in this location would be significant.</p> <p>Growth in the Project's transport model is capped in line with Department for Transport (DfT) traffic forecasts on a regional level. However, local adjustments are made to the transport model to include more detailed geographic information on the proposed location and associated trips of new housing and other developments (such as employment, retail and leisure sites). The main future development areas, either under construction, with planning permission or a submitted planning application, are included in the transport model. This information is based on information provided by local authorities and from local authority online planning databases at the end of September 2021.</p> <p>Information about the traffic assessment methodology and predicted impacts for the Project can be found in the Traffic Forecasts Non-Technical Summary (Application Document 7.8) and in the Transport Assessment (Application Document 7.9).</p>	Yes

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						Throughout the design and development of the Project, the Applicant has been in discussions with stakeholders regarding the options for this junction and they have been involved in the design process as the proposal has evolved. The consultation and engagement process is set out in this report, as well as in the Statement of Engagement (Application Document 5.2).	
CN23	Comments expressing concern about the impact of the proposals north of the River Thames on traffic on the A127. Consultees say this route already experiences congestion at peak times. Some consultees say the proposed widening of the M25 and additional traffic as a result of the Project would increase use of the A127, making congestion worse. Consultees also express concern about losing existing access to the A127, such as from Folkes Lane.	-	-	2	17	<p>The Applicant consulted on traffic flow information during the Community Impacts Consultation in July 2021. The Operations Update document included information about operational traffic flows, showing the predicted flows in 2029, the then-assumed opening year for the Project. Since consultation, the Applicant has revised its traffic modelling to account for the latest Project updates. This modelling is presented in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>For the section of the A127 west of the junction 29 of the M25, the latest traffic modelling predicts that, during the morning peak, there would be an increase in eastbound and westbound traffic of 20% to 40% with the Project in place.</p> <p>During the evening peak, there would be an increase in eastbound and westbound traffic with the Project in place, of 20% to 40% eastbound and 10% to 20% westbound.</p>	No

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						<p>On the A127 east of junction 29, there is predicted to be a reduction in traffic flows east and westbound in the morning and evening peak periods, although the change would most likely not be noticeable to motorists.</p> <p>The traffic modelling predicts that, even where there are predicted increases in traffic flow along the A127 near junction 29 as a result of implementing the Project, the Applicant does not expect the changes to significantly affect the operation of the A127 because this section of road has capacity to accommodate the forecast increases. For more information, see the Traffic Forecasts Non-Technical Summary.</p> <p>The Applicant has no plans to change vehicular access to the A127 from Folkes Lane.</p>	
CN24	<p>Comments expressing concern about the impact the proposals north of the River Thames would have on traffic on the A13, which is said to be already congested at peak times. Some consultees say the A13 and existing junctions, such as Lakeside, would need upgrading to accommodate increased traffic as a result of the Project.</p>	<p>Port of Tilbury London Limited</p>	<p>Essex County Council, Kent County Council, Thurrock Council</p>	12	66	<p>According to the Applicant's traffic modelling, with the Project in place, the A13 west of the Orsett Cock junction is predicted to experience reductions in traffic flows eastbound and westbound during the morning and evening peaks and the inter-peak period. This is expected to reduce congestion westbound in the morning peak, compared with if the Project were not built, with small journey time improvements eastbound and westbound in the evening peak.</p> <p>The Lakeside junction is predicted to experience lower traffic volumes with the Project in place as motorists divert journeys away from the Dartford Crossing towards the</p>	No

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	<p>In addition, some consultees express concern about the design of the proposed A13/A1089/A122 Lower Thames Crossing junction, saying it does not allow all movements for motorists or that it would be unsafe.</p>					<p>Project. As such, there would be no need to expand capacity at this junction as a result of the Project.</p> <p>The A13 east of the Orsett Cock junction is predicted to experience increases in traffic flows, from around 10% to 20% in the morning peak and inter-peak period, and between 10% and 40% in the evening peak.</p> <p>In the morning peak, motorists heading westbound along the A13 south of Basildon and as far as Stanford-le-Hope are predicted to experience congestion as the road operates near or above capacity. At other times of day, this section of the A13 should be flowing freely.</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</p>	

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						<p>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>	

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						<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 proposed A13/A1089/A122 Lower Thames Crossing junction would connect three major highways. It would not be possible to provide all connections between all these roads without building a considerably larger and more complex junction, which would incur significantly higher environmental and other costs. The connections provided have been chosen as a result of the Applicant's analysis of costs and benefits, and engagement with key stakeholders, with a view to providing the connections that would support sustainable local development and regional economic growth in the medium to long term. For more information about the benefits of the Project, see the Economic Appraisal Package, which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7).</p>	

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CN25	Comments expressing concern about the impact of the proposals north of the River Thames on traffic on Beredens Lane. Concerns centre on plans to divert a nearby gas pipeline, using Beredens Lane for access during part of the construction phase. Consultees note that the B186 road is weight-restricted and so is not suitable for larger construction vehicles, as well as expressing concern about construction traffic passing through the village of Great Warley.	-	Brentwood Borough Council, Essex County Council	0	6	The Applicant is developing proposals with the relevant utility company (Cadent) to route Heavy Goods Vehicles (HGVs) and workforce traffic from the M25/A127 slip road to Beredens Lane Utility Hub, with this becoming the primary access for utility works. This would limit use of Beredens Lane to non-motorway permitted traffic and emergency use. If this is not achievable on the grounds of safety, the Applicant would present and discuss the findings with the appropriate local highway authority.	Yes
CN26	General comments expressing concern about the impact of the proposals north of the River Thames on traffic in the local area, with concerns about road safety, congestion and public transport. Specific concerns are raised, including a lack of information about how Heavy Goods Vehicle (HGV) bans on certain road would be enforced.	-	Essex County Council, Gravesham Borough Council, Thurrock Council	10	69	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 (draft DCO) (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction	No

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						<p>traffic, as well as setting out the timing of construction activities.</p> <p>The TMP would also include information about HGV bans. It would also include information about how the appointed Contractors would be required to monitor traffic levels during the construction phase. The traffic data collected during this time would be reviewed by a Traffic Management Forum (TMF), which would comprise representatives from the appropriate local authority, as well as other community and business representatives. If the traffic monitoring or other evidence found that HGV bans were not being observed correctly, then the TMF would work with the appointed Contractor to remediate the situation.</p>	
CN27	<p>Suggestions that the proposals north of the River Thames should include upgrades to local roads and junctions. Locations mentioned include the A12, A127, A13, A130, A1089, along with roads in Tilbury, South Ockendon, Romford and Rainham (Havering).</p> <p>Some consultees say connectivity improvements would also be needed in the future due to the Tilbury Link</p>	Port of London Authority (PLA), Cobham Parish Council	London Borough of Havering, Thurrock Council	3	8	<p>With the Project in place, there would be changes in traffic flows on some major roads near the Project such as the A13, A127 and A1089, and some local roads in Romford, Tilbury and Rainham (Havering). Other major roads such as the A12 and A130 are not expected to see significant changes in traffic flow as a result of the Project, nor are local roads in Ockendon.</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by</p>	No

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

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						<p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1) and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end-to-end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities. More information on the traffic impacts on local roads and the SRN is available in the Transport Assessment (Application Document 7.9).</p>	
CN28	Comments expressing concern about the lack of roadside service facilities in the proposals north of the River Thames. Consultees note the long distance between roadside service facilities that this would create and the potential safety issue if motorists are unable to rest or refuel. The lack of electric	-	-	0	6	<p>The Project does not include a roadside service facility, although one was proposed near East Tilbury during Statutory Consultation in 2018.</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.</p> <p>The Project would operate safely without the</p>	No

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	vehicle charging points is also a concern.					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.	
CN29	Suggestions that the proposals north of the River Thames should include a roadside service facility.	-	-	0	2	<p>If consent for the Project is granted, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the strategic road network (SRN). Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time – for example, commenting on what facilities should be provided.</p> <p>More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p>	No
CN30	Comments expressing concern about the impact of the proposals north of the River Thames on traffic near the Project. Some consultees raise concern about forecast	Cobham Parish Council, Port of Tilbury	London Borough of Havering, Southend-on-Sea City Council,	16	84	At the Community Impacts Consultation in July 2021, the Applicant presented information about the use of Medebridge Road to access various construction worksites between the A13 and M25. Using Medebridge Road would	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	<p>increases in Heavy Goods Vehicle (HGV) traffic on roads during construction, including Beredens Lane and Medebridge Road and the impacts arising from long-term closures of local roads such as Ockendon Road and Baker Street.</p>	<p>London Limited</p>	<p>Essex County Council, Gravesham Borough Council, Thurrock Council</p>			<p>reduce use of the local road network and the impacts of construction traffic on local people.</p> <p>The Applicant is engaging with the gas utility company in an attempt to identify a viable alternative to Beredens Lane, potentially directly from the strategic road network. The Applicant is developing proposals with the relevant utility company (Cadent) to use the M25/A127 slip road as the primary access for Heavy Goods Vehicles (HGVs) and the workforce to Beredens Lane Utility Logistics Hub to allow construction of the gas pipeline. If this is not achievable on the grounds of safety, the Project would present and discuss the findings with the relevant local highway authority. If successful, access via Beredens Lane would be limited to non-motorway permitted traffic or for emergency use only.</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft Development Consent Order (draft DCO) (Application Document 3.1). The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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 Communities Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out elsewhere in Section 14.4 of this chapter, which also explains how the Applicant had regard to those comments.</p> <p>The oTMPfC includes a small number of proposed temporary road closures during the construction phase, including Ockendon Road and Baker Street, which are required to carry out the works safely. The proposed diversion routes for each closure are shown in the oTMPfC.</p>	
CN31	Comments expressing concern about the impact of the proposals north of the River Thames on the M25. There are concerns about increased traffic and speed limit reductions during the construction phase. There are also concerns about conflicts with access to the proposed Brentwood Enterprise Park.	Port of Tilbury London Limited	Brentwood Borough Council, London Borough of Havering, Essex County Council, Gravesham Borough Council,	6	37	For the application for development consent, the Applicant modelled the impact of construction traffic and traffic management on the road network in the Transport Assessment (Application Document 7.9). The proposed measures to reduce the impact of construction traffic on the road network are set out in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14). The impacts of construction on the M25 are considered within the Transport Assessment.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
			Thurrock Council			<p>The M25 is expected to remain open throughout the six-year construction phase, except for occasional overnight closures for specific tasks such as connecting new roads to the existing highway. There would be a 60mph speed limit introduced, along with narrow lanes, during construction along sections of the M25 south of junction 28 and north of junction 30. These traffic management measures are necessary to maintain safety for the Project workforce and to keep drivers using the motorway safe.</p> <p>The Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the oTMPfC (Application Document 7.14). This is secured through Schedule 2 Requirement 10 of the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities. The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Community Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>out elsewhere in Section 14.4 of this chapter, which also explains how the Applicant had regard to those comments.</p> <p>Providing a connection to the M25 is essential to achieve the Scheme Objectives of providing relief to the congested Dartford Crossing and approach roads. The changes to the road network where the Project and the M25 meet are intended to maintain safety and promote free-flowing traffic.</p> <p>The layout of the junction has been designed to ensure the safe management of traffic, while also providing local access to the A127 to support economic growth and connectivity. The Applicant's modelling results forecast that the junction would remain within its designed capacity for the foreseeable future. This includes the road connecting the proposed A122 Lower Thames Crossing/M25 junction to M25 junction 29.</p> <p>There would be increases in traffic on the M25 north of junction 29, and the A127 both east of the A128 connection and west of the M25, as drivers take advantage of the new connection. There would also be reductions in traffic, such as on the A128, and the A127 between the M25 and the A128.</p> <p>Once the Project is operational, the number of vehicles is expected to fall on many roads to the west of the Project, such as the M25 in Thurrock, the A13 and the Dartford Crossing.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>While the M25 junction 29 is forecast to see an increase in traffic once the Project is open, the proposals to upgrade this junction and the adjacent section of the M25 would be sufficient to accommodate the increased traffic until at least 2042.</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</p>	

Code	Summary of issue(s) raised	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 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 Project proposals submitted for application for development consent have been designed</p>	

Code	Summary of issue(s) raised	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 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 M2/A2/A122 Lower Thames Crossing junction would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design, ensuring safe, navigable journeys for all motorists.</p> <p>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) and the Transport Assessment (Application Document 7.9).</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 to the interface with the proposed new bridge over the A127 from the north-eastern corner of M25 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>	

Code	Summary of issue(s) raised	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 diversion of a high-pressure gas pipeline south-east of M25 junction 29 is no longer needed, reducing the works near Brentwood Enterprise Park and therefore reducing the impact on future development in this location, in line with consultation feedback. Permanent access rights would be required from Warley Street for UK Power Networks, although it is expected access would be infrequent.</p> <p>More information about engagement with Brentwood Enterprise Park and other major developments near the Project can be found in the Interrelationships with other Nationally Significant Infrastructure Projects and Major Development Schemes document (Application Document 7.17), included as part of the application for development consent.</p>	
CN32	Suggestions that the Project should follow an alternative alignment north of the River Thames, or that it should include additional or alternative junctions to those proposed.	-	Essex County Council, Thurrock Council	5	22	Throughout the development of the Project, the Applicant and the Department for Transport (DfT) have considered numerous options for a new river crossing, including different route corridors as well as variations on shortlisted routes. Each option has been considered carefully in terms of how it would contribute towards the Scheme Objectives agreed with the DfT, see the Need for the Project (Application Document 7.1). Public consultations were undertaken in 2013 and 2016 to inform the development of route options. In 2017 the Secretary of State for Transport announced the preferred route of the Project on the current	No
CN33	Suggestions that the Project should connect to the A12 or add extra capacity on the road network as far as the A12 to increase traffic flow and reduce congestion on the M25.	-	-	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
CN34	Suggestion to connect the Project with the A120 near Bishop's Stortford.	-	-	0	1	alignment. Alternative connections and routes, such as suggestions to connect the route directly to the M11, were ruled out following the Non-Statutory Consultation in January 2016, and the subsequent Preferred Route Announcement in 2017.	No
CN35	Suggestion for a direct link between the Project and the M11, which consultees say would reduce congestion on the M25.	-	-	1	9	<p>The options appraisal process was summarised in the Guide to Statutory Consultation in October 2018 and presented in detail in the Approach to Design, Construction and Operation document (Highways England, 2018a), also published for Statutory Consultation. Comments on those documents provided in response to Statutory Consultation are set out in Chapter 11 of this report, which also explains how the Applicant had regard to those comments.</p> <p>The You said, we did document published during the Community Impacts Consultation in July 2021 explained how the Applicant had regards to consultations from 2018 to 2020. The document included summaries of comments received at Statutory Consultation regarding route selection, the route north of the Thames, and northern junctions and connections.</p>	No
CN36	Suggestions for changes to the proposals north of the River Thames. These include alternative locations for the proposed walking, cycling and horse riding bridge over	-	Essex County Council, Thurrock Council	2	1	The Codham Hall Road bridge does take footpath BR183 over the A127, but it is frequently used by Heavy Goods Vehicles (HGVs) and does not link the north and south footways of the A127. The primary reason for the newly proposed walking, cycling and horse	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 A127 east of junction 29 (on the grounds that the existing location duplicates the amenity provided by the Codham Hall Road bridge); aligning the new road under the Tilbury Loop railway line rather than over; traffic light controlled junctions rather than roundabouts at Orsett; and reviewing the relocation of the drainage pond near the North Portal so it is further away from the proposed junction.</p>					<p>riding bridge over the A127 is to allow users of the southern A127 footway to cross to the northern side where they would be able to cross M25 junction 29 in an east–west direction. The new bridge also allows walkers, cyclists and horse riders avoid the freight traffic on the Codham Hall Road bridge.</p> <p>Information about the proposals for pedestrians, cyclists and horse riders, including plans showing routes and facilities, is provided in the Project Design Report (Application Document 7.4). For more information about the proposed structures, including green bridges and walking, cycling and horse riding bridges, see the Structures Plans (Application Document 2.13).</p> <p>It would not be practicable to align the new road under the Tilbury Loop railway line because this area lies within a flood plain and it would be necessary to elevate the road above ground level. At Supplementary Consultation in January 2020, the Applicant presented revised proposals for the Tilbury Viaduct that reduced its length and height over the Tilbury Loop railway line and Station Road, reducing the visual impact of the viaduct. The improved design would allow Station Road to remain as it is at present, with construction taking place overhead. The proposed design also retains sufficient clearance over the railway's electrified lines.</p> <p>For more information about how the route is designed to sit within the surrounding landscape, see the Project Design Report 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>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 Orsett Cock junction has been modelled within the Project's traffic models. This has shown that the proposed connection to the junction and links to do not increase the vehicle flow above the capacity of the existing roundabout layout. As such, the Applicant is not proposing to substantially change the traffic management measures at this location by removing the existing roundabout or adding traffic lights.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant proposed an attenuation pond near to the North Portal. As a result of changes to the Project's operational access requirements near East Tilbury and a requirement for additional environmental mitigation, the Applicant has revised the design so that two ponds sit within the footprint of the new operational access road, instead of having a pond at its previous location near the proposed junction. The Applicant consulted on these new arrangements during the Local Refinement Consultation in May 2022, and these relocated ponds can be seen in the Land Plans (Application Document 2.2).</p>	
CN37	Requests for further information about the proposed changes north of	Historic England	Brentwood Borough Council,	8	9	Information about the Project proposals and their environmental impacts has been published during successive consultations,	No

Code	Summary of issue(s) raised	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 River Thames, including information about utility works, flood storage and ponds, the North Portal and its visual impact, the route alignment, and the proposals affecting walking, cycling and horse riding in Tilbury Green and Orsett Fen.</p>		<p>Essex County Council, Thurrock Council</p>			<p>including the Preliminary Environmental Information Report (PEIR) presented during Statutory Consultation in 2018. Additional environmental information was published during subsequent consultations, including in the Construction Update, Operations Update and Ward Impact Summaries during the Community Impacts Consultation in July 2021. The Applicant consulted on revised plans for utility works during the Community Impacts Consultation in July 2021, with information in the Ward Impact Summaries and the Construction Update (see Appendix S of this report). For information about what feedback was received on these proposals and how the Applicant had regard to that, see elsewhere in Section 14.4 of this chapter. The Applicant also consulted on revisions to the utility proposals during the Local Refinement Consultation in May 2022.</p> <p>For more information about the utility construction schedule, see the Environmental Statement (ES) Appendix 2.1: Construction Supporting Information (Application Document 6.3) and ES Chapter 2: Project Description (Application Document 6.1). Information about the impacts of utility works can be found in the various topic-specific chapters of the ES (Application Document 6.1) and the Transport Assessment (Application Document 7.9).</p> <p>As stipulated by the National Policy Statement for National Networks (NPSNN) (Department</p>	

Code	Summary of issue(s) raised	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 Transport (DfT), 2014), the Applicant is required to ensure that flood risk is not increased as a result of constructing or operating the Project. The NPSNN Accordance Tables (Application Document 7.2, Appendix A) outlines how the Applicant is complying with the requirements of the NPSNN. For information about the Project's impact on drainage and water, see ES Chapter 14: Road Drainage and the Water Environment (Application Document 6.1). In addition, an assessment of the risk of flooding within the proposed development and elsewhere as a result of the Project being constructed and operated is contained within the Flood Risk Assessment (Application Document 6.3, ES Appendix 14.6). Information about the location and size of drainage ponds can be found in the Land Plans (Application Document 2.2).</p> <p>The Applicant has designed the route north of the River Thames to reduce the impact on the landscape wherever practicable. ES Chapter 7: Landscape and Visual (Application Document 6.1), assesses the impacts of the Project on the surrounding landscape. It would not be possible to fully mitigate the impacts of the northern route on the landscape due to the scale of the Project, so the landscape mitigation focuses on creating an appropriate setting for each part of the route.</p> <p>Throughout the development of the Project, the Applicant and the DfT have considered</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>numerous options for a new river crossing, including different route corridors as well as variations on shortlisted routes. Each option has been considered carefully in terms of how it would contribute towards the Scheme Objectives agreed with the DfT, see the Need for the Project (Application Document 7.1). Public consultations have been carried out at appropriate points in the development of the Project to seek feedback from the public and stakeholders on the proposals presented.</p> <p>In 2017, having carefully considered the feedback received during consultation, and having carried out further investigations into the impacts of the connection options, the Applicant produced a seven-volume Post-Consultation Scheme Assessment Report (with an Executive Summary in Volume 1) (Highways England, 2017a). This document set out the process by which route options had been carefully assessed and explained the recommendations. The Secretary of State announced the Government's preferred route later in 2017, having had regard to that report. More information about the options process can be found the Planning Statement (Application Document 7.2).</p> <p>During the Local Refinement Consultation in May 2022, the Applicant proposed new Public Rights of Way (PRoWs) and permissive paths to link the heritage assets of Coalhouse Fort and Bowater Batteries to East Tilbury. These</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						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 proposed PRowS, see the Project Design Report (Application Document 7.4).	
CN38	Comments expressing a neutral opinion towards the proposals north of the River Thames or elements of those proposals. Some consultees say the changes would not impact them or that they do not live in the area.	Cobham Parish Council	Essex County Council, Dartford Borough Council, Kent County Council	5	112	These comments have been noted.	No
CN39	Comments supporting the proposals north of the River Thames because improving traffic flows would reduce air pollution.	-	Thurrock Council	0	2		No
CN40	Comments supporting the proposals north of the River Thames because of the reductions in land required since the Design Refinement Consultation in 2020, and because of the proposals to increase provision of	-	Brentwood Borough Council, Thurrock Council	1	3		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	community woodland near Brentwood.						
CN41	Comments supporting the proposals north of the River Thames because of the plans to protect wildlife and enhance ecological value through provision of open mosaic habitat, translocation of acid grassland, and providing connectivity between the Coal House Fort area and Thurrock Thameside Nature Park. There is additional support for the reuse of low-nutrient aggregate and excavated materials generated by the Project and creation of a new community woodland at Hole Farm in Warley.	-	Brentwood Borough Council, Thurrock Council	0	2		No
CN42	Comments supporting the proposed route north of the river because of the benefits to the local economy through job creation, regeneration and improved opportunities for trade and tourism.	-	Brentwood Borough Council, Thurrock Council	0	15		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
CN43	Comments expressing support for the proposals north of the River Thames because the changes successfully address previous concerns. Some consultees note that these changes have come about as a result of the consultation and engagement process.	Environment Agency	Brentwood Borough Council	0	12		No
CN44	General comments expressing support for the proposals north of the River Thames, with consultees saying the changes are reasonable, positive or provide improved mitigation.	-	London Borough of Havering	4	175		No
CN45	Comments expressing support for the proposals north of the River Thames and encouraging the Applicant to start work on the Project as soon as possible.	-	-	0	33		No
CN46	Comments expressing support for the proposals for the A13, with some consultees expressing support for the increased capacity at the proposed A13/A1089/A122 Lower	-	Kent County Council, Thurrock Council	0	13		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	Thames Crossing junction as a result of the Project. Consultees say this would reduce congestion on the M25 and improve journeys for those travelling eastbound towards Basildon and Southend-on-Sea.						
CN47	Comments expressing support for the proposals north of the River Thames because of improved connectivity with locations to the south of the river. Some consultees note also that connectivity to areas north of the river would be a benefit of the Project once it is open.	-	-	0	13		No
CN48	Comments expressing general support for the proposals north of the River Thames because traffic flow north of the river, including across Essex, would improve when the Project is open.	-	Brentwood Borough Council, Essex County Council, Thurrock Council	0	29		No
CN49	Comments expressing support for the proposals north of the River Thames because they would improve traffic flow along the M25.	-	-	0	20		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	Reasons offered include that the Project would connect to the M25 at the optimum location, that it is sufficiently distanced from the Dartford Crossing, that it is the most direct route; and that the Project would provide essential links to the A2/M2, A12 and A13.						

Issues raised in response to open Question 2f

- 14.4.71 Table 14.12 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q2f in the consultation response form, which was as follows:
- 14.4.72 *Q2f: Please let us know the reasons for your response to Q2e and any other comments you have on the proposed changes to land that would be needed 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 a legal interest in or right to use.*
- 14.4.73 For reference, the closed Question 2e referred to in Q2f above was as follows:
- 14.4.74 *Q2e: Do you support or oppose the changes to the proposed area of land that would be needed to build the Lower Thames Crossing?*
- 14.4.75 For more information about Q2e and how consultees responded to it and the other closed questions in the consultation response form, see Section 14.3 of this report.
- 14.4.76 The issues raised that relate to building the crossing are summarised in Table 14.12 below. Where issues were raised in response to Q2f that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 14.4.77 The Applicant has fully considered all of the responses received. Table 14.12 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.
- 14.4.78 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 14.12

- 14.4.79 The information presented in Table 14.12 is as follows:
- '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 Q2f 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 as well. 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 Community Impacts Consultation in line with the issue(s) raised. Some changes have been made as a result of environmental or other assessments, as well as through consideration of consultation responses.
 - ii. 'No' indicates that the suggestions or requests did not result in a change to the Project proposals.

Summary of issues raised relating to land requirements and the Applicant's responses

14.4.80 Table 14.12 below summarises the issues raised relating to land requirements and presents the Applicant's responses to those issues raised.

Table 14.12 Summary of issues raised relating to land requirements 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
LR1	<p>Comments expressing concern that the Project’s proposed land use would have a negative impact on air quality in specific areas, including Thurrock, Thames Chase Forest Centre, Thong Lane, Shorne Ifield Road and Marling Way.</p> <p>Some consultees express concern at construction impacts being described as ‘temporary’ based on their extended duration.</p>	-	-	3	8	<p>On a temporary basis, land would be required for construction compounds, logistics areas and other construction activities. All the land subject to compulsory acquisition and temporary possession is considered to be no more than is reasonably necessary to deliver the Project. Where temporary use is required, the Project would only take this land for the period it is required and hand this back to the landowner at the earliest opportunity. Further information is included in the Statement of Reasons (Application Document 4.1), which includes a description of the land that would be occupied temporarily and the purpose for which it is required.</p> <p>The construction phase is likely to affect air quality as a result of emissions of dust from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures. The Code of Construction Practice (CoCP), which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The Register of Environmental Actions and Commitments (REAC) brings together in one document all good practice and essential mitigation commitments arising from the Environmental</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>Impact Assessment (EIA) process that would be carried out during construction and operation of the Project, to mitigate impacts identified in the Environmental Statement (ES). Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigation measures in place, the air quality impacts of the Project in relation to human health during construction are not expected to be significant.</p> <p>The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by minimising gradients and providing free-flowing journeys. To assess the environmental impacts of the construction and operation of the Project, an EIA has been carried out, which is documented in the ES (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans such as the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), as features presented on the Environmental Masterplan (Application Document 6.2, ES</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>Figure 2.4) which is secured through Schedule 2 Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1), or as good practice/essential mitigation within the CoCP (Application Document 6.3, ES Appendix 2.2) and the REAC, which forms part of the CoCP. ES Chapter 5: Air Quality (Application Document 6.1) includes an assessment of the predicted changes to local air quality as a result of the Project.</p> <p>The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set</p>	

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						<p>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 elsewhere in Section 14.4 of this chapter, along with an explanation as to how the Applicant 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 resulting from the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in ES Chapter 5: Air Quality. The assessment methodology explains where the air quality modelling was carried out and why. The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project. Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national 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>European air quality target levels, and the Design Manual for Roads and Bridges (DMRB) LA 105 standards (Highways England, 2019b). Given there are no significant adverse impacts on air quality in relation to human health from the Project during operation, then no mitigation for human health air quality effects is required.</p> <p>With regards to the duration of construction, the overall length of construction is estimated to be six years. However, individual elements of the construction would be shorter, and more information about specific works and timescales was published in the Construction Update as part of the Community Impacts Consultation in July 2021. The Applicant continues to provide updates and engage directly with landowners across the Application Site. The exact duration of each construction element would vary on a plot-by-plot basis depending on the exact nature of the works, and further information would be provided to the appropriate landowners once the Contractors are appointed and a final construction programme is published. For more information about communications and engagement with the public, stakeholders and landowners during the construction phase, see the CoCP (Application Document 6.3, ES Appendix 2.2).</p>	
LR2	Comments expressing concern that the Project's proposed land use would	-	-	2	3	The proposals for land use have been designed to meet the requirements of the National Policy Statement for National Networks (Department 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
	lead to an increased flood risk in the area around the proposals, including comments about potential contamination of local water supplies and groundwater as a result of surface runoff.					Transport, 2014) and the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021). These documents set out Government policy on development and flood risk. In accordance with national policy, the Project would not increase flood risk, with the exception of some pre-designated areas known as Compensatory Flood Storage Areas (CFSA). In these areas, the land would be lowered and would accommodate any flood water displaced by the Project. The Applicant's flood mitigation proposals use the least amount of land required to minimise the flood impacts. In line with best practice, all flood assessments and mitigations include the projected effects of climate change. 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 main tunnel itself and the Mardyke Valley where a large box culvert would convey the main river under the route. The route would be designed to ensure the performance of main rivers are not affected. This is secured in the Design Principles (Application Document 7.5), which sets out the use of clear spanning viaducts over the Mardyke and its tributaries, as well as in the Register of Environmental Actions and Commitments (REAC) which can be found in the Code of Construction Practice (CoCP) (Application Document 6.3, Environmental	
LR3	Comments expressing concern that the Project's proposed land use would result in changes to surface water storage, due to runoff during construction and operation. Some consultees ask for more information about watercourse diversion and ground investigation work.	-	Thurrock Council	2	2		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Statement (ES), Appendix 2.2), which includes commitments relating to road drainage and the water environment.</p> <p>Other watercourses, such as ordinary watercourses and drainage ditches, would be maintained by diverting them away from the works where necessary and routing them through culverts where they cross the route. For more information about the assessment of the Project's impact on drainage and water and mitigation proposed, see ES Chapter 14: Road Drainage and the Water Environment (Application Document 6.1). In addition, an assessment of the risk of flooding within the proposed development and elsewhere as a result of the Project being constructed and operated is contained within the Flood Risk Assessment (Application Document 6.3, ES Appendix 14.6).</p> <p>The Environment Agency maintains flood defences near the proposed new road. Visual inspections of existing Environment Agency assets, including the Bowaters Sluice and other flood defences on the Project route, have been carried out to scope an asset condition monitoring programme. The monitoring would collect a robust pre-construction baseline dataset against which any impacts from the Project's construction phase can be monitored. Existing flood defences would be monitored during construction to detect any effects on their condition or integrity, with remedial actions put in place if any impact were to be identified.</p>	

Code	Summary of issue(s) raised	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 potential for an impact on the integrity of the River Thames flood defences due to ground movement during tunnelling would be minimised by adopting tunnelling good practice, such as continuous working, erecting linings immediately after excavation, grouting, management of the tunnel face pressures and the measurement of excavated material quantities. In line with the requirements of the Environment Agency, flood defences would be monitored to establish a pre-construction baseline and for a period of at least two years after completion of the works to construct the tunnel. The monitoring methodology would be agreed with the Environment Agency. These commitments are secured in the REAC (Application Document 6.3, ES Appendix 2.2). The Applicant consulted on the proposed flood mitigation measures for construction as part of the Community Impacts Consultation in July 2021.</p> <p>ES Chapter 14 includes information about how contaminated runoff during the Project’s operation would be controlled and cleaned before re-entering local water systems. It also sets out how any wastewater from construction would be managed.</p> <p>The Applicant has conducted extensive monitoring and surveys to establish baseline water quality. To reduce the potential for ecological impact, drainage would be set back from the banks of watercourses, and treatment</p>	

Code	Summary of issue(s) 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 filtration systems (such as vortex grit separators) would be used to safeguard surface and groundwater quality in accordance with established design and maintenance standards and agreed in consultation with the Environment Agency. The REAC also contains commitments aimed at ensuring surface water drainage is provided to an agreed standard. A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site, including any impacts on groundwater, or any other European designated site.	
LR4	General comments expressing concern that the Project's proposed land use would impact the environment. Some consultees say that the	-	Thurrock Council	3	28	Minimising adverse impacts on the environment is one of the Scheme Objectives agreed between the Applicant and the Department for Transport (DfT) and the Project	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	environmental impacts would be significant. Some consultees are concerned that land required for environmental mitigation would not have long-term legal protection and it is suggested that land ought to be secured through a covenant to prevent it being repurposed or developed in the future.					has been developed accordingly. The route would be designed to provide an appropriate balance between the need to reduce environmental impacts during construction and operation, while still fulfilling the other Scheme Objectives, including the need to reduce congestion at the Dartford Crossing, and complying with the relevant legislation. The Project has also been developed to minimise the amount of land needed for its construction and operation, thereby reducing impacts on buildings, environmentally sensitive areas and farmland. The roads and junctions that comprise the Project would have the minimum height and footprint practicable, while still providing the necessary capacity, safety and connectivity that road users and operation require.	
LR5	Comments expressing concern that the Applicant would not fulfil the commitments set out in the proposals with regards to land use. Issues raised include concerns that the Applicant would not honour commitments to create the open space sites, that open space land and new habitats would not be adequately maintained, and that the Applicant would not return land used temporarily either at all or in a usable state.	Shorne Parish Council	Essex County Council, Gravesham Borough Council, Thurrock Council	0	14	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans such as the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Schedule 2 Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The Applicant has followed the mitigation hierarchy of ‘avoid, minimise, restore and compensate’ to protect the environment in which the Project would be situated and in keeping with industry best practice. Where required, adverse impacts on sensitive areas would be reduced. All mitigation proposals would be designed to be appropriate and proportionate to the type and extent of adverse effect they are intended to offset.</p> <p>The commitments made in the application would be legally binding under the terms of the granting of development consent. There would be rigorous controls on what the Applicant and appointed Contractors are allowed to do during the construction phase and once the Project is operational. These commitments are secured in documents including the CoCP (and subsequent iterations of the Environmental Management Plans), the REAC and the Design Principles. The Applicant consulted on draft</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>versions of these documents during the Community Impacts Consultation in July 2021.</p> <p>With regards to the protection of future land, and the suggestion of a ‘covenant’, the Applicant is committed to creating a positive green legacy and ensuring that for the future. For example, Tilbury Fields and Chalk Park were developed to provide additional benefits to the community. The Applicant is proposing to formally designate both areas as open space, to ensure further opportunities for public recreation are legally secured once the new road is open. This designation is secured within article 40 (Special Category Land) of the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>The areas of land where Tilbury Fields and Chalk Park are situated may currently be ‘open’ in nature, but they are not formally designated as ‘open space’. Where land is designated as such, it would be accessible to the public for recreational purposes (such as dog walking or running).</p> <p>With regards to maintaining open spaces and new habitats, the Applicant maintains the responsibility to ensure that the landscape and ecological mitigation can be successfully delivered, managed and maintained and that the necessary monitoring is undertaken. The Applicant published a draft outline Landscape and Ecology Management Plan (oLEMP) during the Community Impacts Consultation in</p>	

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						<p>July 2021, and an updated version is included with this application for development consent (Application Document 6.7). This describes the programme of work for establishment and initial maintenance (first five years), and the outline long-term management plan. When the Landscape and Ecology Management Plan (LEMP) is developed in accordance with the oLEMP, the management requirements will develop into specific smart objectives and targets for each area in discussion with appropriate stakeholders. The LEMP would be secured through Schedule 2 Requirement 5 of the draft DCO.</p> <p>More information about the monitoring of mitigation can be found in ES Chapter 4: EIA Methodology (Application Document 6.1), with information about monitoring of mitigation measures also set out in the topic-specific chapters of the ES.</p> <p>The Applicant would work closely with the appointed Contractors to ensure that land used for the Project would be secured and maintained appropriately throughout the Project. The CoCP includes information about how land would be properly managed during the construction phase, such as keeping compounds secure, avoiding contamination from worksites into neighbouring land, keeping areas near compounds tidy and free from mud or litter, along with other measures designed to</p>	

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						<p>reduce the impacts of construction on local communities.</p> <p>Before any works start, land condition surveys would be commissioned to ensure that land used temporarily for the Project would be reinstated to the reasonable satisfaction of the landowner once construction was complete. Further information is contained within the Environmental Management Plans, the LEMP, CoCP and the REAC.</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 (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. Reinstatement of land and the timescales for this would be agreed with the relevant landowner, with details varying depending on the type of land being used temporarily.</p>	
LR6	Comments expressing concern that the Project's proposed land use would result in changes to the	Kent Downs AONB Unit, Port of London	Gravesham Borough Council, Kent County	29	137	To assess the environmental impacts of the construction and operation of the Project, including on the landscape and habitats, an Environmental Impact Assessment (EIA) has	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>countryside and landscape, including the loss of recreational land, agricultural land, Green Belt and ancient woodland.</p> <p>Some consultees say the Applicant's assessment does not adequately consider the impacts on green spaces and that the mitigation would not be sufficient during construction.</p> <p>Specific locations of concern include Ashenbank Woods, Shorne Woods County Park and Orsett Showground.</p>	<p>Authority (PLA), Forestry Commission</p>	<p>Council, Thurrock Council</p>			<p>been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3).</p> <p>During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans such as the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Schedule 2 Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1), or as good practice/essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The ES includes a review and assessment of the impact of the Project on land designated as Green Belt, woodland and open space. For more information, see the following sections of the ES: Chapter 7: Landscape and Visual; ES Chapter 8: Terrestrial Biodiversity; and ES Chapter 13: Population and Human Health (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 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 Area of Outstanding Natural Beauty (AONB), and temporary visual effects experienced by users of recreational facilities, such as footpaths and bridleways, users of roads and by residents and users of non-residential buildings.</p> <p>The Project has been designed to reduce visual effects by measures such as the use of cuttings and false cuttings, and the 4.25km-long tunnel, extending beyond the River Thames to the south. Green bridges would help maintain landscape connectivity across the Project route and extensive new woodland planting would help screen views of the Project.</p> <p>During operation, there would be permanent landscape effects from the Project in the Kent Downs AONB and Green Belt. These would</p>	

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						<p>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>With regards to the loss of recreational land, during the Community Impacts Consultation in July 2021, the Applicant provided information about how the Project would impact a number of recreational sites and proposals to mitigate the impacts in each case. Where practicable, impacts on public open space land have been avoided, but this has not always been possible and, where required, the Applicant has provided replacement land that is of equal or greater size and is no less advantageous. Where impacts on private recreational facilities are unavoidable, the Applicant has sought to minimise these or make them temporary. Where impacts are temporary during construction, the Applicant would seek to return the land to its original condition, although permanent rights may be necessary for maintenance or access to utilities.</p>	

Code	Summary of issue(s) raised	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 were updated during the Local Refinement Consultation in May 2022, and these plans are set out in the Planning Statement (Application Document 7.2) and in ES Chapter 13: Population and Human Health (Application Document 6.1). This includes the Applicant’s assessment of the Project’s impacts on open space and private recreational facilities. Where necessary, replacement land has been identified and is described in the Planning Statement and ES Chapter 13.</p> <p>To reduce the impacts on local communities, the Project has been routed away from population centres as much as possible. This means it would have an impact on the surrounding countryside, including Green Belt and existing habitats.</p> <p>The Applicant recognises the irreplaceable nature of ancient woodland and has reduced the Project’s impacts on these areas wherever practicable. Where impacts on ancient woodland cannot be avoided, compensatory woodland planting would help offset the impacts. New woodland would be designed to strengthen connectivity between existing retained woodland, particularly around Shorne and Ashenbank Woods Site of Special Scientific Interest (SSSI), Claylane Wood, Great Crabbles Wood SSSI and Jeskyns Community Woodland to the south of the A2/M2.</p> <p>Impacts on Shorne Woods Country Park have been reduced wherever practicable. This</p>	

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						<p>includes reducing the amount of land required to carry out the A2/M2 widening works and realigning utility works along Brewers Road, both of which reduced the proposed impacts on Shorne Woods Country Park. More information about these proposals can be found in ES Chapter 2: Project Description (Application Document 6.1)</p> <p>Previously, the Applicant proposed realigning Rectory Road to the east of its current route to accommodate the then-proposed alignment of the A13/A1089/A122 Lower Thames Crossing junction’s 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.</p> <p>Since Statutory Consultation, the Applicant’s proposals in this area have been revised several times. The proposals submitted as part of our 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. More information about the land needed in this area can be found in the Land Plans (Application</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						Document 2.2) and the Statement of Reasons (Application Document 4.1).	
LR7	<p>Comments expressing concern about the Project's proposed land use on the grounds that the mitigation measures are not adequate. There are specific concerns including those saying the Chalk Park proposal is irrelevant given the size of the Project; that Hole Farm is too far away from the Project to have an impact; and that there should be a replacement for Southern Valley Golf Course. Some consultees say the recreational land that has been provided is not of sufficient size or quality.</p> <p>In addition, some consultees express concern that even though the gas pipeline at Park Pale has been diverted to reduce the land use, there has been no change to the Order Limits at this location, with the suggestion that the gas pipeline should be buried under the A2/M2.</p>	-	Kent County Council, Thurrock Council	5	62	<p>The Southern Valley Golf Club is a private golf club, and the Applicant is seeking to permanently acquire the site for the Project. The Applicant has been working with the owners of the Southern Valley Golf Club regarding compensation for the impact of the Project.</p> <p>There is no proposal to replace the golf club, but the Applicant would create a new public recreational area, Chalk Park, as part of the Project, near the South Portal, which would be accessible to the public once the Project is operational. It would be built using excavated material from the tunnel portal and its approach and would comprise a mixture of chalk grassland, woodland and other suitable habitats to improve local biodiversity and ecological connectivity. The new landform, with woodland planting to the top, would create vantage points to the wider Thames Estuary.</p> <p>The Applicant consulted on the plans for Chalk Park during Supplementary Consultation in January 2020, and during subsequent consultations, including the Local Refinement Consultation in May 2022.</p> <p>Following feedback during the Community Impacts Consultation in July 2021 about the impact of the Project on public open space, the Applicant proposed at the Local Refinement Consultation in May 2022 an extension of open</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
LR8	Comments expressing concern that the Project's proposals for creating new open space sites would be implemented on land that is already in use as open space. Some consultees say that calling these sites 'new' is misleading and that the land should be left in its current state.	Port of Tilbury London Limited	Gravesham Borough Council, Thurrock Council	7	21	<p>space provision, east of Chalk Park. After further engagement with the landowner and additional design development, the Applicant proposes to permanently acquire the remaining 8ha area of Southern Valley Golf Club. By extending the open space proposals in this location, it would provide a larger area of landscaped amenity space for the local community.</p> <p>This additional area would form part of the wider provision of open space land south of the river. The additional land would be linked to the east of Chalk Park, a recreational area for the public containing new recreational routes and views to the Kent Downs Area of Outstanding Natural Beauty, by a public footpath and would provide further public access. The existing ground level would be maintained, and the planting would include species that provide a rich, chalk grassland habitat and woodland groups that are reflective of the local area. The land would provide additional biodiversity benefits as well as enhancing the visual experience for users of the local footpath networks.</p> <p>North of M25 junction 29, the Applicant is proposing to create the largest community woodland in the East of England and convert Hole Farm into a woodland-dominated mosaic of wildlife-rich habitats. This would be done through a combination of natural regeneration and planting. The site would be managed by</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>Forestry England on behalf of National Highways. As part of the Project, approximately 2.92ha of Hole Farm has already been proposed as replacement land for part of the existing Folkes Lane Woodland replacement land. Hole Farm is approximately 1km away from Folkes Lane Woodland.</p> <p>Since the Community Impacts Consultation in July 2021, the Project’s Order Limits have been extended to include most of Hole Farm, excluding the buildings. Approximately 75ha of the site has been identified to provide compensation for the potential impacts of nitrogen deposition on designated ecological sites as a result of vehicles using the A122 Lower Thames Crossing, see Environmental Statement (ES) Chapter 5: Air Quality (Application Document 6.1) and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6). The site is considered appropriate for nitrogen deposition compensation because it would link with existing woodlands that form part of the habitat network in this area.</p> <p>The compensatory planting would form part of, and integrate with, the masterplan for the entire site that is being developed in partnership with Forestry England and the wider Thames Chase Forest Centre partners. The masterplan would also include proposals for the facilities associated with a community woodland, such as a tree nursery and a visitors’ centre.</p>	

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						<p>The Applicant is committed to creating a positive green legacy, so Tilbury Fields and Chalk Park were developed to provide additional benefits to the community. It is correct to label these sites as ‘new open space’ sites. The areas of land where Tilbury Fields and Chalk Park are situated may currently be ‘open’ in nature, but they are not formally designated as ‘open space’. Where land is designated as such, it would be accessible to the public for recreational purposes (such as walking or running). The Applicant is proposing to formally designate both areas as open space, to ensure opportunities for public recreation are legally secured once the new road is open. This designation is secured within article 40 (Special Category Land) of the draft Development Consent Order (draft DCO) (Application Document 3.1), which states that replacement land will be provided ‘subject to the same rights, trusts and incidents as attached to the special category land’.</p> <p>Regarding the planned gas pipeline diversion at Park Pale, there has been a reduction in the proposed Order Limits to reflect the reduction in land use in this area, from the Supplementary Consultation in January 2020, to this application for development consent. The maps published in the General Arrangements of the Design Refinement and Community Impacts Consultations in July 2020 and July 2021 reflect this reduction in land use.</p>	

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						<p>The changes 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. During the Design Refinement Consultation in July 2020, the Applicant 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 enable the realignment of Thong Lane and the new road north of the A2. Some vegetation would need to be removed as part of these works, but this would be managed in line with the relevant gas industry standards and vegetation removal would be limited as far as practicable. The pipeline would require restrictions on the type of planting above to maintain access for management of the pipeline.</p> <p>It should be noted that not all of the land needed in the Order Limits for maintenance in this area to the north of the A2 is for the gas pipeline diversion. Some is for the construction of the road and other Project proposals.</p> <p>Proposals to bury the gas pipeline under the A2 which is part of the strategic road network (SRN) were explored but this was not considered reasonably practicable. It would not be feasible to route pipelines under the A2 without agreement of the highway authorities and potential constraints to be agreed by both</p>	

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						parties given the complexities that the pipeline owner has highlighted regarding the pipeline's maintenance requirements; and the importance of this specific pipeline in the operation of the network from Grain to south-east London; and the impact to highway users during construction of the pipeline and any future maintenance of works. This is not the case with Brewers Road and Park Pale, which form part of the local road network (LRN), where the rights of Statutory Undertakers would enable them to complete any necessary works and the impact is considered to be less than to the SRN.	
LR9	Suggestions that the Project's proposed land use could be increased to provide additional new recreational land. Some consultees say the Project should include sufficient land to allow the new road to be widened in the future on the grounds that this would be necessary as a result of increases in traffic flows.	Port of London Authority (PLA), Forestry England	Thurrock Council	1	7	The Applicant's traffic modelling forecasts that traffic using the Project would remain free flowing for the foreseeable future. At all times, the Applicant has sought to minimise the land impacted or required for the Project in order to reduce the impact on local people and minimise costs. As such, the Project would not seek to acquire more land now than is needed to build the crossing to the appropriate specification. For more information about the traffic modelling forecasts, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7). Following feedback during the Community Impacts Consultation in July 2021 about the impact of the Project on private recreational and public open space, the Applicant proposed	Yes

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						at the Local Refinement Consultation in May 2022 an extension of open space provision, east of Chalk Park. After further engagement with the landowner and additional design development, the Applicant proposes to permanently acquire the remaining 8ha area of Southern Valley Golf Club. By extending the open space proposals in this location, it would provide a larger area of landscaped amenity space for the local community. This additional area would form part of the wider provision of open space land south of the river.	
LR10	Suggestions for changes to the Project's proposed land use to reduce the impacts on the landscape and existing amenities. Suggestions include additional woodland planting, land rewilding, a Soil Management Plan, and a commitment to land restoration and facility reinstatement after construction.	Kent Downs AONB Unit, Forestry England, Shorne Parish Council	Gravesham Borough Council, Thurrock Council	15	16	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. Elsewhere in Section 14.4 of this chapter is presented the feedback received on the oLEMP during consultation and how the Applicant had regards 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 (draft DCO) (Application Document 3.1), the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3),	No

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						<p>the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Schedule 2 Requirement 5 of the draft DCO (Application Document 3.1).</p> <p>The Applicant recognises the irreplaceable nature of ancient woodland and has reduced the Project’s impacts on these areas wherever practicable. Where impacts on land containing ancient woodland cannot be avoided to build and operate the new road, compensatory woodland planting would help offset the impacts.</p> <p>New woodland would be designed to strengthen connectivity between existing retained woodland, particularly around Shorne and Ashenbank Woods Site of Special Scientific Interest (SSSI), Claylane Wood, Great Crabbles Wood SSSI and Jeskyns Community Woodland to the south of the A2.</p> <p>During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial invertebrates, and permanent habitat loss within ancient woodland and the loss of six veteran trees (three north of the River Thames and three to the south).</p> <p>During operation, with the proposed mitigation in place, there would be significant adverse</p>	

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						<p>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>For more information see ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>With regards to soil management, an Environmental Impact Assessment (EIA) has been carried out, which includes an assessment of the impact of the Project's construction on areas of land that could be subject to or cause contamination. The EIA is documented in the ES (Application Documents 6.1, 6.2 and 6.3). ES Chapter 10: Geology and Soils (Application Document 6.1), includes an assessment of the impact of the Project during construction and operation, as well as information about the proposed mitigation.</p> <p>Where practicable during construction, soils would be handled and stored to allow their sustainable reuse in line with the guidance in ES Chapter 10, and further information on excavated materials and soils is contained in the outline Site Waste Management Plan (Application Document 6.3, ES Appendix 2.2, Annex A) and the outline Materials Handling</p>	

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						<p>Plan (Application Document 6.3, ES Appendix 2.2, Annex B). Draft versions of these documents were consulted on during the Community Impact Consultation in July 2021.</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant’s assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx) and its impact on designated habitats.</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>Where possible, the nitrogen compensation areas would be linked to existing habitats, improving biodiversity along new ‘green corridors’. The land is located in four areas: the M2 corridor and Blue Bell Hill; Gravesham and Shorne Woods; Southfields, Thurrock; and Hole Farm, Brentwood.</p>	

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						<p>Some of these newly proposed habitats would reconnect existing woodland across the Shorne Woods area that has been subject to severance and isolation in the past. The proposals to the north of the A2/M2 include three parcels of agricultural land totalling approximately 46ha next to Shorne and Ashenbank Woods SSSI, Great Crabbles Wood SSSI and ancient woodlands. Another site located south of the A2/M2 is close to Ashenbank Woods and totals approximately 9ha. This area has been identified due to its proximity to an impacted site and it is also next to woodland planting mitigation for the loss of ancient woodland. Its selection and planting would establish a mosaic of woodland and other habitats that enhances existing habitats and integrates with the landscape.</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 including approximately 13ha from the Shorne Woods compensation area. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open, including the compensation package, can be found in ES Chapter 5: Air Quality, ES Chapter</p>	

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						<p>8: Terrestrial Biodiversity (Application Document 6.1) and the Project Air Quality Action Plan (Application Document 6.3, Environmental Statement (ES) Appendix 5.6).</p> <p>With regards to land restoration, the Applicant’s Land Plans (Application Document 2.2) set out clearly whether land is needed permanently or temporarily. Under article 35 of the draft Development Consent Order (Application Document 3.1), before giving up possession of temporary use land, 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. Reinstatement of land and the timescales for this would be agreed with the relevant landowner, with details varying depending on the type of land being used temporarily.</p> <p>Overall, the Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation or compensation is proposed. For more information,</p>	

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LR11	General comments expressing concern that the Project's proposed land use would have noise impacts on communities near the Project.	-	-	3	7	The noise impacts associated with the Project have been assessed in accordance with relevant standards and guidance, and this is documented in Environmental Statement (ES) Chapter 12: Noise and Vibration (Application Document 6.1). The assessment follows the standards defined in the Design Manual for Roads and Bridges (DMRB) LA 111 (Highways England, 2020f), through which adverse or beneficial impacts have been identified for residential and other sensitive locations during both the construction and operational phases of the Project. The ES also identifies the noise mitigation that would be implemented. The assessment includes figures illustrating the study area, with noise plots presenting the results of the analysis of the noise impacts at different locations, including nearby population centres and leisure areas. Noise from the tunnel ventilation was included in the operational assessment.	Yes
LR12	Comments expressing concern that the Project's proposed land use would have noise impacts on communities near the Project. Specific locations mentioned include Orsett, Cranham, Thames Chase Forest Centre, Shorne Ifield Road, Thong Lane, and Marling Way.	-	-	3	4	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). Noise mitigation has been considered during the design of the route, which has been designed at the lowest practicable height in the surrounding landscape, which includes the use of cuttings and false cuttings. Low-noise surfacing would be used where appropriate.	Yes

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						<p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation</p>	

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						<p>measures such as earthworks and noise barriers.</p> <p>Where additional mitigation is considered necessary and effective, noise barriers alongside the carriageway have been included. The Applicant consulted on the locations of noise barriers during the Design Refinement Consultation in July 2020, which is described in Chapter 7 of this report. The heights and locations of the proposed 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.</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>A range of mitigation measures would be implemented to reduce significant impacts on</p>	

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						<p>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>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.</p> <p>As required in the draft Development Consent Order (draft DCO) (Application Document 3.1), a Noise and Vibration Management Plan (NVMP) or equivalent would be prepared for each part of the construction works subject to consideration by the relevant planning authority.</p> <p>The locations mentioned by consultees have been considered in the context of the proposed mitigation measures and the predicted impacts in those areas. The Applicant is satisfied that the impacts across the Project's affected area have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
LR13	Comments expressing concern that the Project's	Natural England	Thurrock Council	8	45	To assess the environmental impacts of the construction and operation of the Project, an	Yes

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	<p>proposed land use would impact habitats and wildlife in the area. Some consultees say that the land should be left unchanged.</p>					<p>Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans such as the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice and essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The 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</p>	

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						<p>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 period, providing biodiversity benefits.</p> <p>During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial invertebrates, and permanent habitat loss within ancient woodland and the loss of six veteran trees (three north of the River Thames and three to the south).</p> <p>During operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation. Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands. For more information, see ES Chapter 8, Terrestrial Biodiversity.</p>	

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						<p>The Applicant has committed to achieving no net loss in biodiversity by the end of Road Investment Strategy 2 (Department for Transport, 2020a), which covers the period 2020-25, and will work towards biodiversity net gain by 2040 across its estate. Although the construction of the Project would have significant adverse effects on statutory designated sites and irreplaceable habitats, such as veteran trees and some sections of ancient woodland, the design has sought to provide biodiversity benefits wherever possible. An assessment of baseline biodiversity value and that achieved by the Project’s design post-development is presented within the Sustainability Statement (Application Document 7.11).</p> <p>For more information about the status of the Project’s biodiversity loss-gain balance, see ES Chapter 8: Terrestrial Biodiversity, and ES Chapter 9: Marine 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 chapter explains how the Applicant had regard to comments on this document received during consultation and how the Applicant acted on those comments.</p>	

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						<p>The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project’s landscape and ecology design and the Applicant’s environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (draft DCO) (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the CoCP (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Schedule 2 Requirement 5 of the draft DCO (Application Document 3.1).</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and</p>	

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						<p>Ramsar site or any other European designated site.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant presented information about the predicted impacts of the new road on wildlife, along with proposed mitigation. This includes creating new habitats, building green bridges and introducing landscaping measures. The Applicant would be legally required to implement these measures, as set out in the Design Principles, oLMEP, Environmental Masterplan and REAC (which forms part of the CoCP).</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant presented new proposals for a wider green bridge at Thong Lane over the A2/M2, increasing the 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>Following the Community Impacts Consultation in July 2021, Government guidance on the measurement of nitrogen deposition once the Project is operational has advanced. As such, the Applicant has amended the environmental assessments on the impacts of nitrogen once the Project is operational to include ammonia. As a result of the findings of these</p>	

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						<p>assessments, the Applicant set out proposals to compensate for the potential impacts of nitrogen being deposited in ecologically sensitive designated sites as a result of changes to traffic from the Project. The Applicant consulted on new compensatory land during the Local Refinement Consultation in May 2022.</p> <p>The Applicant proposed the creation of 279ha of new wildlife-rich habitats, which has subsequently been amended to 246ha after consultation and the conclusion of air quality assessments. Where possible, these would be linked to existing habitats, improving biodiversity along new 'green corridors'. The land is located in four areas: M2 corridor and Blue Bell Hill; Gravesham and Shorne Woods; Southfields, Thurrock; and Hole Farm, Brentwood.</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open, including the compensation package, can be found in ES Chapter 5: Air Quality, and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p> <p>With regards to the suggestion that land should be unchanged, this would make building the Project impossible. The reasons for the Project are set out in the Need for the Project (Application Document 7.1) and the Planning Statement (Application Document 7.2).</p>	

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LR14	General comments expressing concern about the impact of the Project's proposed land use on local communities. Some consultees express concern about the disruption and stress the Project would have on local people.	Shorne Parish Council	Thurrock Council	19	100	<p>Local people and communities have been considered throughout the design and development of the Project and consulted at appropriate stages of development. This would continue to be the case during construction, including considerations over how impacts on roads, schools, businesses, Public Rights of Way and community assets would be mitigated.</p> <p>The Project has been assessed through the Environmental Impact Assessment (EIA), which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 13: Population and Human Health (Application Document 6.1), includes descriptions of communities north and south of the River Thames, and explains how the impact on local amenities and community assets, including schools, have been considered. It includes assessments of the impacts during construction and operation, including impacts on local roads and the health of local communities, as well information about the proposed mitigation for each area.</p> <p>In addition to the assessments 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,</p>	No

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						<p>disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Chalk Park and Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such as cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p> <p>The Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP, set out the good practice and location-specific measures that would be used to reduce the impact of the Project’s construction and operation on local people. These include measures to reduce noise, dust and light impacts on local communities.</p> <p>During the construction phase, local people would benefit from work and training opportunities provided by the Project during construction, which are likely to have positive impacts on mental health. However, while construction impacts have been mitigated as far as reasonably practicable, there would be</p>	

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						<p>temporary negative impacts on communities from construction activities. These could result in mental health impacts on local people – for example, due to anxiety around perceived changes in air quality or as a result of changes to noise levels. Longer journey times due to traffic management and road closures, reduced access to green spaces and closures of walking, cycling and horse riding routes could also impact people’s health and wellbeing. Some local businesses, including farms, would have land temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of 30 residential and 5 commercial properties.</p> <p>For more information about the Project’s construction and operational impacts on local people, see ES Chapter 13 and the HEqIA. Information about the impacts on local communities, including health impacts, is presented in the Community Impact Report (Application Document 7.16).</p> <p>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.</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</p>	

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						<p>about the environmental, traffic and construction impacts that could affect those areas. 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 our application for development consent, including the environmental and traffic assessments.</p> <p>Other documents consulted on during the Community Impacts Consultation explained the proposed construction mitigation measures in more detail, including the draft CoCP and the draft 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>The Ward Impact Summaries also included information about traffic impacts, while the draft outline Traffic Management Plan for Construction (oTMPfC) explained the proposed traffic management measures that would be required to ensure the road network could operate safely and efficiently during the construction phase.</p> <p>Since the Community Impacts Consultation, the Applicant has updated its proposals in</p>	

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						<p>response to feedback received during consultation and undertaken further assessments, including the EIA and updated traffic modelling. These are set out in detail in the application for development consent.</p> <p>Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse riding routes; as well as access to new areas of recreational land at Chalk Park and Tilbury Fields. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which could have positive and negative mental health outcomes (such as anxiety as a result of increases in noise levels).</p>	
LR15	Comments expressing concern about the Project's proposed land use on the grounds that it would have a negative impact on property near the Project. Some consultees express concern about the proximity of the Project to homes, the likelihood of local people	-	London Borough of Havering, Thurrock Council	30	49	The Applicant set out to minimise the land impacted by, or required for, the Project, while ensuring there is sufficient land to build and operate the road. Throughout the development of the Project, the Order Limits have been amended to reflect changes to the Applicant's proposals. The Applicant has also looked to minimise the number of properties potentially affected or that would require demolition.	No

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	losing their homes as a result of the Project, the impact on local property values, and the risk of nearby land being sold off for future housing development.					Since the Preferred Route Announcement in 2017, eligible owner-occupiers of residential properties within the Order Limits have been able to ask the Applicant to purchase their properties by serving a Blight Notice under the Town and Country Planning Act 1990 (as amended). The Applicant has received some blight notices and, as a result, has purchased a number of properties.	
LR16	Comments opposed to the Project's proposed land use. Comments include those saying there is not enough information available about permanent or temporary land use and that compulsory purchase and sterilisation of land would limit future residential development.	-	-	19	40	<p>The Applicant has also written to residents near the route regarding compensation that may be available to them due to the effects on their property from the new road once it is opened and has been in operation for a year.</p> <p>Further information about the compensation offered to those affected by the Project can be found in the following National Highways (2022e; 2022d; 2022f; 2022g) documentation: Your Property and Compulsory Acquisition; Your Property and Blight; Your Property and Discretionary Purchase; and Your Property and Part I Compensation.</p> <p>All land included in the Order Limits is required to either construct, operate and/or maintain the Project. A Statement of Reasons, setting out why compulsory acquisition powers are necessary in relation to each individual parcel of land, is included with this application. Any land to be permanently acquired by Applicant is necessary for the Project.</p> <p>Following engagement with stakeholders, refinements to the utilities design and feedback</p>	No

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						<p>from the Community Impacts Consultation in July 2021, the Applicant further refined the proposed Order Limits in certain areas at the Local Refinement Consultation in May 2022. Land added to the Order Limits includes four habitat compensation areas in Brentwood, Thurrock, Shorne Woods (in Gravesham) and along the M2 corridor/Blue Bell Hill (in the boroughs of Tonbridge and Malling, and Maidstone). These sites would compensate for the potential effects from nitrogen caused by the forecast changes in traffic as a result of the A122 Lower Thames Crossing.</p> <p>The land within the revised Order Limits was increased from 22.2km² at the Community Impacts Consultation to 24.35km² in this application for development consent. There is no change to the number of properties in the Order Limits as detailed in the Community Impacts Consultation in July 2021.</p> <p>Following the Local Refinement Consultation in May 2022, the Applicant removed 33ha of land from the Order Limits that had previously been identified for nitrogen deposition compensation.</p> <p>With regards to future housing development, the relevant local planning authorities are responsible for planning for future developments, details of which are included in their local plans. To understand future aspirations for housing growth, the Applicant has assessed the development plans within those local plans that are relevant and that are</p>	

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						<p>sufficiently advanced. For more information about how the Applicant has assessed developments in the wider area, see Environmental Statement (ES) Chapter 16: Cumulative Effects Assessment (Application Document 6.1).</p> <p>Assessments of the relevant local plans can be found in the Planning Statement (Application Document 7.2). In all instances, the land impacted or required for the Project has been minimised, including the number of homes that would be demolished, while ensuring there is sufficient land to build and operate the road.</p> <p>With regards to providing enough information about permanent or temporary land use, at Statutory Consultation in October 2018, the Applicant wrote to stakeholders and individuals who had been identified as having an interest in land affected by the Project, and as part of the consultation materials, published a set of maps (Statutory Consultation Map Book 2: Land Use Plans) showing the land use plans 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. Further maps showing land use plans (Map Book 2: Land Use Plans) were published at the Supplementary Consultation in January 2020, the Community Impacts Consultation in July 2021, and the Local Refinement Consultation in May 2022. The consultation materials also included information about compensation and</p>	

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						<p>compulsory acquisition, with links to the Applicant's information booklets included as part of consultation materials. Consultation materials can be found in Appendices M, Q, S and T of this report.</p> <p>As part of the application for a Development Consent Order, the Applicant has published its Statement of Reasons (Application Document 4.1), which sets out the reasons why each parcel of land is needed for the Project, and the Book of Reference (Application Document 4.2), which lists all parcels of land and their respective interested parties.</p> <p>The Applicant's engagement with people with an interest in land is described in Chapters 4 and 5 of this report. These chapters explain how responses received during Statutory Consultation in October 2018 from those with an interest in land were considered by the Applicant, as well as setting out the responses to the issues raised. There is a list of land interests in Appendix J of this report.</p>	
LR17	Comments expressing concern that the Project's proposed land use would result in the loss of or negative impacts on public footpaths, bridleways and cycle paths, which would affect walkers, dog walkers,	-	Thurrock Council	5	12	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	Yes

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	cyclists and horse riders in the local area.					<p>ways of travelling between the area's parks and woodlands, heritage sites and employment centres.</p> <p>There are many Public Rights of Way (PRoWs) near the Project, including many that cross the proposed route. When the Project is operational, connectivity along all existing walking, cycling and horse riding routes near the Project would be maintained, either following their existing route or being diverted to maintain the quality of the route.</p> <p>Since Statutory Consultation in October 2018, following further engagement with key stakeholders including the host local authorities, a set of proposals was put together to maintain, improve and upgrade routes near the Project for walking, cycling and horse riding. These proposals were presented during Supplementary Consultation in January 2020, with further revisions presented during Design Refinement Consultation in July 2020, the Community Impacts Consultation in July 2021, and the Local Refinement Consultation in May and June 2022.</p> <p>The Project also includes seven green bridges, such as those carrying Thong Lane over the A122 and the A2/M2. All of the green bridges would include crossing routes for walkers and cyclists, with equestrian access provided as appropriate for the location.</p> <p>The proposals presented at the Community Impacts Consultations in July 2021 for walking,</p>	

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						<p>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 near the Project would be likely to close and what alternative routes would be available during construction or once the Project is complete.</p> <p>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> <p>In the Local Refinement Consultation in May 2022, the Applicant proposed a number of changes to plans for walking, cycling and horse riding routes, following feedback from stakeholders. To the south of the river the proposals included: the redesignation of Hever Court pedestrian-cycle track north of the M2/A2/A122 Lower Thames Crossing junction to a bridleway; the redesignation of footpath NS169 as a pedestrian-cycle route at Michael Gardens; and the redesignation of footpath NG8, south of the A226 Gravesend Road. To</p>	

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						<p>the north of the river the proposals included: new footpaths to link the heritage assets of Coalhouse Fort and Bowaters Battery to East Tilbury; the realignment of BR219 along the Mardyke river; upgrading the walking, cycling and horse riding bridge over the A127, east of M25 junction 29; a new walking, cycling and horse riding bridge over the A127 west of junction 29; and the eastern end of FP136 to be upgraded to a bridleway link to Mardyke Way. The proposal for an equestrian bridge over the Mardyke river has been withdrawn and a footbridge is now proposed, while the existing footbridge to the north would be replaced with an equestrian bridge.</p> <p>In addition, new maps were published by the Applicant at the Local Refinement Consultation which provided additional information about the impact and proposed changes to footpaths, cycle tracks and bridleways, following stakeholder feedback.</p>	
LR18	Comments expressing concern about the cost of the Project's land use, with additional comments making requests for more information about particular land compensations and acquisitions.	-	-	5	12	At all phases of design development, the Applicant has sought to minimise the land impacted or required for the Project, while ensuring there is sufficient land to build and operate the road. Between Statutory Consultation in October 2018 and Supplementary Consultation in January 2020, the Order Limits increased. In the main, this was due to the additional land needed to divert utilities, along with further developed proposals for establishing natural habitat areas, including	No
LR19	Comments expressing concern about the Project's	Kent Downs AONB Unit,	Essex County	26	92		No

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	<p>proposals for land use, with comments saying too much land is being used temporarily and permanently. Consultees express concern that the most recent reductions in land use are not significant and that reduced land use in one area has resulted in increased land use in other areas.</p>	<p>Forestry England, Shorne Parish Council</p>	<p>Council, Kent County Council, Thurrock Council</p>			<p>planting trees and vegetation. Not all land would be required permanently, and temporary possession of land is sought where practicable. Following Supplementary Consultation in January 2020, the Applicant continued to work with stakeholders including the utility companies, to refine proposals and minimise the land required for works and consulted on a revised Order Limits (23km²) during Design Refinement Consultation in July 2020. This reduced the amount of land needed for the Project from what was proposed at Supplementary Consultation in January 2020 (26km²), while remaining above what was proposed at Statutory Consultation in October 2018 (21km²). For the Community Impacts Consultation in July 2021, the Applicant reduced the Order Limits to an area of 22km², which is 3% less than that consulted on during the Design Refinement Consultation in July 2020.</p> <p>The Applicant was able to reduce the amount of land within the Order Limits over which it is seeking permanent rights. This means the proposals now include a higher proportion of land required temporarily, compared to previously. The Applicant has set out the land needed for the Project in the Land Plans (Application Document 2.2) and explained the reason each plot is required in the Statement of Reasons (Application Document 4.1) and the Special Category Land Plans (Application Document 2.4).</p>	

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						<p>Persons with an interest in land who would be affected by the land acquisition powers contained within the application for development consent, would be entitled to make a claim for compensation. Each claim for compensation would be considered on its own merits, in line with the Compensation Code. Information about the compensation offered to those affected by the Project can be found in the Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers and guide 4 – Compensation to Residential Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a; 2021c). Chapter 2 of the Project’s Funding Statement (Application Document 4.3) sets out the costs of any compensation as a result of compulsory acquisition and how this would be funded.</p> <p>Following engagement with stakeholders, refinements to the utilities design and feedback from the Community Impacts Consultation in July 2021, the Applicant further refined the proposed Order Limits in certain areas at the Local Refinement Consultation in May 2022. Land added to the Order Limits includes four habitat compensation areas in Brentwood, Thurrock, Shorne Woods (in Gravesham) and along the A2/M2 corridor/Blue Bell Hill (in the boroughs of Tonbridge and Malling, and Maidstone). These sites would compensate for the potential effects from nitrogen caused by</p>	

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						<p>the forecast changes in traffic as a result of the Project.</p> <p>At the Local Refinement Consultation in May 2022 the Applicant presented the revised Order Limits, outlining that they have increased from 22.2km² at the Community Impacts Consultation to 24.35km² in this application for development consent. There is no change to the number of properties in the Order Limits as presented during the Community Impacts Consultation. Following the Local Refinement Consultation, the Applicant removed 33ha of nitrogen deposition Compensation land from the Order Limits.</p> <p>Costs of construction and operation are considered at every part of the design process. All parts of the Project, including links and structures, have been designed to be cost-efficient and the Project carries out periodic reviews to ensure costs are controlled. The budget is also subject to close scrutiny by the Department for Transport, whose objectives include that the A122 Lower Thames Crossing be affordable to government and users, and to achieve value for money.</p> <p>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.</p> <p>The Scheme Assessment Report, produced to inform the Non-Statutory Consultation, reported</p>	

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						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.	
LR20	Suggestions that landowners should be compensated fairly by the Applicant for the temporary use or permanent acquisition of their land. Some consultees say that their support for the Project's proposed land use is dependent on this.	-	Kent County Council, Thurrock Council	3	8	<p>As set out in the Statement of Reasons which is published with this application for development consent (Application Document 4.1), the Applicant sets out the approach to fair compensation in line with relevant legislation and guidance.</p> <p>Any person affected by the exercise of compulsory acquisition powers or by the exercise of temporary possession, may be entitled to compensation. This entitlement to compensation is provided for by the existing Compensation Code and article(s) 29 (Private rights over land), 35 (Temporary use of land for carrying out the authorised development), 36 (Temporary use of land for maintaining the authorised development); and Schedule 9 to the draft Development Consent Order (draft DCO) (Application Document 3.1). The Applicant has the resources to pay such compensation and has demonstrated in the Funding Statement (Application Document 4.3) that these resources are available. Any dispute in respect of the compensation payable may be referred to the Upper Tribunal (Lands</p>	No

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						<p>Chamber), an independent tribunal, for determination.</p> <p>At Statutory Consultation in October 2018, the Applicant wrote to stakeholders and individuals who had been identified as having an interest in land affected by the Project, and as part of the consultation materials, published a set of maps (Statutory Consultation Map Book 2: Land Use Plans) showing the land use plans 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. The consultation materials also included information about compensation and compulsory acquisition, with links to the Applicant's information booklets included as part of consultation materials.</p> <p>Information about compensation offered to eligible owners and occupiers of agricultural land affected by the Project can be found in the Compulsory Purchase and Compensation: guide 3 – Compensation to Agricultural Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021b).</p>	
LR21	Suggestions that the Applicant should listen to the concerns of local landowners and other land interests and that their needs and views should be taken into consideration.	-	-	0	6	The Applicant has consulted and engaged extensively with local people, including land interests, and their feedback has informed the Project's design and development. The Applicant undertook three phases of engagement activity with persons with an interest in land in December 2021, May 2022 and September 2022. Consultation and	No

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						<p>engagement activities are presented in Chapters 3 to 9 of this report, while this chapter sets out responses to the issues raised during the Community Impacts Consultation in July 2021, including information about where changes were made to the Project in response to feedback.</p> <p>The Applicant has engaged with people with an interest in land within the current Order Limits, as well as previous versions of the Order Limits periodically, and during public consultations. This included writing to them at each stage of the consultation process, inviting them to attend in-person or online consultation events, and to respond to the consultations. Engagement took place with individual landowners as well as the owners of businesses. Each person with an interest in land listed in the Book of Reference (Application Document 4.2) has been provided at least the statutory minimum (as defined by Section 45 of the Planning Act 2008) of 28 days to consider and provide comments on the consultation proposals.</p> <p>The Applicant’s engagement with people with an interest in land is described in Chapter 8 of this report, which explains how responses received during the Community Impacts Consultation from those with an interest in land were considered by the Applicant, as well as setting out responses to the issues raised. Information about the other consultations</p>	

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						(Statutory Consultation in October 2018; Supplementary Consultation in January 2020; Design Refinement Consultation in July 2020; and Local Refinement Consultation in May 2022) can be found in Chapters 4, 5, 6, 7 and 9 of this report.	
LR22	Requests for additional information about the Project's proposed land use. These include requests for more information about access to land, how the Project would impact the use of some areas of land, how future public access of open space sites would be managed, and how the Applicant would maintain access to temporary land that is not permanently acquired. Some consultees make requests for information about specific areas of land that are subject to discussions with the Applicant, such as Cranham Golf Course and other private land parcels.	Transport for London, Natural England, Port of Tilbury London Limited	London Borough of Havering, Thurrock Council	25	9	<p>The Applicant has engaged with people with an interest in land within the Order Limits and previous versions of the Order Limits periodically and at public consultations. This included writing to them at each stage of the consultation process. This has included individual landowners as well as the owners of businesses. Each person with an interest in land listed in the Book of Reference (Application Document 4.2) has been provided at least the statutory minimum (as defined by Section 45 of the Planning Act 2008) of 28 days to consider and provide comments on the consultation proposals.</p> <p>The Applicant would work closely with the appointed Contractors to ensure that land used for the Project would be secured and maintained appropriately throughout the Project. The Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement (ES) Appendix 2.2) includes information about how land would be properly managed during the construction phase, such as keeping compounds secure, avoiding contamination from worksites into neighbouring land, keeping areas near compounds tidy and free from mud or litter,</p>	No

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						<p>along with other measures designed to reduce the impacts of construction on local communities.</p> <p>Before any works start, land condition surveys would be commissioned to ensure that land used temporarily for the Project would be reinstated to the reasonable satisfaction of the landowner once construction was complete. Further information is contained within the Environmental Management Plans, the outline Landscape and Ecology Management Plan (Application Document 6.7), the CoCP and the Register of Environmental Actions and Commitments (REAC).</p> <p>Accessing land subject to temporary possession would not normally be allowed during the construction programme for safety reasons. However, access to other land (known as 'retained land') would continue and the appointed Contractors would establish the process for such access as the works progress.</p> <p>The Applicant is committed to creating a positive green legacy, so areas such as Tilbury Fields and Chalk Park were developed to provide additional benefits to the community as new public recreational sites. With regards to future public access to open space sites, where land is designated as such, it would be accessible to the public for recreational purposes (such as walking or running). The Applicant is proposing to formally designate both areas as open space land, to ensure</p>	

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						<p>further opportunities for public recreation are legally secured once the new road is open.</p> <p>The Applicant has removed a small area to the north-east of the Cranham Golf Club site from the Order Limits, as outlined in the Operations Update during the Community Impacts Consultation in July 2021. Another small area of land owned by the club remains in the Order Limits, along an existing water course. This is required for flood mitigation works and would not impact the golf course.</p>	
LR23	Comments expressing no opinion or a neutral opinion, due to a lack of subject expertise, information or local knowledge; with some consultees stating that the changes would not impact them.	-	Dartford Borough Council	1	35	These comments have been noted.	No
LR24	General comments expressing support for the Project's proposed land use due to the reduced environmental impact compared with previous iterations of the Project.	-	-	0	8		No

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LR25	Comments expressing support for the Project's proposed land use on the grounds that the revised proposals require less ancient woodland, green spaces and agricultural land, and provide additional woodland planting to offset the impacts.	Port of London Authority (PLA), Cobham Parish Council, Forestry Commission, Port of Tilbury London Limited	Medway Council, Kent County Council, Thurrock Council	6	69		No
LR26	Comments expressing support for the Project's proposed land use or elements of this on the grounds that there is greater consideration given to wildlife and reduced impacts on habitats.	-	-	0	4		No
LR27	Comments expressing support for the Project's proposed land use or elements of this on the grounds that the revised proposals address previous issues raised.	-	-	0	14		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
LR28	Comments expressing support for the Project's proposed land use or elements of this on the grounds that the benefits of the proposals outweigh the impacts. Some consultees say the impacts of the Project are justifiable due to the long-term benefits of the Project.	-	-	0	35		No
LR29	General comments expressing support for the Project's proposed land use or elements of this. Some consultees say the revised proposals are an improvement on previous ones and express support for the reduced land take needed for utilities diversions.	-	Gravesham Borough Council, Kent County Council	1	139		No
LR30	Comments expressing support for the Project's proposed land use or elements of this due to 'greyfield' land being put to better use. Consultees support the need for the Project to improve regeneration in the area.	-	Thurrock Council	0	7		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
LR31	Comments expressing support for the Project's proposed land use or elements of this on the grounds that it provided improved mitigation with benefits for local communities. Some consultees support the provision of open space sites for local recreational purposes.	Cobham Parish Council	Medway Council	0	26		No

Issues raised in response to open Question 2h

- 14.4.81 Table 14.13 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q2h in the consultation response form, which was as follows:
- 14.4.82 *Q2h: Please let us know the reasons for your response to Q2g and any other comments you have on the changes proposed regarding special category land and private recreational facilities.*
- 14.4.83 For reference, the closed Question 2g referred to in Q2h above was as follows:
- 14.4.84 *Q2g: Do you support or oppose the changes proposed regarding special category land and private recreational facilities?*
- 14.4.85 For more information about Q2g and how consultees responded to it and the other closed questions in the consultation response form, see Section 14.3 of this report.
- 14.4.86 The issues raised that relate to building the crossing are summarised in Table 14.13 below. Where issues were raised in response to Q2h that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 14.4.87 The Applicant has fully considered all of the responses received. Table 14.13 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.
- 14.4.88 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 14.13

- 14.4.89 The information presented in Table 14.13 is as follows:
- '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 Q2h 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 as well. The local authorities included in this list are set out in Section 4.3 of this report.
 - 's42(1)(d)' states how many respondents with a land interest raised that issue.

- f. 's47 & s48' states how many members of the public raised that issue.
- g. 'The Applicant's response' presents the Applicant's response to the issue(s) raised and explains how the Applicant has had regard to the issue(s).
- h. 'Project change' states whether the issue(s) raised resulted in a change to the Project.
 - i. 'Yes' indicates that changes to the Project proposals have been made since the Community Impacts 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 special category land and the Applicant's responses

14.4.90 Table 14.13 below summarises the issues raised relating special category land and presents the Applicant's responses to those issues raised.

Table 14.13 Summary of issues raised regarding mitigating the operation of the Project and the Applicant's responses

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
SL1	General comments expressing opposition toward the Project's proposals that would impact special category land and private recreational facilities either temporarily or permanently.	-	-	5	57	<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. This includes minimising the impact on special category land and private recreational facilities, where practicable. Not all land would be required permanently and temporary possession of land is sought where practicable.</p> <p>During the Design Refinement Consultation in July 2020, with revised proposals at the Community Impacts Consultation in July 2021, and the Local Refinement Consultation in May 2022, the Applicant set out the special category land that would be directly impacted by the Project. This land would be subject to compulsory acquisition, either of the land itself or rights over the land or would be subject to temporary possession to construct the Project.</p> <p>For each site, the Applicant described the special category land, the impact that the Project would have on it, and its proposals for replacement land, where practicable. As part of the application for development consent, the Applicant has set out its plans in 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).</p> <p>In addition to impacting special category land, the Project would impact a number of sports clubs and</p>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>other private recreational facilities. This is either because the Applicant proposes purchasing all or part of those sites (or rights over those sites) or taking temporary possession of all or part of them to build the Project. The Applicant's proposals for each recreational site were also described during the Design Refinement Consultation in July 2020 and subsequent consultations. These plans are set out in the 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) and the ES (Application Documents 6.1, 6.2 and 6.3). This includes the Applicant's assessment of the Project's impacts on existing open space, sports and recreational facilities. Where appropriate, replacement land has been identified and is described in ES Chapter 13.</p> <p>Where the land needed for the Project directly affects a business, the Applicant has engaged with the business to find alternative arrangements in order to mitigate any adverse impacts wherever practicable. Where it is not feasible for a business to continue operating during construction or after the Project is in place, then appropriate compensation may be payable, in accordance with the Compensation Code.</p> <p>Following feedback received throughout the consultation process and ongoing discussions with stakeholders, including landowners, the Applicant amended proposals affecting several special category land and private recreational facilities in</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>several locations including the Thames Chase Forest Centre; the Southern Valley Golf Club; and Linford Allotments.</p> <p>Following site investigations by the utility company (UK Power Networks) and feedback from the landowner, the Applicant refined its proposals to divert existing power lines at Clay Tye Road. These refinements, presented at the Local Refinement Consultation in May 2022, allow the Applicant to promote the use of more of the existing electricity infrastructure than those presented at Supplementary Consultation in January 2020. The change at Clay Tye Road has allowed the Applicant to change its construction method by removing trenchless cabling under the M25 therefore reducing the land take required at Thames Chase Forest Centre. Despite the reduction in land take the Applicant is still proposing to provide 15.1ha of replacement land (as presented during Supplementary Consultation).</p> <p>Following further engagement with the landowner and ongoing design development, the Applicant amended its proposals for the Southern Valley Golf Club, a private recreational facility near Gravesend. At the Local Refinement Consultation, the Applicant proposed to permanently acquire the remaining 8ha area of Southern Valley Golf Club, meaning the entire golf course would be acquired and used during the construction phase, before being repurposed as an area of public recreational land.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>At the Community Impacts Consultation in July 2021, the Applicant proposed that use of Linford Allotments would be required for the temporary construction and for permanent operation in relation to an existing overhead electricity power line and a new corridor for several utilities. At the Local Refinement Consultation in May 2022, the Applicant revised these proposals so that the land within the allotments would only be required on a temporary basis during the construction phase. The overhead lines would pass over the allotment land following completion of the works and the land would be subject to necessary restrictions in association with the lines. These works refer to the south-western spans of the eastern overhead power lines in Linford. The works on the spans of the same overhead power lines that pass over residential properties immediately to the north-east are no longer required. More information about the overhead line works can be found in ES Chapter 2: Project Description (Application Document 6.1) and the General Arrangements (Application Document 2.5).</p> <p>The materials presented at the Local Refinement Consultation can be found in Appendix T of this chapter.</p>	
SL2	Comments expressing concern about the proposals for changes to special category land and private recreational facilities on the grounds	Shorne Parish Council	-	3	17	Environmental Statement (ES) Chapter 5: Air Quality (Application Document 6.1), includes an assessment of the predicted changes to local air quality as a result of the Project and this includes assessments of areas that would become public	No

Code	Summary of issue(s) raised	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 there would be negative health impacts on people who use the areas because of poor air quality as a result of their proximity to the Project.</p>					<p>recreational land, such as Chalk Park and Tilbury Fields, and other private recreational facilities.</p> <p>Tilbury Fields and Chalk Park would not be accessible during the construction phase because the land would be required for building the Project. The impact of changes in air quality have been assessed for when these areas are operational.</p> <p>During the construction phase, some private recreational facilities would experience changes in air quality as a result of emissions of dust from construction activities, and because of the changes in traffic associated with construction vehicles and traffic management measures.</p> <p>Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2). With these mitigations in place, the air quality impacts of the Project during construction in relation to health are not expected to be significant. The CoCP and the Register of Environmental Actions and Commitments (REAC) are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1).</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 elsewhere in</p>	

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

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SL3	General comments expressing concern about the proposals for changes to special category land and private recreational facilities on the grounds that the Project would have a negative environmental impact on these areas. Some consultees say the latest proposals would not mitigate against environmental impact and urge the Applicant to do more to reduce the Project's impacts. Some consultees say there is potential for changes to land use to result in increased traffic if local people drive there to take advantage of the recreational benefits, with this having additional environmental impacts on the surrounding area.	-	Medway Council	0	19	<p>To assess the environmental impacts of the construction and operation of the Project, including the impact on public and private recreational facilities, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation which is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as additional commitments within the Code of Construction Practice (CoCP) and the Register of Environmental Actions and Commitments (REAC) (Application Document 6.3, ES Appendix 2.2) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>All environmental mitigation would operate effectively and take appropriate account of current environmental legislation, policy and guidance.</p>	No
SL4	Comments expressing concern that the proposals for changes to special category land and private recreational facilities provide insufficient	-	-	4	27	<p>More information about the monitoring of mitigation can be found in ES Chapter 4: EIA Methodology (Application Document 6.1), with information about monitoring of mitigation measures also set out in the topic-specific chapters of the ES.</p>	No

Code	Summary of issue(s) raised	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 against the negative impacts of the Project on nearby land and the environment. Some consultees say it would be many years before the public would be able to use any new facilities.</p>					<p>In some locations, the Project is impacting existing areas of special category land, as set out in the Community Impacts Consultation in July 2021. The proposals include replacement land for special category land, that the Applicant proposes to acquire through compulsory acquisition. Where replacement land is being provided, the Applicant is legally required to provide land which is no less in area and no less advantageous to the public and to the people entitled to rights over the land to be acquired.</p> <p>Where replacement land has been proposed, the aim has been to provide opportunities for recreation and habitat creation. The proposals for replacement land at Thames Chase Forest Centre and Shorne Woods Country Park demonstrate this. In both instances, replacement land has been proposed, which would be next to the affected site, with planting, landscaping and Public Rights of Way designed to integrate the new land into the existing site.</p> <p>To make sure the most effective and appropriate mitigation strategy is followed, the Applicant has carried out an extensive and ongoing programme of engagement with relevant statutory bodies such as the Environment Agency, Natural England and Historic England.</p> <p>The proposals have been designed to meet the policies in the National Policy Statement for National Networks (Department for Transport, 2014) and the relevant provisions of the National Planning Policy Framework (Ministry of Housing,</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Communities and Local Government, 2021). As part of this policy the Applicant is required to provide replacement special category land that is of equivalent quality to the land that it is replacing as mitigation for the loss of the land. This land is a requirement of the planning consent for the Project and as such would be delivered in perpetuity. The details of this can be found in the Applicant's Planning Statement (Application Document 7.2).</p> <p>It is not expected that the proposed recreational facilities or special category replacement land would have a significant impact on traffic flows in the area as the Applicant would expect that the trips would come from local traffic or by those who already visit recreational facilities and the special category land in this area. The Applicant is not proposing public car parking at either of the proposed new open space recreational areas (Chalk Park and Tilbury Fields).</p>	
SL5	Comments expressing concern that the proposals for changes to special category land and private recreational facilities, including proposed woodland planting, are an attempt to improve the Project's environmental credentials but have little or no substance. Some consultees say it is disingenuous of the	-	Essex County Council	1	20	<p>The Applicant purchased Hole Farm in 2021 and is proposing to create the largest community woodland in the East of England and convert the farm into wildlife-rich habitats. As part of the Project, approximately 2.92ha of Hole Farm has already been proposed as replacement land for part of the existing Folkes Lane Woodland replacement land.</p> <p>The proposed special category replacement land public open space at Hole Farm is the subject of a separate planning application for the masterplan 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
	Applicant to link the Hole Farm initiative with the Project because they are not related.					<p>the site that would be submitted to Brentwood Borough Council.</p> <p>Following feedback received during the Community Impacts Consultation in July 2021, the Applicant extended the Order Limits for the Project to include most of Hole Farm, excluding the buildings. Approximately 75ha of the site has been identified to provide compensation for the potential impacts of nitrogen deposition on designated ecological sites as a result of vehicles using the new road. This compensatory planting would form part of, and integrate with, the masterplan for the entire site that is being developed in partnership with Forestry England and the wider Thames Chase Forest Centre partners. The masterplan would also include proposals for the facilities associated with a community woodland, such as a tree nursery and a visitors' centre.</p> <p>While it is included within the Order Limits, the Development Consent Order (DCO) application does not seek consent for the visitor centre and internal access roads which form part of the wider masterplan for the site. Those elements are proposed to be consented by way of a separate planning application submitted by Forestry England to the local planning authority. The interface between the DCO application and Hole Farm is explained in further detail in Environmental Statement (ES) Chapter 2: Project Description (Application Document 6.1) and Interrelationships with other Nationally Significant Infrastructure Projects and Major Development Schemes</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						(Application Document 7.17). A transport assessment for the Hole Farm site would be undertaken separately as part of the application to be made to Brentwood Borough Council.	
SL6	Comments expressing concern that the proposals for changes to special category land and private recreational facilities would negatively impact the landscape. Consultees express concern about the loss of Green Belt, agricultural land, and ancient woodland. Some consultees say building the Project does not justify these land impacts and that this land cannot be recreated or replaced elsewhere.	Shorne Parish Council	Medway Council, Gravesham Borough Council	8	78	<p>Any new public recreational land or compensatory planting and habitats would be designed to be sensitive to the surrounding area and would be landscaped in accordance with the Design Principles (Application Document 7.5) and outline Landscape Ecology Management Plan (Application Document 6.7), so that it effectively integrates into its surroundings and delivers long-lasting benefits for the community and environment.</p> <p>The Applicant is committed to creating a positive green legacy. Tilbury Fields and Chalk Park were developed to provide additional benefits to the community. The Applicant is proposing to formally designate both areas as open space, to ensure further opportunities for public recreation are legally secured once the Project is operational.</p>	No
SL7	Comments expressing concern that the proposals for changes to special category land and private recreational facilities would negatively impact wildlife and habitats. Some consultees say that relocating habitats to areas near the Project would	Forestry England, Natural England	-	1	23	<p>Where land is designated as such, it would be accessible to the public for recreational purposes, such as walking or running.</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</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>pose risks to any translocated species. Some consultees express concern that public use of open space land for recreation could make it unsuitable as habitat for species.</p>					<p>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 period, providing biodiversity benefits.</p> <p>During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial invertebrates, and permanent habitat loss within ancient woodland and the loss of six veteran trees (three north of the River Thames and three to the south).</p> <p>During operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation. Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p>	

Code	Summary of issue(s) raised	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 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>The ES also includes a review and assessment of the impact of the Project on land designated as Green Belt and open space. For more information, see ES Chapter 7: Landscape and Visual, and ES Chapter 13: Population and Human Health (Application Document 6.1).</p> <p>Where agricultural land is being acquired to create new public recreational land, such as at Chalk Park and Tilbury Fields, then the newly proposed land use would provide increased access to the public and improved habitats for flora and fauna.</p> <p>When relocating wildlife or habitats, all required protected species licences would be in place before any construction works start in areas where protected species are present. Licences are issued by statutory bodies such as Natural England and the Environment Agency. Draft licensing commitments are included as part of this Development Consent Order (DCO) application and would be monitored for a number of years after the Project is complete, to comply with protected species licensing. This would ensure relocations are successful and that populations of the protected species are maintaining a favourable</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>conservation status, as required to comply with the protected species licensing.</p> <p>The location of land being proposed as mitigation for adverse effects to biodiversity has been chosen not only to support those species that would colonise it, but also to link into the wider landscape and existing habitats and facilitate movement between habitats. Where land is proposed to support multiple uses, such as new habitat creation plus open space, the Applicant would ensure sufficient time to enable the new habitats to establish and become resilient to any recreation pressures that may occur, as well as the ability to manage these habitats for the lifetime of the Project so they fully retain their quality and mitigation function.</p>	
SL8	Comments expressing concern that the proposals for changes to special category land and private recreational facilities would be impacted by increased noise levels due to proximity to the Project and, in some instances, being close to other major roads such as the M25.	Shorne Parish Council	-	0	9	<p>The noise impacts associated with the Project have been assessed in accordance with relevant standards and guidance, and this is documented in Environmental Statement (ES) Chapter 12: Noise and Vibration (Application Document 6.1). The assessment follows the standards defined in the Design Manual for Roads and Bridges (DMRB) LA 111 (Highways England, 2020f), through which adverse or beneficial impacts have been identified for sensitive locations during both the construction and operational phases of the Project. The ES also identifies the noise mitigation that would be implemented.</p> <p>Noise mitigation has been considered during the design of the route, which has been designed at the lowest practicable height in the surrounding</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>landscape, and includes the use of cuttings and false cuttings. For example, the road near Chalk Park would largely be in a deep cutting of just under 30m.</p> <p>Low-noise surfacing would be used on the new road where appropriate. Where additional mitigation is considered necessary and effective, noise barriers alongside the carriageway have been included in the design.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>During construction, good practice measures would be implemented, such as closed-board fencing installed around the construction compounds, the use of low-noise equipment, and the locating of noisy activities as far away from key local buildings as possible. Appropriate noise and vibration limits would be monitored and adjusted to ensure ongoing effectiveness.</p> <p>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>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation. For more information, see ES Chapter 12 (Application Document 6.1).</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
SL9	Comments expressing concern that local communities would be impacted by the loss of recreational amenities, including Public Rights of Way, golf courses, football and rugby pitches and allotments. Consultees express concern that these would not be replaced and say that the amenities are important for the health and wellbeing of the local community. Locations	Shorne Parish Council	Gravesham Borough Council, Kent County Council, Thurrock Council	4	34	<p>The Project has been designed to avoid impacts on recreational amenities wherever practicable. Where there are impacts and these recreational facilities are special category land that would be permanently acquired, the Applicant is legally required to provide replacement land that is no less in area and no less advantageous to the public and to the people entitled to rights over the land acquired. When identifying replacement land, the Applicant has taken into consideration the size, quality and useability of the proposed replacement land.</p> <p>The Project would also impact some private recreational facilities, which are not special</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
	mentioned include Folkes Lane Woodland, Linford Allotments, Orsett Showground, and Southern Valley Golf Course.					category land. Most of these impacts are temporary as a result of the construction of the Project. The Applicant has worked closely with businesses to seek to reduce the impacts on them during construction and would reinstate existing land uses following the completion of works wherever practicable.	
SL10	Comments expressing concern about the proposals for special category land and private recreational facilities, including the loss of existing land and amenities. Locations mentioned included Cranham Solar Farm, Jeskyns Community Woodland and Folkes Lane Woodland.	Forestry England, Natural England	Essex County Council, Gravesham Borough Council, Thurrock Council	2	8	<p>Where businesses would be unable to continue operating as a result of the Project, appropriate compensation may be payable, in accordance with the Compensation Code.</p> <p>The Applicant has set out to create a positive legacy of green infrastructure and has identified an opportunity to improve access to semi-natural open spaces, such as the proposals for Chalk Park and Tilbury Fields.</p> <p>A full assessment of the Project's impacts on special category land and private recreational facilities has been carried out and is reported in Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1) and in the Planning Statement (Application Document 7.2).</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</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>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. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse riding routes; as well as access to new areas of recreational land at Chalk Park and Tilbury Fields. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which could have positive and negative mental health outcomes (such as anxiety as a result of increases in noise levels).</p> <p>For more information about the Project's construction and operational impacts on local</p>	

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						<p>people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA. Information about the impacts on local communities, including health impacts, is also presented in the Community Impact Report (Application Document 7.16).</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 site where the Orsett Show is held.</p> <p>Since Statutory Consultation in October 2018, the Applicant's proposals in this area have been revised several times. The proposals submitted as part of the application for development consent feature realigned slip roads and keep Rectory Road on its current alignment, reducing the impacts on the Showground. A smaller area of the Showground near the A13 would be required permanently to accommodate the new slip roads. Additional land near the A13 would be required temporarily to divert a gas pipeline, with permanent rights acquired allowing for access and maintenance of the pipeline.</p> <p>This diversion of the gas pipeline would avoid a scheduled monument (Springfield style enclosure and Iron Age enclosures south of Hill House, High Road) and veteran tree west of Orsett following</p>	

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						<p>concern raised at the Community Impacts Consultation in July 2021.</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. The extent of land needed in this area is shown on the Land Plans (Application Document 2.2) and an explanation of why it is needed is set out in the Statement of Reasons (Application Document 4.1).</p> <p>The Southern Valley Golf Club is a private golf club that the Applicant is seeking to permanently acquire for the site for the Project. The Applicant has been working with the owners of the Southern Valley Golf Course Club regarding compensation for the impact of the Project.</p> <p>There is no proposal to replace the golf club, but the Applicant considers that the benefits of the Project and the provision of new public recreational land in this location, outweigh the loss of the golf club. For more details about the planning balance associated with the Project, see the Planning Statement (Application Document 7.2).</p> <p>Permanent acquisition of land and the temporary possession of land and permanent acquisition of rights would affect Folkes Lane Woodland. The Applicant is proposing 2.92ha of replacement land on the eastern side of the M25, at Hole Farm, to compensate for these impacts.</p>	

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						<p>The Applicant is proposing to divert existing overhead power lines that pass over the Linford Allotments on to a temporary alignment during construction. These are the overhead lines in Linford that currently pass over the allotments. After the temporary alignment, the overhead lines would be diverted back to the existing alignment. During works, there would be temporary restrictions on the use of the allotments, with the utility company retaining access rights to maintain the overhead lines in future. The existing use of the allotments would continue following the works, so the Applicant does not propose any replacement land for Linford Allotments. For more information about these proposed utility works, see ES Chapter 2: Project Description (Application Document 6.1).</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 the north-eastern spans of the eastern overhead power lines over residential properties in Linford are no longer needed to deliver the Project. As a result, 46 residential properties that would have been affected by re-stringing these power lines would no longer be affected by these works and 2ha of land has been removed from the Order Limits.</p> <p>Cranham Solar Farm is a privately owned electricity-generation business. The Applicant is proposing to permanently acquire the site and use it for the construction and operation of the Project.</p>	

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						<p>No replacement facility is proposed and the Applicant is in discussions with the owner to agree compensation terms.</p> <p>During Supplementary Consultation in January 2020, the Applicant presented proposals for utility works that would have impacted Jeskyns Community Woodland. Following Supplementary Consultation, the Applicant was able to refine the proposals for the utilities near the M2/A2/A122 Lower Thames Crossing junction, reducing the amount of land needed for utilities at Jeskyns Community Woodland from approximately 21ha to 4ha. The Applicant consulted on these revised proposals during the Design Refinement Consultation in July 2020. More information about the proposals for Jeskyns Community Woodland can be found in ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) and the Environmental Masterplan (Application Document 6.2, ES Figure 2.4). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>The Project would not impact any rugby or football pitches that are currently in use.</p>	
SL11	General comments expressing concern that the proposals for changes to special category land and private recreational facilities would negatively impact local communities.	Shorne Parish Council	Thurrock Council	9	60	To assess the environmental impacts of the construction and operation of the Project, including on local communities, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	<p>The main concern is that the Project would impact on the quality of life of local people with the proposals not providing sufficient mitigation for these impacts.</p>					<p>requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans such as the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>ES Chapter 13: Population and Human Health (Application Document 6.1) assesses the impacts of the Project on local communities. It includes a summary of the impacts on local communities north and south of the River Thames, including any affected by the proposed removal of public or private recreational land.</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</p>	

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						<p>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>During the construction phase, local people would benefit from work and training opportunities provided by the Project during construction, which are likely to have positive impacts on mental health. However, while construction impacts have been mitigated as far as reasonably practicable, there would be temporary negative impacts on communities from construction activities. These could result in mental health impacts on local people – for example, due to anxiety around perceived changes in air quality or as a result of changes to noise levels. Longer journey times due to traffic management and road closures, reduced access to green spaces and closures of walking, cycling and horse riding routes could also impact people's health and wellbeing. Some local businesses, including farms, would have land</p>	

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						<p>temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of 30 residential and 5 commercial properties.</p> <p>Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse riding routes; as well as access to new areas of recreational land at Chalk Park and Tilbury Fields. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which could have positive and negative mental health outcomes (such as anxiety as a result of increases in noise levels).</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA. Information about the impacts on local communities, including health impacts, is also presented in the Community Impact Report (Application Document 7.16).</p> <p>The Applicant consulted on proposals for public and private recreational land during Design Refinement Consultation in July 2020, with updated proposals presented subsequently during the Community Impacts Consultation in July 2021,</p>	

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						<p>and the Local Refinement Consultation in May 2022. In each case, the Applicant provided more information about how the Project would impact existing areas of special category land, as well as private recreational facilities, along with proposals for replacement special category land, such as at Ron Evans Memorial Field and Thames Chase Forest Centre. The materials for these consultations can be found in Appendices R, S and T of this report.</p> <p>The Applicant's Statement of Reasons (Application Document 4.1) sets out the reason why each parcel of land would be required to construct and operate the Project.</p> <p>The proposals have been designed to meet the policies in the National Policy Statement for National Networks (Department for Transport, 2014) and the relevant provisions of the Planning Act 2008. The Applicant is required to provide replacement special category land that is no less advantageous to the land that it is replacing. This replacement land is a requirement of the planning consent for the Project and as such would be delivered in perpetuity. The details of this can be found in the Planning Statement for the Project (Application Document 7.2).</p> <p>The Applicant is not always statutorily obliged to replace private recreational facilities that are located on land required for the Project but has, where practicable, sought to reduce the impact that the Project has on these facilities in order to reduce the impacts on local communities. Some of</p>	

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						<p>the private recreational facilities that are impacted by the Project would only be impacted on a short-term basis, while others would be impacted permanently.</p> <p>The Project includes proposals to create two new areas for public recreation (Chalk Park at the South Portal and Tilbury Fields near the North Portal), which would provide positive benefits to local communities. More information about the two proposed recreational areas can be found in the Project Design Report (Application Document 7.4).</p> <p>The Applicant considers that it has provided sufficient mitigation for the temporary and permanent impacts of construction and operation of the Project on special category land. For further information on the case for the Project's mitigation, see the Planning Statement (Application Document 7.2).</p> <p>While the Applicant is not re-providing all the private recreational facilities impacted by the construction and operation of the Project, it considers that the significant benefits of the Project outweigh this loss, particularly taking into account the positive proposals by the Applicant to create new recreational sites such as Chalk Park and Tilbury Fields. For further information on the planning balance associated with the Project, see the Planning Statement (Application Document 7.2).</p>	
SL12	Comments expressing concern that the proposals	Forestry England	Medway Council	0	1	The Applicant is proposing over 60km of new or improved routes for walking, cycling and horse	Yes

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	<p>for changes to special category land and private recreational facilities either negatively impact existing Public Rights of Way (PRoWs) or fail to offset the Project's impacts on PRoWs elsewhere. Some consultees ask how new open space land would be accessed by the public and called for the Applicant to upgrade existing PRoWs or implement new ones.</p> <p>There are specific concerns about the proposals at the Thames Chase Forest Centre, such as the length and narrowness of the proposed new bridge providing a bridleway over the M25. There are calls for all existing PRoWs and maintenance tracks at this location to be maintained. Some consultees say the Natural Play Trail should not be severed by the Project and the existing culvert under the M25 should be retained and not</p>					<p>riding (WCH), which would be delivered across Kent, Essex, Gravesham, Thurrock, Brentwood and Havering as part of the Project. The Applicant would deliver almost 3km of new Public Rights of Way (PRoWs) for every 1km of new road, which would encourage active travel and promote health and wellbeing across the region.</p> <p>PRoWs along all existing walking, cycling and horse riding routes near the Project would be maintained, either following their existing route or being diverted to maintain the quality of the route, except for one route south of the river (NS367).</p> <p>The proposals include new bridges and routes that connect to upgraded and extended routes to give the local community and visitors easier and safer ways of travelling between the area's parks and woodlands, heritage sites, and employment centres.</p> <p>Where replacement special category land is proposed, such as at Shorne Woods Country Park or Thames Chase Forest Centre, then new planting and habitats would be designed to work harmoniously with existing open space, including linking footpaths and bridleways.</p> <p>The proposed walking, cycling, horse riding bridge over the M25, linking the east and west side of Thames Chase Forest Centre would be designed, including its length and width, to be safe and appropriate for all users, including walkers, cyclists and horse riders. The bridge would be approximately 220m long and 4.5m wide. The length determined by the need to cross the</p>	

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	closed for any significant period during construction.					<p>existing M25 and the Project. The length and width are in line with the Design Manual for Roads and Bridges (DMRB) for footbridges. More information can be found in the Project Design Report (Application Document 7.4).</p> <p>The newly proposed public recreational areas at Chalk Park and Tilbury Fields would be accessible to the public for walking, cycling and horse riding, with new PRoWs linking to existing routes where appropriate. For more information, see the Project Design Report.</p> <p>The existing culvert beneath the M25 would be extended due to the widening of the M25 for the Project. While there is a footway within the culvert, it is not up to modern safety standards for access. It is not practicable for the footway to be widened or to make the headroom any greater due to structural issues. This unsatisfactory and unsafe access arrangement is one of the primary reasons the Applicant is proposing the new footbridge to provide access to Thames Chase Forest Centre across the M25.</p> <p>A small section of the Natural Play Trail would be impacted by the development of the Project. The Applicant is, however, proposing to replace the section of the path affected further to the west, re-establishing the loop of the path.</p>	
SL13	Comments expressing concern about disruption to the Gravesend Cyclopark and the National Cycle	-	Medway Council	1	3	As a result of ongoing engagement with UK Power Networks, following the Community Impacts Consultation in July 2021, the Applicant made changes to the proposal to lay an underground	Yes

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	Network (NCN) 177 cycle route due to the proposed installation of an underground power cable along Roman Road. There are concerns that if the facilities were closed during the construction phase, then it could impact local children for many years.					power cable along Roman Road, north of the A2/M2. The works would no longer impact the Cyclopark and would avoid the need for a permanent closure of the National Cycle Network (NCN) 177 cycle route near Pepper Hill as previously proposed during the Community Impacts Consultation in July 2021. At the Local Refinement Consultation in May 2022, the Applicant refined its proposals and NCN route 177 would now be closed for one month. The changes would also reduce the need to clear existing vegetation as part of the works.	
SL14	<p>Comments expressing concern that the proposed woodland project at Hole Farm is insufficient to mitigate the environmental impacts of the Project. Some consultees say that the community woodland at Hole Farm is an initiative independent of the Project and it is misleading for the Applicant to refer to it within the consultation documentation.</p> <p>There are additional concerns that Hole Farm would not be accessible by public transport. Others say it would be too far away from the Project and</p>	-	Essex County Council	3	11	<p>The Applicant owns Hole Farm, where it is proposing to create the largest community woodland in the East of England, converting the farm into wildlife-rich habitats.</p> <p>Approximately 3ha of Hole Farm has been proposed as replacement land for the impacts on part of the existing Folkes Lane Woodland. This replacement land is on the other side of the M25 from Folkes Lane Woodland but would be accessible via the existing Folkes Lane footbridge over the motorway.</p> <p>After the Community Impacts Consultation in July 2021, the Applicant extended the Order Limits for the Project to include most of Hole Farm, excluding some existing farm buildings. 75ha of the site has been identified to provide compensation for the potential impacts of nitrogen deposition on designated ecological sites as a result of vehicles using the new road. This compensatory planting would form part of, and</p>	Yes

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	would not offset the impacts.					<p>integrate with, the masterplan for the entire site that is being developed in partnership with Forestry England and the wider Thames Chase Forest Centre partners.</p> <p>By including Hole Farm in the Order Limits, the Applicant has formally made it part of the Project's wider environmental mitigation strategy. which aims to minimise adverse impacts on the environment in line with the Scheme Objectives agreed between the Applicant and the Department for Transport 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). As well as providing environmental compensation, Hole Farm will also provide compensatory habitat for ancient woodland impacted by the Project.</p> <p>While it is included within the Order Limits, the DCO application does not seek consent for the visitor centre and internal access roads which form part of the wider masterplan for the site. Those elements are proposed to be consented by way of a separate planning application submitted by Forestry England to the local planning authority. The interface between the DCO application and Hole Farm is explained in further detail in Environmental Statement (ES) Chapter 2: Project Description (Application Document 6.1) and Interrelationships with other Nationally Significant Infrastructure Projects and Major</p>	

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						Development Schemes (Application Document 7.17). The area near Hole Farm is currently served by the 289 bus that runs along the B186 linking Brentwood and Grays.	
SL15	Comments expressing concern that the proposals for open space land would not adequately compensate the impacts of the Project at Orsett Fen. Some consultees say the proposed replacement land for Orsett Fen is already common land and is subject to frequent flooding. Consultees express concern about the visual impacts on this area, saying no amount of replacement land would compensate for the Project's impacts on the landscape.	Natural England	Thurrock Council	2	5	The replacement common land proposed by the Applicant would adequately compensate for the impacts at Orsett Fen, because the replacement land would be no less advantageous. There would be no net change in flood risk at the replacement land for Orsett Fen which has the same flood risk as the existing Orsett Fen that it is replacing. The proposed replacement land for Orsett Fen is not already common land. To assess the environmental impacts of the construction and operation of the Project, including the impacts on the landscape, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans such as the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), or as good practice or essential mitigation	No

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						<p>within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. For more information, see ES Chapter 7: Landscape and Visual (Application Document 6.1) and the Environmental Masterplan (Application Document 6.2, ES Figure 2.4). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>During the Community Impacts Consultation in July 2021, the Applicant presented information about the predicted impacts of the new road on visual amenity and landscape. The Applicant outlined how it has sought to reduce these impacts through good design and measures such as landscaping, planting and false cuttings to screen views of the new road. Areas used temporarily for construction would be restored to their former use. The new road in the area near Orsett Fen would have to be raised above ground level because it passes through a flood plain. The embankments and viaduct would be designed as far as practicable to sit sympathetically in the surrounding landscape. For further details of the design of the embankments and viaduct can be found in the Design Principles (Application Document 7.5).</p> <p>During operation, there would be permanent landscape effects from the Project in the Kent Downs AONB and Green Belt. These would</p>	

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						gradually reduce as planting mitigation establishes and matures over the 15 years after opening year. There would also be permanent visual effects on recreational facilities, residents and motorists, with these also reducing as planting matures over 15 years, although some significant effects would remain even when planting matures. Nitrogen deposition compensatory planting would have positive landscape and visual effects in some areas, as would the removal of some overhead power lines. The removal of some power lines would have a positive impact on visual impacts. 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.	
SL16	Comments expressing concern about the impact of the Project on the Ron Evans Memorial Field. Consultees say the proposed changes at this location are unnecessary, while there are also questions as to whether the changes provide sufficient mitigation against the noise and air quality impacts of the Project.	-	Thurrock Council	0	2	Where practicable, the Applicant would exercise temporary possession powers rather than permanent acquisition to construct and operate the Project. This includes the land within the Order Limits. Ron Evans Memorial Field covers approximately 22ha to the west of the A13/A1089/A122 Lower Thames Crossing junction. The Applicant requires the permanent acquisition of 7.5ha, temporary possession with permanent acquisition of rights of 7.7ha and temporary possession of 0.8ha of land in the north-east of the site. The Applicant is proposing approximately 9.2ha of replacement land in two areas, which are next to the existing site. This 9.2ha of replacement land exceeds the 8.3ha that the Applicant is required to provide as	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>per the requirements of sections 131 and 132 of the Planning Act 2008. The replacement land would be landscaped to match the existing site. Informal paths would connect the replacement and retained land, and these would be additionally connected to an adjacent area of proposed environmental mitigation land to the north of Long Lane.</p> <p>Compared to the current site, the land would have improved characteristics and could be used in the same way as the existing field. Linking the retained area of the existing field with the replacement land and adjacent environmental mitigation areas would also help increase the quality and quantity of public recreation sites within Thurrock. The replacement land would be no less advantageous to the public.</p> <p>The Applicant's noise assessment predicts there would be a moderate increase in construction noise during the night-time at the closest construction noise receptors in the area around Ron Evans Memorial Field. However, with Best Practicable Means (BPM) mitigation measures in place, these impacts would be suitably controlled to a level where it would not constitute a significant effect. The mitigation is set out in the Code of Construction Practice (CoCP) (Application Document 6.3, Appendix 2.2 of the Environmental Statement) 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>Once the Project is operational, there would be significant beneficial noise impacts at sensitive receptors in the area around Ron Evans Memorial Field. Operational road traffic noise levels would decrease in the area around the A13/A1089/A122 Lower Thames Crossing junction compared with levels without the Project in place. This is because of the implementation of embedded earthworks and low-noise surfacing across new and upgraded trunk roads that form part of the Project.</p> <p>More information about these can be found in the ES (Application Documents 6.1, 6.2 and 6.3), in particular the assessments and mitigation set out in ES Chapter 5: Air Quality, and ES Chapter 12: Noise and Vibration (Application Document 6.1). For more information about local construction noise impacts, see ES Appendix 12.4: Construction Noise and Vibration Assessment (Application Document 6.3). For information about noise levels when the Project opens, see Figure 12.7: Opening Year Noise Change Contour (Application Document 6.2).</p>	
SL17	<p>Comments expressing concern about the impact of the Project on Shorne Woods Country Park. Some consultees express concern on the grounds that a large amount of woodland would be removed, including a Site of Special Scientific</p>	<p>Forestry Commission, Natural England, Shorne Parish Council</p>	<p>Medway Council, Gravesham Borough Council, Kent County Council, Thurrock Council</p>	2	13	<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 habitat have been reduced as far as practicable. To limit the impacts of the Project, the Applicant has developed a biodiversity mitigation strategy that would ensure no net loss of valued habitats. Mitigation would maintain habitat connectivity,</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>Interest and Second World War relics. Some consultees express concern about the temporary closure of parking facilities for Shorne Woods, while others ask how the newly proposed car park would be managed.</p>					<p>reduce disturbance to species and create new habitat areas for a range of species. Where loss of ancient woodland could not be avoided, new areas of woodland planting would be implemented to reduce adverse impacts. The new woodland would be designed to strengthen connectivity between existing retained woodland within the area.</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 period, 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>During the Project's design and development, the Applicant has made iterative changes to the design of the roads and utility diversions that affect Shorne Woods. After Statutory Consultation in October 2018, the Applicant redesigned the section of the A2/M2 that is intended to be upgraded as part of the Project. The Applicant removed the hard shoulder from the eastbound A2 parallel connector road, narrowed lane four in the A2/M2 mainline, and reduced the width of the central reservation east of Brewers Road,</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>including the removal of an isolated area of woodland and vegetation. These changes reduced the A2/M2 footprint compared with the previous proposals, while still maintaining safety and traffic flow. Narrowing the A2/M2 corridor compared with the proposals presented at Statutory Consultation in October 2018 would mean less land within Shorne Woods Country Park would be required.</p> <p>The Applicant made changes to the proposals for the local power network to allow the removal of approximately 2.8km of existing overhead power lines and the associated wooden poles between the A2/Thong Lane and the A226, west of Shorne Woods Country Park. Removing power lines at this location would allow the area to be planted as woodland.</p> <p>In addition, following Supplementary Consultation in July 2020, the Applicant was able to refine the proposals for utility works near the A2/M2, reducing the amount of land needed. This has reduced the impacts on Shorne and Ashenbank Woods Site of Special Scientific Interest.</p> <p>The Applicant consulted on these revised proposals during Design Refinement Consultation in July 2020.</p> <p>After the Design Refinement Consultation, the Applicant worked with the relevant utility companies to reduce the impact of the gas pipeline diversion north of the A2/M2 on Shorne Woods Country Park. The proposals consulted on during the Community Impacts Consultation in July 2021 mean approximately 1km of the pipeline that would</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>have been diverted along the A2/M2 northern verge, impacting Shorne Woods, 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.</p> <p>More information about utility diversions can be found in ES Chapter 2: Project Description (Application Document 6.1).</p> <p>Replacement land is proposed to offset the impacts on Shorne Woods Country Park, with this lying immediately to the east of Brewers Wood (which is part of Shorne Woods Country Park). This replacement land would be landscaped to match the existing site and allow for the spaces to link together and function as one. The new area of woodland to the east of Brewers Wood would link Shorne Woods with Great Crabbles Wood and would create new recreational areas.</p> <p>Approximately 2.9ha of Shorne Woods Country Park would be impacted by the Project, as a result of either permanent acquisition of the land or permanent acquisition of rights. The Applicant is proposing to provide approximately 1.9ha of replacement land. The land in this area is required for woodland mitigation, and to improve the amenity provision. It is proposed to be open space for dual uses: compensatory woodland planting and open space replacement land. Excluding the compensatory woodland planting, the land is still no smaller in area and no less advantageous. The open space would be limited to 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>and horse riding routes and open grassland. This would provide both environmental and community benefits, plus additional links between isolated woodland, adding benefits to the wider community and Shorne Woods Country Park users.</p> <p>Heritage assessments carried out by the Applicant identified two World War II bunkers at risk in this location. One is now outside the Order Limits, so would not be directly impacted. The Applicant is exploring ways to reduce the risk of the loss of the second bunker if practicable. The Applicant would provide a hibernation site for bats to reduce the impact of disruption due to utilities works and this is included in the draft licence for bats, secured within ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>Following feedback received during the Community Impacts Consultation in July 2021 and ongoing engagement with stakeholders, the Applicant moved an area of the proposed compensatory planting to south of Shorne Ifield Road. This was to reduce the impact on a Medieval settlement. The revised location of the planting would relate better to Shorne Woods Country Park than the previously proposed location north of Shorne Ifield Road.</p> <p>The parking facilities that currently exist at Shorne Woods Country Park are outside of the Order Limits and would not be impacted by construction or operation of the Project. The proposed additional car park serving Shorne Woods Country Park, to the west of Thong Lane and north 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
						A2/M2, would be managed by Kent County Council.	
SL18	Comments expressing concern about the impact of the Project at Thames Chase Forest Centre. Consultees express concern on the grounds that a large amount of land would be required, resulting in a loss of wildlife, habitats and recreational space. Consultees say that the proposed replacement open space land would not mitigate against the impacts. Some consultees express concern about how the forest would be accessed. There are additional concerns about impacts on Public Rights of Way, and that replacement planting would take many years to become effective.	Forestry England	London Borough of Havering, Essex County Council, Thurrock Council	6	33	<p>The proposed A122 Lower Thames Crossing/M25 junction has been designed to reduce impacts on the Thames Chase Forest Centre, while still providing an essential connection between the Project and the M25.</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 period, 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>	No

Code	Summary of issue(s) raised	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>The Applicant has also developed utilities proposals to reduce land take in this location by using more of the existing utilities infrastructure.</p> <p>The Applicant has engaged with Forestry England, Thames Chase Trust, and other stakeholders to develop the proposals and minimise adverse effects, including reducing the amount of land required. To compensate for the loss of part of the site, the Project includes replacement land to the north and south of the Thames Chase Forest</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Centre, which would be similar to, or better than, the existing land.</p> <p>The Applicant has proposed an expansion of the walking, cycling and horse riding networks that serve the Thames Chase Forest Centre, with replacement land including new Public Rights of Way linking to the existing site. In addition, the Applicant is proposing a new walking, cycling and horse riding bridge over the M25 linking the eastern and western sections of Thames Chase Forest Centre.</p> <p>The Project's tree-planting for the purposes of environmental mitigation would typically make use of immature trees, because transplanting larger and more established trees tends to be less successful. The assessment recognises that such planting takes time to establish, which is why the assessment considers the design after 15 years. At sensitive locations, more mature trees would be considered if the assessment shows that this would help to significantly reduce impacts. The mix of species would be chosen to provide the least disruption to the existing biodiversity. For more information about planting proposals, see ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) and the Environmental Masterplan (Application Document 6.2, ES Figure 2.4). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SL19	Suggestion for footpath FP110 to be upgraded to make it accessible for horse riders to provide improved access to Hole Farm. There is also a suggestion that the proposed footbridge should be upgraded to a green bridge.	-	London Borough of Havering	0	1	<p>The Applicant is not proposing changes to provide access for horse riders to Hole Farm as part of the Project. Access to and from Hole Farm on these public footpaths would be considered as part of the separate planning application for Hole Farm, which is being developed in partnership with Forestry England and will be submitted to Brentwood Borough Council.</p> <p>While it is included within the Order Limits, the Development Consent Order (DCO) application does not seek consent for the visitor centre and internal access roads which form part of the wider masterplan for the site. Those elements are proposed to be consented by way of a separate planning application submitted by Forestry England to the local planning authority. The interface between the DCO application and Hole Farm is explained in further detail in Environmental Statement (ES) Chapter 2: Project Description (Application Document 6.1) and Interrelationships with other Nationally Significant Infrastructure Projects and Major Development Schemes (Application Document 7.17).</p> <p>Any future upgrades to Public Rights of Way in this area would need to ensure there is no conflict with the primary purpose of this land as environmental mitigation and compensation.</p> <p>The Applicant has no plans to upgrade the proposed footbridge at Thames Chase Forest Centre to a green bridge. This is because it would not be reasonably practicable to build a green bridge at Thames Chase Forest Centre due to the</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>additional land that would be required and the subsequent disruption that would cause in this location.</p> <p>There are no plans to upgrade the existing Folkes Lane footbridge for equestrian use as part of the DCO application. However, proposals to upgrade this bridge, which seek to draw on alternative funding available for that purpose, known as designated funds, are being developed in consultation with relevant stakeholders. If approved under the designated funds process, these upgrade works, including any consents required for those works, would be progressed on a separate basis to the DCO application.</p>	
SL20	<p>Requests for additional information about the proposals for special category land and private recreational facilities. These include questions about when the changes would be completed, how the land would be maintained, and how new habitats would be created.</p>	Forestry England, Natural England	Kent County Council, Thurrock Council	1	6	<p>An indicative construction programme was presented during the Community Impacts Consultation in July 2021, but the final decision on when special category land would be impacted would be taken by the appointed Contractor. Where land is designated as new habitat for protected species, these would be created before the removal of the existing habitat so successful translocation of species could be carried out.</p> <p>The Applicant consulted on the draft outline Landscape and Ecology Management Plan (oLEMP) during the Community Impacts Consultation in July 2021. This document provided information about habitat creation, ecological enhancement, visual screening and landscape integration of the Project for parcels of land outside the new road's operational boundary.</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 is working with stakeholders to identify long-term custodians for new public recreational land space created as part of the Project, as well as maintenance and management requirements and associated funding. The process for management of these new spaces is outlined in the oLEMP (Application Document 6.7).	
SL21	Comments expressing a neutral opinion on the proposals for special category land and private recreational facilities.	-	Dartford Borough Council	1	47	These comments have been noted.	No
SL22	Comments supporting proposals for special category land and private recreational facilities or elements of them. Some consultees say previous concerns about the loss of other areas of land have been addressed and that the latest proposals provide suitable replacement open spaces and woodland.	Cobham Parish Council, Forestry Commission	Medway Council, Kent County Council	1	25		No
SL23	Comments supporting proposals for special category land and private recreational facilities or elements of them, including comments that previous	Cobham Parish Council, Forestry Commission	-	0	2		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	concerns about impacts on wildlife and habitats have been addressed.	n, Natural England					
SL24	General comments supporting proposals for special category land and private recreational facilities because they provide satisfactory replacement recreational amenities and benefits to local communities. Some consultees say the impact on private recreational facilities is small and that the proposed changes have reduced the impacts on local communities.	-	Medway Council, Essex County Council	0	31		No
SL25	Comments supporting proposals for special category land and private recreational facilities, including comments that previous concerns have been addressed and that the proposed mitigations are reasonable and sufficient.	-	London Borough of Havering, Essex County Council, Kent County Council, Thurrock Council	1	147		No
SL26	Comments supporting proposals for special category land and private	-	-	0	2		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	recreational facilities, asking the Applicant to implement them and the Project as soon as possible.						

Issues raised in response to open Question 2j

- 14.4.91 Table 14.14 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q2j in the consultation response form, which was as follows:
- 14.4.92 *Q2j: Please let us know the reasons for your response to Q2i and any other comments you have on our proposals for the inclusion of a new open space site, Tilbury Fields.*
- 14.4.93 For reference, the closed Question 2i referred to in Q2j above was as follows:
- 14.4.94 *Q2i: Do you support or oppose our proposals for the inclusion of a new open space site, Tilbury Fields?*
- 14.4.95 For more information about Q2i and how consultees responded to it and the other closed questions in the consultation response form, see Section 14.3 of this report.
- 14.4.96 The issues raised that relate to building the crossing are summarised in Table 14.14 below. Where issues were raised in response to Q2j that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 14.4.97 The Applicant has fully considered all of the responses received. Table 14.14 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.
- 14.4.98 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 14.14

- 14.4.99 The information presented in Table 14.14 is as follows:
- '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 Q2j 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 as well. The local authorities included in this list are set out in Section 4.3 of this report.
 - 's42(1)(d)' states how many respondents with a land interest raised that issue.

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

Summary of issues raised relating to Tilbury Fields and the Applicant's responses

14.4.100 Table 14.14 below summarises the issues raised relating to Tilbury Fields and presents the Applicant's responses to those issues raised.

Table 14.14 Summary of issues raised relating to Tilbury Fields 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
TF1	Comments expressing concern on the grounds that air quality at Tilbury Fields would be poor because the land is close to the Project. Some consultees say this would have negative impacts on the health of visitors to Tilbury Fields.	-	Thurrock Council	4	46	<p>During the Community Impacts Consultation in July 2021, the Applicant presented information in the Ward Impact Summaries about the predicted impact on air quality once the road was open, and how this would be mitigated.</p> <p>Since the Community Impacts Consultation, 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 5: Air Quality (Application Document 6.1) includes an assessment of the predicted changes to local air quality as a result of the Project and this includes assessments of areas that would become public recreational land, such as Tilbury Fields.</p> <p>The air quality modelling for the area around Tilbury Fields shows a minimal increase in pollutants as a result of Project-related predicted changes in traffic flows. Although there would be some worsening in air quality where the Project is immediately next to the proposed Tilbury Fields site, it would comply with air quality standards. These assessed air quality impacts would therefore not trigger the need for additional monitoring or other mitigation measures once the Project is operational.</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
TF2	<p>Comments expressing concern that the proposals for Tilbury Fields would put the area at greater risk of flooding. Some consultees reference flooding in Tilbury in 1953 and say that the area has been identified as at increased risk of flooding in future.</p>	-	-	0	15	<p>Tilbury Fields would be constructed in an area that is currently at risk from flooding due to its low-lying nature and proximity to the River Thames. The principal flood risks in this area are fluvial flooding and flooding due to tidal surges. These risks would be exacerbated over time due to the effects of climate change.</p> <p>To ensure that flood risk in Tilbury Fields would not increase during the site's construction or operation, the Project includes flood alleviation measures. The measures incorporated include the provision of a compensatory flood storage area (CFSA) and alterations to the channel of a main river (West Tilbury Main). A CFSA is an area that is set aside to accommodate flood water displaced by the Project. Alterations to the West Tilbury Main channel would improve its hydraulic performance and regulate its flow during flood events. The alterations would comprise removal of constrictions and establishing flow-control measures.</p> <p>The design of these flood measures include allowances to offset the impact of climate change. Climate change allowances are predictions of anticipated change for peak river flow, peak rainfall intensity and sea level rise. For Tilbury Fields, the alleviation measures include allowances for projected climate change predictions for 2130 (100 years after the opening date of the Project).</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						During the construction phase, flood alleviation measures would include allowances for projected climate change predictions for 2030 (construction completion year).	
TF3	General comments expressing concern on the grounds that the Project would have a negative impact on the environment.	Port of Tilbury London Limited	Kent County Council	8	54	<p>Minimising adverse impacts on the environment is one of the Scheme Objectives agreed between the Applicant and the Department for Transport and the Project has been developed accordingly. The Scheme Objectives are set out in the Need for the Project (Application Document 7.1).</p> <p>The route would be designed to provide an appropriate balance between the need to reduce environmental impacts during construction and operation, while still fulfilling the other Scheme Objectives, including the need to reduce congestion at the Dartford Crossing, and complying with the relevant legislation.</p> <p>The Project has also been developed to minimise the amount of land needed for its construction and operation, thereby reducing impacts on buildings, environmentally sensitive areas and farmland. The roads and junctions that comprise the Project would have the minimum height and footprint possible, while still providing the necessary capacity, safety and connectivity that road users and operation require.</p> <p>As well as mitigating the direct impact of the road's construction and operation, 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
						Applicant has set out to create a positive legacy of green infrastructure for local communities and the environment. The Applicant has identified opportunities to improve access to semi-natural open spaces, such as the proposal for Tilbury Fields. The new public recreational site at Tilbury Fields would create habitats, help to connect existing habitat areas, and provide a new park with accessible footpaths and viewpoints for the local community and visitors. The proposed landscape design for Tilbury Fields would provide habitats suitable for amphibians, reptiles, birds, bees and other insects to increase the biodiversity value of the area from its previous use as arable farmland. More information about the environmental benefits of Tilbury Fields can be found in Environmental Statement (ES) Chapter 8: Terrestrial Biodiversity (Application Document 6.1).	
TF4	General comments expressing concern about noise impacts at Tilbury Fields as a result of traffic and the impact on visitors to the area. There are questions asking what mitigation would be implemented as part of the Project to reduce noise levels.	-	Thurrock Council	2	13	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 12: Noise and Vibration (Application Document 6.1), assesses the potential impacts of noise and vibration on the area. The ES includes an assessment of the impact of construction traffic and the works, as well as the operational impact of the Project, and the mitigation	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>proposed to address these impacts. For further information on the noise policies that apply to the Project, see ES Appendix 12.1 Noise and Vibration Legislation and Policy (Application Document 6.3).</p> <p>The Project has been aligned as far as reasonably practicable from population centres and other noise-sensitive locations. Operational noise impacts would be reduced through the use of the tunnels, cuttings and false cuttings, along with low-noise road surfacing and noise barriers. The road surface at the North Portal would be approximately 15m below ground level.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>The Applicant is not proposing public access to Tilbury Fields by motor vehicle. The only vehicle movements in Tilbury Fields would be infrequent emergency and service vehicles accessing the North Portal. As such, there would not be any traffic-related noise impacts expected from vehicles driving within Tilbury Fields.</p>	
TF5	<p>Comments expressing concern about the reuse of excavated material at Tilbury Fields, with some consultees saying the plans have been proposed for convenience of the Applicant and that the use of excavated material have disadvantages in terms of rain absorption and flood risk. Some consultees express concern the Tilbury area is being used as a dumping ground, with the proposals providing no benefits to local communities or the landscape. It is asked whether the excavated material would be suitable</p>	-	<p>London Borough of Havering, Thurrock Council</p>	2	21	<p>In line with feedback received during Statutory Consultation in October 2018, the Applicant would use excavated material to create landforms and habitats near the tunnel portals, including Tilbury Fields near the North Portal. The proposals would create new habitats at this location, helping to connect existing nature reserves, and provide a new public recreational area with accessible footpaths and viewpoints for the local community and visitors.</p> <p>Moving excavated materials offsite would increase the cost of the Project and would also increase the impacts on the local road network, with Heavy Goods Vehicles (HGVs) required to transport the excavated material to suitable waste management infrastructure. These facilities would also be put under increased pressure processing the excavated material. The reuse of excavated material onsite reduces these impacts.</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 use and free from contaminates.					<p>The Applicant provided further information about the reuse of materials onsite during the Community Impacts Consultation in July 2021, with the publication of the draft outline Site Waste Management Plan. This document sets out the key principles and procedures for managing waste during the construction of the Project, explaining how mitigation and commitments would be secured within the application for development consent, including the required environmental permits for the treatment and reuse of excavated material. An updated outline Site Waste Management Plan (Application Document 6.3, Environmental Statement (ES) Appendix 2.2, Annex A) is included as part of the application.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant also provided information about the potential risk of contamination from East Tilbury landfill, and how this has been assessed and the risk mitigated. The assessment identified a risk of contamination from the East Tilbury landfill during construction. To mitigate this, a deep barrier could be constructed or other similar methods to negate drawing contaminated water into the worksite. No contamination risks were identified once the new road is open. This information was presented in the Ward Impact Summaries which can be found in 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>The conclusion of the Applicant's final assessment of the impact of contamination and the measures taken to minimise this risk are set out in ES Chapter 10: Geology and Soils (Application Document 6.1) but remains unchanged from the information presented at the Community Impacts Consultation, with no significant risk of contamination.</p> <p>Following engagement with Thurrock Council and the Port of Tilbury on the land required for the development of the Thames Freeport, revised proposals for Tilbury Fields were presented during the Local Refinement Consultation in May 2022. While Tilbury Fields was relocated to avoid impacting development of the proposed Freeport, the revised proposals maintained the use of excavated materials to create ecological mitigation and landforms.</p> <p>During the Local Refinement Consultation, the Applicant also proposed additional design and landscaping changes to the Project, which would further reduce the quantities of excavated material that would need offsite disposal, reducing the need for HGVs on the nearby roads and pressures on local waste management infrastructure. More information about the proposals presented during this consultation can be found in Appendix T of this report.</p> <p>The use of excavated materials at Tilbury Fields would not lead to increased flood risk.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						To ensure that flood risk in Tilbury Fields would not increase during the site's construction or operation, the Project includes flood alleviation measures. The measures incorporated include the provision of a compensatory flood storage area (CFSA) and alterations to the channel of a main river (West Tilbury Main). A CFSA is an area that is set aside to accommodate flood water displaced by the Project. Alterations to the West Tilbury Main channel would improve its hydraulic performance and regulate its flow during flood events. The alterations would comprise removal of constrictions and establishing flow-control measures.	
TF6	Comments expressing concern on the grounds that the proposals for Tilbury Fields would have a negative impact on wildlife and habitats. Some consultees say Mucking Flats and Marshes Site of Special Scientific Interest would be negatively affected during construction, giving examples of species likely to be threatened, including newts, water voles, bats, badgers, birds and invertebrates.	Natural England	Thurrock Council	1	19	<p>The Applicant has developed the Project following the mitigation hierarchy of 'avoid, reduce, restore and compensate', to reduce any potential adverse effects, and has developed a biodiversity mitigation strategy that aims to ensure there would be no net loss of valued habitats. It would maintain habitat connectivity, reduce disturbance to species and create new habitat areas for a range of species.</p> <p>To assess the environmental impacts of the construction and operation of the Project, including the impacts on habitats and wildlife, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3).</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans, for example, the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2).</p> <p>ES Chapter 8: Terrestrial Biodiversity, and ES Chapter 9: Marine Biodiversity (Application Document 6.1), present the baseline conditions and explain how the relevant flora and fauna have been valued and assessed. These chapters also explain what measures are proposed to reduce adverse effects.</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</p>	

Code	Summary of issue(s) raised	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 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 period, providing biodiversity benefits. For more information, see ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>During 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. 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</p>	

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						<p>the draft Development Consent Order, the ES, the Environmental Masterplan, and the CoCP.</p> <p>The proposed design for Tilbury Fields would provide habitats suitable for amphibians, reptiles, birds, bees and other insects to increase the biodiversity value of the area from its current use as arable farmland. This area of habitat creation would provide a green link to other new habitats, largely associated with historic and currently active landfill sites.</p> <p>This would create an east-west connection to the east at Mucking Flats and Marshes landfill restoration and the Thameside Nature Reserve, and to the area of mitigation created to the west. It would also provide a north-south link to local wildlife sites and further areas of proposed habitat creation in Linford to the north.</p> <p>ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) presents the assessment of the impacts of the Project on Mucking Flats and Marshes Site of Special Scientific Interest (SSSI) during construction and operation. The SSSI comprises mudflats, saltmarsh and grassland supporting important populations of wintering wildfowl and waders and invertebrates. The assessment concludes that the Project would have no likely significant effects on habitats or species during the construction phase.</p>	

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TF7	General comments expressing concern about the impacts of the Tilbury Fields proposals on local communities. Some consultees say the proposals for Tilbury Fields would bring no benefits to local people.	-	Thurrock Council	8	37	<p>The landscaping proposals for Tilbury Fields will provide essential mitigation for the direct environmental impact of the Project's construction and operation. Alongside this mitigation the Applicant has identified Tilbury Fields as an opportunity to improve access to semi-natural open spaces. This forms part of the Applicant's ambition to create a positive legacy of green infrastructure for local communities and the environment.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant proposed a new area of around 45ha of publicly accessible recreational land, Tilbury Fields, on the northern banks of the River Thames, just west of the North Portal. The new land included placemaking features and landscaping.</p> <p>At the Local Refinement Consultation in May 2022, the Applicant revised and developed its proposals for Tilbury Fields following stakeholder engagement and the Thames Freeport announcement. The revised proposals moved Tilbury Fields to a new location near the North Portal, included more recreational walking routes and links to footpaths than previously proposed, an increase in the size of open mosaic habitat proposed, and improved connectivity to existing habitats. In addition, the revised landscaping design would help integrate the North Portal into the landscape. Overall, the Applicant considers that the new public</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>recreational space and access to new and improved recreational walking routes would provide significant benefits for local people.</p> <p>Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1) assesses the impacts of the Project on local communities. It includes a summary of the impact on local communities north of the River Thames, including any affected by the proposed creation of public recreational land, such as Tilbury Fields.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such as cuttings, false</p>	

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						<p>cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p> <p>Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse riding routes; as well as access to new areas of recreational land at Tilbury Fields. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which could have positive and negative mental health outcomes (such as anxiety as a result of increases in noise levels).</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>Information about the impacts on local communities, including health impacts, is also presented in the Community Impact Report (Application Document 7.16).</p>	
TF8	Comments expressing concern that the proposals for Tilbury Fields would lead	Port of Tilbury	Thurrock Council	3	12	The Development Consent Order ensures specific use of the land within the Order Limits for the Project, including Tilbury Fields.	Yes

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	to further development in the area, with the site becoming housing or a roadside service facility. Some consultees say the land could become a car park for London Resort. Some consultees say the proposals conflict with the plans for a Freeport in Tilbury.	London Limited				Any future development outside the land required to construct, operate and maintain the Project would be decided by the relevant local planning authority or other relevant approval body. For more information about local authority aspirations for future development, refer to their relevant local plans.	
TF9	Comments expressing concern about the proposals for Tilbury Fields, with some consultees saying the walking, cycling and horse riding facilities would be too far from population centres, while others say that additional traffic drawn to the area would increase congestion on access roads.	-	Thurrock Council	0	5	<p>Following the announcement of emerging plans at the Thames Freeport, located immediately west of the Project, the Applicant revised its proposals for walking and cycling routes in and around Tilbury Fields, to facilitate the land take required for future development of the Freeport.</p> <p>As a result, the walking, cycling and horse riding routes within Tilbury Fields were revised to improve access to the section of Tilbury Fields to the north via footpath FP200 and the Two Forts Way in the south. During the Local Refinement Consultation in May 2022, the Applicant presented information about these new footpaths that would link to existing Public Rights of Way along with new permissive paths that are being provided by the Project to give improved access to the riverside area. There is no public vehicle access proposed for Tilbury Fields, with the only vehicle access in this area being the maintenance access to the North</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
						Portal and for emergency vehicles. As such, the creation of Tilbury Fields is not expected to increase traffic on local roads.	
TF10	Comments expressing concern about the cost of the proposals for Tilbury Fields.	-	-	0	5	As part of the Project design, the Tilbury Fields landscape feature will be situated on the existing Goshems Farm. The design of Tilbury Fields looks to utilise the excavated material generated from the construction of the tunnel and portal to create a multi-functional space located on the River Thames, and adjacent the North Portal. The various materials excavated from the tunnel can be used to create the substrate for the creation of an open mosaic habitat at Tilbury Fields, for the benefit of invertebrates and other fauna. The designation of Tilbury Fields as a Park will help the regular disturbance of land that would benefit the open mosaic habitat.	No
TF11	Comments expressing concern about the management and maintenance of the proposed Tilbury Fields. Concern is expressed that the land might become a burden on Thurrock Council as is sometimes the case with other recreational land where dumping, illegal occupancy by travellers, and antisocial behaviour can occur.	-	Thurrock Council	2	16	Approximately 1.8 million m ³ of material arising from the North Portal construction and tunnel boring would be used to develop the landscape feature. A further 800,000m ³ would be used to form the embankments and landscaping surrounding the North Portal, of which some would be imported from worksites north of the Tilbury Loop railway line. It is anticipated the works would occur concurrently with the tunnelling and North Portal construction works as the excavated material becomes available for placement.	No

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						<p>Alongside the use of excavated materials, Tilbury Fields would provide valuable placemaking features for local people to enjoy and would also provide essential mitigation for the environmental impacts of the Project in this location. As well as new habitats, the new landforms would provide screening against the more industrial developments at East Tilbury. As such, Tilbury Fields is an essential part of the Project.</p> <p>An additional benefit to the creation of Tilbury Fields is that it would allow for the reuse of excavated material from the Project, which would be used to create the various landforms proposed as part of this new public recreational area. This would provide additional benefits to local people by reducing the number of Heavy Goods Vehicle (HGV) trips needed to remove excavated material from the site. This could also provide cost benefits during the construction phase.</p> <p>With regards to operational costs and arrangements for the management of Tilbury Fields, the Applicant is working with stakeholders to identify long-term custodians for the new public recreational areas created as part of the Project, as well as maintenance and management requirements and associated funding going forward. The framework for management of these new spaces, is presented in the outline Landscape and Ecology Management Plan (oLEMP)</p>	

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						(Application Document 6.7). Details of the management, including responsibility for the long-term management of Tilbury Fields will follow the Development Consent Order (DCO) application.	
TF12	Comments expressing concern that the proposals for Tilbury Fields are designed only to improve the environmental credentials of the Project and that their real purpose is to cut costs on waste disposal. Some consultees say the proposals for Tilbury Fields would have no benefits to local communities or the environment.	Port of Tilbury London Limited	Thurrock Council	8	84	As well setting out detailed proposals to mitigate the direct impact of the Project's construction and operation, the Applicant has also set out proposals to create a positive legacy of green infrastructure for local communities and the environment. The Applicant has identified opportunities to improve access to semi-natural open spaces, such as the proposal for Tilbury Fields. In line with feedback received during Statutory Consultation in October 2018, the Applicant would use excavated material to create landforms and habitats near the tunnel portals, including at Tilbury Fields near the North Portal. The proposals would create new habitats at this location, helping to connect existing nature reserves, and provide a new public recreational area with accessible footpaths and viewpoints for the local community and visitors to enjoy.	No
TF13	Comments expressing concern that the proposals for Tilbury Fields do not sufficiently mitigate the long-term impacts of the Project. Some consultees express concern that the negative impacts of the Project, on the environment, wildlife, air quality and local communities, outweigh any	-	-	8	58	If Tilbury Fields were not included in the Project, then moving excavated materials offsite would increase costs, and would also increase the impacts on the local transport networks and increase pressure on local waste-management infrastructure. 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
	benefits provided by the proposals for Tilbury Fields.					<p>additional Heavy Goods Vehicle (HGV) traffic on nearby roads required to remove the excavated materials would increase the potential for congestion, noise and air quality impacts.</p> <p>As such, including Tilbury Fields in the proposals delivers better value for money for the Project, reduces the impacts on local communities associated with the Project's construction, and also provides long-term benefits for local communities and the environment from the creation of new recreational facilities, Public Rights of Way, and habitats.</p>	
TF14	Comments expressing concern that the proposed Tilbury Fields is unnecessary. Some consultees claim that it is already an area of open space and used for recreation. They ask why the land could not be left as it is now.	Port of Tilbury London Limited	-	12	95	<p>The areas of land where Tilbury Fields would be located are currently 'open' in nature, but they are not formally designated as 'open space'. Where land is designated as 'open space', it would be legally accessible to the public for recreational purposes (such as walking or running). The Applicant is proposing to formally designate Tilbury Fields as open space, which would ensure that opportunities for public recreation on this land would be legally secured once the Project is operational and protected from development.</p> <p>The changes proposed as part of the Project would, as well as formally designating the land as publicly accessible, would also provide improved landscape, improved habitats for local plants and wildlife, and would provide</p>	No

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						improved Public Rights of Way, linking to existing footpaths and bridleways. Overall, Tilbury Fields is expected to provide substantial community benefits over the current arrangements.	
TF15	Comments expressing support for the creation of the proposed Tilbury Fields but opposition towards the Project. Consultees ask that the new publicly accessible land be created but without the construction of the new road.	-	-	0	12	The proposals for Tilbury Fields, along with the other mitigation measures included in the Project, form part of the package of proposals intended to align with the Scheme Objectives. If for any reason the Project were not to go ahead, the Applicant would not be in position to implement the proposals for Tilbury Fields. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).	No
TF16	Suggestions for potential alternative locations for the site as well as suggestions for amenities that could be included and planting activities that could be carried out. Consultees suggest that the site should be kept as green and as wild as possible, with the addition of hedgerows, woodland, ponds, marshes and lakes to improve biodiversity.	Port of Tilbury London Limited	Thurrock Council	2	20	As part of the Project's design and development process, the Applicant considered different locations for Tilbury Fields, consulting on an alternative during the Community Impacts Consultation in July 2021. The alternative proposals included a 45ha site on the northern banks of the River Thames, west of the North Portal. This land was considered suitable due to its proximity to the Project and the fact that the site of the former Tilbury Power Station is going through a phase of restoration and improvement and would be suitable for reuse as publicly accessible land. However, in line with feedback received during	Yes

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TF17	Suggestions that the views of stakeholders and local people should be taken into account more when planning Tilbury Fields. Topics mentioned included the location of new parkland and amenities, the height and landscaping of the proposed site, installation of public art, public access, and rewilding of the site and restoration of riverside habitats.	Natural England	Kent County Council, Thurrock Council	0	8	<p>the Community Impacts Consultation in July 2021, the Applicant moved the location of Tilbury Fields to accommodate proposals for a new Thames Freeport on part of the previously proposed site.</p> <p>The Applicant is proposing that Tilbury Fields would comprise a woodland habitat with hedgerows to link with compensatory planting included as part of the Project elsewhere. The new areas of habitat creation within Tilbury Fields would link established ecological habitats to the west of Tilbury Fields with new habitats further to the east at Mucking Flats and Marshes landfill restoration and the Thameside Nature Reserve. The proposals first presented at Local Refinement Consultation in May 2022, introduce a new link to other new habitats proposed at Linford to the north, improving habitat connectivity in this area. Information about the habitat creation proposals is presented in the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7).</p> <p>The proposals for the height and landscaping of Tilbury Fields were developed after consideration of feedback received during the Community Impacts Consultation in July 2021, further stakeholder engagement, and the Thames Freeport announcement.</p>	Yes
TF18	Requests for more information about the	Historic England,	Thurrock Council	0	4	In addition to relocating Tilbury Fields, the Applicant worked with the Port of Tilbury to	Yes

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	proposals for Tilbury Fields. These include requests for more information about the relationship between the Project and other schemes nearby; and how the proposed site would be funded and managed.	Port of Tilbury London Limited				<p>refine construction activities and further support the future plans for Thames Freeport. As part of this work, the Applicant extended the Order Limits to include the former Tilbury Power Station and former coal yard sites so they can be used during the construction phase. The Applicant has also been working with the developers of the Thurrock Flexible Generation Plant and Port of Tilbury to coordinate the multiple construction plans and accesses for this area, increasing the sustainability of the combined development plans. For more information about how the Applicant has worked with the developers of other schemes near the Project, see the Interrelationships with other Nationally Significant Infrastructure Projects and Major Development Schemes (Application Document 7.17).</p> <p>With regards to operational arrangements for Tilbury Fields, the Applicant is working with stakeholders to identify long-term custodians for the new public recreational areas created as part of the Project, as well as maintenance and management requirements and associated funding going forward. The process for management of these new spaces is presented in the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7).</p>	
TF19	Suggestions to include a roadside service facility with	-	-	0	3	At Statutory Consultation in October 2018, the Applicant proposed including a roadside	No

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	electric vehicle charging points at the proposed location, either as well as or instead of Tilbury Fields.					<p>service facility as part of the Project, connecting to the new road via a junction near East Tilbury.</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>Removing the roadside service facility allowed the removal of the Tilbury junction. These measures significantly reduced the environmental impact of the Project and the impact on Green Belt near East Tilbury.</p> <p>If consent for the Project is granted, the Applicant would continue to work with roadside service facility operators, the haulage industry and road user groups to consider further the need for roadside service facilities and, if a need is identified, the most appropriate location on the strategic road network. Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning</p>	

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						<p>authority, providing opportunities for interested parties to make their views known about those proposals at that time – for example, commenting on what facilities should be provided.</p> <p>More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p> <p>The Applicant is proposing to formally designate Tilbury Fields as open space, which would ensure that opportunities for public recreation on this land would be legally secured once the Project is operational.</p>	
TF20	Comments expressing a neutral opinion about Tilbury Fields or elements of the proposals.	Cobham Parish Council	Dartford Borough Council, Thurrock Council	7	56	These comments have been noted.	No
TF21	General comments expressing support for the proposals for Tilbury Fields on environmental grounds, but without providing any details.	-	-	0	18		No
TF22	Comments expressing support for the proposals for Tilbury Fields on the grounds that they would improve the landscape by	-	-	0	9		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	providing attractive green space and as a site that would provide viewpoints for visitors.						
TF23	Comments expressing support for the proposals for Tilbury Fields on the grounds that it would be a productive use of excavated materials from the construction of the tunnel and the rest of the Project, and that this would remove the need for the removal and disposal of excavated materials.	-	Essex County Council	0	4		No
TF24	Comments expressing support for the proposals for Tilbury Fields on the grounds that creating new open spaces and habitats is beneficial for wildlife.	Natural England	-	0	6		No
TF25	Comments expressing support for the proposals for Tilbury Fields on the grounds that it would bring benefits to local communities. Some consultees say the new open space site would	-	-	1	65		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	improve the health and wellbeing of local residents.						
TF26	Comments expressing support for the proposals for Tilbury Fields on the grounds that they are an improvement on previous proposals and have addressed the concerns of some local people.	-	Thurrock Council	0	9		No
TF27	General comments of support for the proposals for Tilbury Fields.	Cobham Parish Council, Natural England	Essex County Council	3	225		No
TF28	Comments expressing support for the proposals for Tilbury Fields and asking that the Applicant implements the Project as soon as possible.	-	-	0	15		No

Issues raised in response to open Question 2I

- 14.4.101 Table 14.15 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q2I in the consultation response form, which was as follows:
- 14.4.102 *Q2I: Please let us know the reasons for your response to Q2k and any other comments you have on the options for the height of the landform at Tilbury Fields.*
- 14.4.103 For reference, the closed Question 2k referred to in Q1I above was as follows:
- 14.4.104 *Q2k: Of the two options presented for the height of the landform at Tilbury Fields, do you prefer the lower landform option or higher landform option?*
- 14.4.105 For more information about Q2k and how consultees responded to it and the other closed questions in the consultation response form, see Section 14.3 of this report.
- 14.4.106 The issues raised that relate to building the crossing are summarised in Table 14.15 below. Where issues were raised in response to Q2I that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 14.4.107 The Applicant has fully considered all of the responses received. Table 14.15 explains how the Applicant has had regard to those issues raised, and the Applicant's response is presented in the penultimate column of the table. The final column of the table identifies where the Applicant has made a change to the Project in line with the issues raised during this consultation.
- 14.4.108 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 14.15

- 14.4.109 The information presented in Table 14.15 is as follows:
- '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 Q2I 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 as well. The local authorities included in this list are set out in Section 4.3 of this report.
 - 's42(1)(d)' states how many respondents with a land interest raised that issue.

- f. 's47 & s48' states how many members of the public raised that issue.
- g. 'The Applicant's response' presents the Applicant's response to the issue(s) raised and explains how the Applicant has had regard to the issue(s).
- h. 'Project change' states whether the issue(s) raised resulted in a change to the Project.
 - i. 'Yes' indicates that changes to the Project proposals have been made since the Community Impacts 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 Tilbury Fields landform and the Applicant's responses

14.4.110 Table 14.15 below summarises the issues raised relating to the Tilbury Fields landform and presents the Applicant's responses to those issues raised.

Table 14.15 Summary of issues raised relating to the Tilbury Fields landform 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
LF1	Comments expressing concern that no matter how Tilbury Fields is landscaped it would not be effective in mitigating the air quality problems in the area. Consultees express concern about the health impacts of poor air quality for visitors to the new open space, particularly because it is close to the proposed road.	-	-	4	14	<p>Tilbury Fields would provide essential mitigation for the environmental impacts of the Project on ecological habitats, as well as providing a new public recreational area for local people to use. The landscaping at Tilbury Fields is not intended or required to provide mitigation against any potential impacts that the Project may have on air quality during construction or operation.</p> <p>To assess the environmental impacts of the operation of the Project, including air quality impacts on recreational land, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans (e.g., the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5), or as features presented on the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured through Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>ES Chapter 5: Air Quality (Application Document 6.1), includes an assessment of the predicted changes to local air quality as a result of the Project and this includes assessments of areas that would become public recreational land, such as Tilbury Fields.</p> <p>The land where Tilbury Fields is proposed would not be accessible during the construction phase because it would be required for building the Project. The impact of changes in air quality have been assessed for when the new road is open.</p> <p>Air quality assessments for the area around Tilbury Fields show a minimal increase in pollutants as a result of the predicted Project-related changes in traffic flows. Although there would be some worsening in air quality where the route is immediately next to the proposed Tilbury Fields site, it would comply with air quality standards and the impacts on human health would not be significant. These assessed air quality impacts would therefore not trigger the need for additional monitoring or other mitigation measures once the road is open.</p>	
LF2	Comments expressing concern on the grounds that carbon dioxide emissions would be generated by the construction of either	-	-	0	2	Following the announcement of the Thames Freeport, and feedback received during the Community Impacts Consultation in July 2021, the Applicant amended the landscaping proposals for Tilbury Fields. The revised proposals include	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
	landscaping option at Tilbury Fields.					seven mounds 18m to 24m in height, including two landscaped landforms. These mounds would reuse the same amount of excavated material as the proposals presented during the Community Impacts Consultation in July 2021.	
LF3	Suggestions for low carbon and sustainable approaches to the disposal of excavated material during construction and that methods of reusing material should be adopted instead of using excavated material at Tilbury Fields. Suggestions include transporting excavated material for use elsewhere via the Port of Tilbury, and sending waste to energy creation plants or material-recovery sites.	Port of Tilbury London Limited	-	0	2	<p>The proposed landforms at Tilbury Fields would result in a reduction of 470,000 lorry movements, as these lorries would not have to move excavated material offsite via the strategic road network. This would result in less carbon dioxide being generated than if the excavated material was being transported by road.</p> <p>An Excavated Materials Assessment for the Project (Application Document 6.3, Environmental Statement (ES) Appendix 11.1) has been carried out to identify appropriate sites to receive and manage excavated materials from tunnelling. The assessment has identified the availability of capacity in the local waste management infrastructure and evaluated potential sites against sustainability criteria, including 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 must produce a Site Waste Management Plan, which would be incorporated in the Environmental Management Plan Second Iteration (EMP2).</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The Applicant would 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 boring machine to the surface 'slurry treatment plant' equipment where the material is dewatered to form suitable spoil which is deposited at Tilbury Fields located on top of Goshems Farm, near to the North Portal. The vast majority of other excavated materials, such as from cuttings, would be used onsite, with the remainder (for example, any contaminated material) removed by road or river. The percentage removed by river would be decided by the appointed Contractor within constraints such as the availability of marine-accessible reception sites. The Applicant has carried out the necessary assessments to allow for road and river transport and appropriate powers are sought under the draft Development Consent Order (draft DCO) (Application Document 3.1). The use of railways to remove excavated materials or bring in materials is not practicable due to the lack of suitable railhead.</p> <p>As part of the DCO application, the Applicant has explained how the relevant legislative and policy requirements in relation to climate change impacts</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>are met. An Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 15: Climate (Application Document 6.1), assesses the Project's impact on climate change, including greenhouse gas emissions during construction and operation, and sets out the proposed mitigation measures, including those measures that are secured through the Carbon and Energy Management Plan (Application Document 7.19). The assessment concludes that the increase in greenhouse gas emissions resulting from the Project would not have a material impact on the ability of Government to meet its carbon reduction targets, in accordance with the policy test set out in the National Policy Statement for National Networks (Department for Transport, 2014).</p> <p>During construction, greenhouse gas emissions would be minimised through the design of the Project, such as incorporating low-emission materials, using those materials efficiently, reducing the distance they would be transported, using zero-carbon energy sources, and reducing and beneficially reusing waste. By incorporating these measures into the Project's proposals, the Applicant has already reduced emissions during construction by over one-third compared with a scenario where those measures were not employed. This represents a leading position in the industry today, and would result in</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>construction emissions equivalent to 1.76 million tonnes of carbon dioxide.</p> <p>However, the Applicant is committed to going further and to using the time available before construction begins to explore ways of achieving greater reductions in emissions. The Carbon and Energy Management Plan therefore provides a framework within which the Applicant and Contractors would, working closely with industry partners, seek to identify and develop innovative ways of reducing the Project's construction emissions below today's industry-leading position. The Carbon and Energy Management Plan also sets out the low-carbon solutions that would be deployed by the Applicant to manage and maintain the Project once it is operational.</p>	
LF4	Comments expressing concern about an increased risk of flooding due to the construction of Tilbury Fields on flood plains. Some consultees say that a Flood Risk Assessment should be carried out by the Applicant.	-	-	0	26	<p>The area where the Tilbury Fields would be constructed is currently an area that is at risk from flooding due to its low-lying nature and proximity to the River Thames. The principal flood risks in Tilbury Fields are fluvial flooding and flooding due to tidal surges. If the Project is not implemented, these flood risks would increase over time due to the effects of climate change.</p> <p>To ensure that flood risk in Tilbury Fields would not increase during construction or operation, the Project includes the provision of flood alleviation measures. The measures incorporated include the provision of a compensatory flood storage area (CFSA) and alterations to the channel of a main river (West Tilbury Main). As stipulated by the</p>	No
LF5	Comments expressing concern that the lower of the two landscaping options proposed for Tilbury Fields would increase the risk of flooding.	-	-	0	2		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
LF6	Comments expressing concern that the higher landscaping option for Tilbury Fields would increase the risk of flooding, including on local roads.	-	-	1	4	<p>National Policy Statement for National Networks (NPSNN) (Department for Transport, 2014) the Applicant is required to ensure that flood risk is not increased as a result of constructing or operating the Project, this includes through landscaping options such as the landforms proposed in this location. The NPSNN Accordance Table (Application Document 7.2, Appendix A) outlines how the Applicant is complying with the requirements of the NPSNN.</p> <p>A site-specific flood risk assessment that demonstrates how this requirement would be met is included in the Project's Flood Risk Assessment (Application Document 6.3, Environmental Statement (ES) Appendix 14.6) and in ES Chapter 14: Road Drainage and the Water Environment (Application Document 6.1). The Flood Risk Assessment shows that the scheme immediately adjacent to Tilbury Fields reduces flood risk to local roads. This is a result of the Project being designed to mitigate with climate change considered.</p> <p>A CFSA is an area that is set aside to accommodate flood water displaced by the Project. Alterations to the West Tilbury Main channel would improve its water flow and regulate its flow during flood events. The alterations would comprise removal of constrictions and establishing flow control measures.</p> <p>The design of flood measures must include allowances to offset the impact of climate change. In this context, climate change allowances are</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>predictions of anticipated change to peak river flow, peak rainfall intensity and sea level rise. For Tilbury Fields, the alleviation measures include allowances for projected climate change predictions for 2130 (i.e., 100 years after the planned opening date of the Project). During the construction phase, flood alleviation measures would include allowances for projected climate change predictions for 2030 (i.e., construction completion year).</p> <p>The impacts on flood risk and water management during construction are assessed in ES Chapter 14: Road Drainage and the Water Environment (Application Document 6.1). The ES presents information about proposed measures to mitigate any adverse effects of the Project's construction on flood risk and water management. In addition, an assessment of the risk of flooding within the proposed Order Limits and other areas affected by the Project being constructed and operated, is contained within the Flood Risk Assessment (Application Document 6.3, ES Appendix 14.6). This document also summarises all national, regional and local legislation directly or indirectly related to flood risk.</p>	
LF7	General comments expressing concern about the impact of either of the proposed Tilbury Fields landscaping options on the environment.	-	-	2	11	Following the announcement of Thames Freeport and feedback received during the Community Impacts Consultation in July 2021, the Applicant amended the landscape proposals for Tilbury Fields.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
LF8	General comments expressing concern about the landscaping proposals for Tilbury Fields. Some consultees say this open space proposal is a distraction from the Project's wider environmental impacts. There are also concerns that some of the proposed site for Tilbury Fields conflicts with proposals for a Freeport in Tilbury.	-	-	3	6	An area of land previously identified for Tilbury Fields on the western side of the area (that borders the riverfront) was relocated to the eastern side of the new road. This is due to the land previously identified being required for the potential future development of Thames Freeport. The landscape design for Tilbury Fields proposed at the Community Impacts Consultation in July 2021, consisted of new areas of habitat creation linking established ecological habitats to the west of Tilbury Fields with new habitats further to the east at Mucking Flats and Marshes landfill restoration and the Thameside Nature Reserve. The revised proposals would also introduce a new link to other habitats proposed at Linford to the north, improving habitat connectivity in this location.	Yes
LF9	Comments expressing concern about the visual impact of either of the proposed Tilbury Fields landscaping options on the surrounding area. Consultees express concern that the landform would be too high and would not blend in adequately with the current low-level landscape. Some consultees say the proposals for Tilbury Fields are unattractive, saying that existing views from places such as Gravesend, the Saxon Shore Way, and	-	-	5	27	Proposed landscaping would provide accessible footpaths to the top of the landform, which connect with the existing local footpath network. New footpaths within Tilbury Fields would ensure the park could be accessed via the Two Forts Way in the south and in the north via footpath FP200. In addition, at the Local Refinement Consultation in May 2022, the Applicant proposed several placemaking landforms that would range in height from 18m to 24m to the south and east of the North Portal. These would provide a visual separation between East Tilbury and the more industrial emerging development that is expected at the Freeport. The proposed landforms would	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
	Higham Marshes would be negatively affected.					also offer far-reaching views of the Thames Estuary and nearby heritage features, such as Coalhouse Fort, Cliffe Fort and Shornemead Fort. Environmental Statement (ES) Chapter 7: Landscape and Visual (Application Document 6.1), presents the assessment of the visual impact of the Project.	
LF10	Comments expressing concern about the visual impact of the higher landscaping option for Tilbury Fields on the surrounding area. Some consultees say the proposed height of up to 22.5m is too high. Some consultees said it is difficult for consultees to visualise what 22.5m would look like. They also question the accuracy of the visuals provided during consultation.	Port of London Authority (PLA)	-	1	9	The use of excavated material to create the landforms would result in 470,000 fewer lorry movements on the strategic road network, reducing the Project's impact on the environment and local communities. In addition, there is no public parking proposed in this location, with visitors accessing the public recreational land via walking, cycling and horse riding routes. The Applicant has produced several visualisations of the proposed Tilbury Fields, including aerial, from on top of the proposed landforms, from along Two Forts Way, and from the southern shoreline adjacent to the proposed Chalk Park/A226. The visualisations produced for consultation are constructed from 'verified views', which are highly accurate photomontages that have been created using a methodology that is compliant with the Guidelines for Landscape and Visual Impact Assessment (Third Edition) (Landscape Institute and Institute of Environmental Management and Assessment, 2013).	No
LF11	Comments expressing concern about the visual impacts of the less-high landscaping option on the wider area. Some consultees are concerned that views across the river should be maintained, and that the area should have trees planted to avoid a barren landscape.	-	-	1	3		Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
LF12	General comments expressing concern about the proposed landscaping options for Tilbury Fields, including concerns that the terrain could be too hilly. There are also concerns that the images provided during consultation did not provide a clear enough indication of what the landscape would look like.	Port of London Authority (PLA)	-	0	4	<p>A verified view is a photograph captured at a specific recorded location and merged with a highly accurate 3D model of the proposed scheme and existing survey data of fixed structures within the photograph. The result is a verified photomontage showing the proposal in context with the existing environment, which can then be used to assess the visual impact of a proposed scheme or development. They are used across the planning system.</p> <p>The landscaping proposals for Tilbury Fields include open mosaic habitat to improve habitat connectivity. These new areas of habitat creation within Tilbury Fields are designed to link with established ecological habitats to the west of Tilbury Fields with new habitats further to the east at Mucking Flats and Marshes landfill restoration and the Thameside Nature Reserve. This would improve biodiversity in the area and as such trees would not be appropriate in this location.</p> <p>The proposed landforms have been kept to a maximum of 1 in 6 gradient profile, a relatively shallow profile that is considered appropriate for the existing landscape.</p>	No
LF13	Comments expressing concern about the use of excavated materials to create the proposed landscaping at Tilbury Fields, including comments that the proposals are simply a means to	-	London Borough of Havering	1	17	<p>In line with feedback received during Statutory Consultation in October 2018, the Applicant would use excavated material to create landforms and habitats near the tunnel portals, including Tilbury Fields near the North Portal. The proposals would create new habitats at this location, helping to connect existing nature reserves, and provide a</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
	dispose of excavated material, which may be contaminated.					<p>new park with accessible footpaths and viewpoints for the local community and visitors. Moving excavated materials offsite would increase the cost of the Project and would also increase the impacts on the local transport networks, with Heavy Goods Vehicles (HGVs) required to transport the excavated material to suitable waste management infrastructure, which would be put under increased pressure. The reuse of excavated material onsite reduces these impacts. The Applicant provided further information about the reuse of materials onsite during the Community Impacts Consultation in July 2021, with the publication of the draft outline Site Waste Management Plan. This document set out the key principles and procedures for managing waste during the construction of the Project, explaining how mitigation and commitments would be secured within the application for development consent, including the required environmental permits for the treatment and reuse of excavated material. An updated outline Site Waste Management Plan (Application Document 6.3, Environmental Statement (ES) Appendix 2.2, Annex A) is included as part of the application for development consent.</p> <p>All excavated materials and soils proposed for reuse would be required to meet risk-based acceptability criteria applicable to its intended use. The procedures and criteria to be used would be set out in the Materials Management Plan prior to commencement of that part of the works. These</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						measures 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). The Applicant's final assessment of the impact of contamination and the measures taken to minimise this risk are set out in ES Chapter 10: Geology and Soils (Application Document 6.1).	
LF14	Comments expressing concern on the grounds that either of the landscaping proposals for Tilbury Fields would have negative impacts on existing wildlife and habitats. Some consultees also express concern about the implications for habitats, biodiversity and ancient woodland.	-	-	2	8	The proposals for Tilbury Fields were revised after the Community Impacts Consultation in July 2021 and neither landscaping proposals has been taken forward. This is because land previously proposed for Tilbury Fields will now form part of the proposed Thames Freeport. The revised proposals would have a positive impact on habitats and wildlife by creating new areas of habitats at Tilbury Fields. The proposed design would improve habitat connectivity and new areas of habitat creation within Tilbury Fields would link established ecological habitats to the west, with new habitats further to the east at Mucking Flats and Marshes Site of Special Scientific Interest (SSSI) and Thameside Nature Reserve. The proposed design would also link to other new habitats proposed at Linford to the north. For more information about the proposed habitats, see the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7). The Applicant consulted on the draft oLEMP during the Community Impacts 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
						<p>Environmental Statement (ES) Chapter 8: Terrestrial Biodiversity (Application Document 6.1) explains how the Applicant has developed the Project following the mitigation hierarchy of 'avoid, reduce, restore and compensate', to reduce any potential adverse effects on habitats and wildlife, and has developed a biodiversity mitigation strategy that aims to ensure there would be no net loss of valued habitats. The Applicant's proposals would maintain habitat connectivity, reduce disturbance to species and create new habitat areas for a range of species.</p> <p>ES Chapter 8 presents the baseline conditions and explain how the relevant flora and fauna have been valued and assessed. It also explains what measures are proposed to reduce adverse effects.</p>	
LF15	Comments expressing concern about the impact of either landscaping option for Tilbury Fields on local communities, with concerns about how the public would access the new area of recreational land on foot and whether there would be car parking. There is a suggestion to design out the existing unrestricted access to the estuary foreshore to improve safety for walkers.	Port of London Authority (PLA)	-	3	11	<p>Following the announcement of Thames Freeport and feedback received during the Community Impacts Consultation in July 2021, the Applicant amended the landscape proposals for Tilbury Fields.</p> <p>An area of land previously identified for Tilbury Fields on the western side of the area (that borders the riverfront) was relocated to the eastern side of the new road. This is due to the land previously identified being required for the potential future development of Thames Freeport.</p> <p>The newly proposed landscaping would provide Public Rights of Way to the top of the landform, connecting the new areas of public recreational land with the existing local footpath network.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>New footpaths within Tilbury Fields would ensure the park could be accessed via the Two Forts Way in the south and in the north via footpath FP200.</p> <p>There is no public parking proposed in this location as the park would be accessed via Two Forts Way and footpath FP200.</p> <p>The existing Public Rights of Way along the Thames Estuary are established recreational walking routes and do not pose a significant safety risk to responsible users. As such, the Applicant is not proposing changes to public access of estuarial footpaths in this location.</p>	
LF16	Comments expressing concern about the cost of constructing and maintaining Tilbury Fields, with some consultees saying that as neither landform options are required, it would be a waste of money to build Tilbury Fields.	-	-	0	3	<p>Following the announcement of Thames Freeport and feedback received during the Community Impacts Consultation in July 2021, the Applicant amended the landscape proposals for Tilbury Fields.</p> <p>The revised proposals for Tilbury Fields, consulted on during the Local Refinement Consultation in May 2022, would provide a cost-effective package of environmental and community benefits.</p> <p>Tilbury Fields would provide essential environmental mitigation and form part of the Applicant's wider ambition to provide a positive green legacy for local communities by providing new publicly accessible open space land.</p> <p>Tilbury Fields would include new habitats to support species and link existing habitats.</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>Reusing excavated materials for Tilbury Fields means that less would need to be transported offsite by road. This would significantly reduce the number of Heavy Goods Vehicle trips required, reducing the impacts on nearby roads and local communities and reducing transport costs for the Project.</p> <p>Approximately 1.8 million m³ of material arising from the North Portal construction and tunnel boring will be used to develop the landscape feature. A further 800,000m³ would be used to form the embankments and landscaping surrounding the North Portal, of which some will be imported from sites north of the Tilbury Loop railway line.</p> <p>The Applicant is working with stakeholders to identify long-term custodians for the new area of publicly accessible recreational land that would be created as part of the Project, as well as maintenance and management requirements and associated funding going forward. The framework for the setting out and management of Tilbury Fields is outlined in the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7).</p>	
LF17	Suggestions that the Applicant should choose whichever landscaping option for Tilbury Fields that is cheaper and faster to build.	-	-	0	4	Following the announcement of Thames Freeport and feedback received during the Community Impacts Consultation in July 2021, the Applicant amended the landscape proposals for Tilbury Fields, so neither of the previously proposed landscaping options is now being considered.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
LF18	Comments opposed to both landscaping options presented during consultation. The reasons given included preferences for the existing landscape to be left untouched and objections to the Project as a whole.	-	-	6	67	<p>This is because an area of land previously identified for Tilbury Fields on the western side of the area (that borders the riverfront) was relocated to the eastern side of the new road. This is due to the land previously identified being required for the potential future development of Thames Freeport.</p> <p>As well as providing a positive green legacy for local communities, implementing Tilbury Fields would provide important benefits for the Project. This is because moving excavated materials offsite would increase costs, as well as increasing the number of Heavy Goods Vehicles (HGVs) on local roads during construction. Including Tilbury Fields delivers better value for money for the Government and taxpayers, while also reducing the impacts on local communities associated with the delivery of the Project. Once complete, Tilbury Fields would provide a new publicly accessible area of recreational land of benefit to local people.</p> <p>The Scheme Objectives for the Project were agreed between the Applicant and the Department for Transport and are set out in the Need for the Project (Application Document 7.1). These objectives include the requirement to relieve the congested Dartford Crossing and its approach roads. The Project proposals have been assessed as the optimal response to the objectives set.</p>	No
LF19	Suggestions to introduce new features to Tilbury Fields on the grounds that	-	-	2	4	At the Local Refinement Consultation in May 2022, the Applicant presented revised proposals for the landforms previously presented at 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>these would provide additional benefits for local communities. Suggestions include adding vehicular access to improve accessibility purposes; landscaping the site to reduce the impacts from the new road; adding extra Public Rights of Way, a fishing lake and shrub planting. There is also a suggestion that Tilbury Fields could be designed to act as a flood defence.</p>					<p>Community Impacts Consultation in July 2021. The Applicant proposed several placemaking landforms that would range from 18m to 24m in height to the south and east of the North Portal. These would provide a visual separation between East Tilbury and the more industrial emerging development that is expected at the Freeport. The proposed landforms would also offer far-reaching views of the Thames Estuary and nearby heritage features, such as Coalhouse Fort, Cliffe Fort and Shornemead Fort.</p> <p>Tilbury Fields would include Public Rights of Way linking the top of the proposed tallest landform with the existing local footpath network. New footpaths within Tilbury Fields would ensure the park could be accessed via the Two Forts Way to the south and via footpath FP200 to the north.</p> <p>The Applicant considers that access via FP200 and Two Forts Way is positive and would reduce the traffic impact of the new recreational land on local residents and therefore a net benefit for the proposals.</p> <p>The proposals for Tilbury Fields presented during the Local Refinement Consultation in May 2022, consisted of new areas of habitat creation linking established ecological habitats to the west of Tilbury Fields with new habitats further to the east at Mucking Flats and Marshes landfill restoration and the Thameside Nature Reserve. The revised proposals would also introduce a new link to other habitats proposed at Linford to the north,</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>improving habitat connectivity in this location. While the proposals would include extensive shrub planting, they would not include a fishing lake, as this would increase the flood risk in this location.</p> <p>The primary function of Tilbury Fields is publicly accessible recreational space and this is not compatible with use as a flood defence.</p>	
LF20	Suggestions that the views of local communities should be prioritised when making decisions about Tilbury Fields and other open space sites.	-	-	0	11	<p>The Applicant has taken steps to ensure that the views of local communities and stakeholders have been considered throughout the design and development of the Project. This includes ongoing engagement with local authorities and interest groups and carrying out numerous rounds of public consultation, including most recently the Local Refinement Consultation in May 2022, when revised proposals for Tilbury Fields were presented to the public and stakeholders.</p> <p>Following the Thames Freeport announcement, and feedback received during the Community Impacts Consultation in July 2021, the Applicant amended the landscape proposals for Tilbury Fields. The revised proposals include moving the proposed location of Tilbury Fields to allow future development at the Freeport; new recreational routes and links to public footpaths; and seven landforms that act as a visual separation from the more industrial East Tilbury and the development expected at the Freeport.</p> <p>Further details about the Applicant's proposals for Tilbury Fields and Chalk Park can be found in the</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Project Design Report (Application Document 7.4).	
LF21	Requests for further information about the proposals for Tilbury Fields. There are questions about the long-term viability of the new publicly accessible recreational land: where exactly would it be constructed, and why the name 'Tilbury Fields' was chosen.	-	-	1	13	<p>Following the announcement of Thames Freeport and feedback received during the Community Impacts Consultation in July 2021, the Applicant amended the landscape proposals for Tilbury Fields. The Applicant consulted on revised proposals for Tilbury Fields during the Local Refinement Consultation in May 2022, presenting further information to the public and stakeholders about where the area of public accessible recreational land would be located to the north and east of the North Portal.</p> <p>Tilbury Fields is an essential element of the Project, providing a positive green legacy for local people, and would not be disposed of for development or otherwise at a later date. Tilbury Fields would be afforded protections in law and planning policy associated with the fact it would be officially designated as public open space, which would present restrictions on future development in this location.</p> <p>The name 'Tilbury Fields' was chosen after engagement with the local authority and aims to work in harmony with the nearby ancient town of Tilbury.</p>	Yes
LF22	Comments expressing a neutral opinion on the proposed options for landscaping Tilbury Fields.	Natural England	Dartford Borough Council	2	84	These comments have been noted.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
LF23	Comments expressing support for the higher landscaping proposal for Tilbury Fields on the grounds that the new open space land would be further away from the new road, improving air quality for visitors.	-	-	0	6		No
LF24	Comments expressing support for the higher landscaping proposal for Tilbury Fields on the grounds that there would be less risk of the new open space flooding, especially in the context of climate change and rising sea levels.	-	-	0	22		No
LF25	General support for the higher landscaping proposal for Tilbury Fields. Some consultees say this option is preferable because it reduces the need to move waste material larger distances.	-	-	0	28		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
LF26	Comments expressing support for the higher landscaping proposal for Tilbury Fields on the grounds that this would create a more attractive area of open space. Some consultees note that this would also provide a better viewpoint to enjoy the surrounding landscape.	-	Essex County Council	0	59		No
LF27	Comments expressing support for the higher landscaping proposal for Tilbury Fields on the grounds that it would reduce noise levels for visitors to the open space land because it would be further away from traffic using the new road.	-	-	1	7		No
LF28	Comments expressing support for the higher landscaping proposal on the grounds that it would make use of more excavated materials from the Project, resulting in less being wasted and having to be transported away from the site. It is said that would result in fewer Heavy	-	Essex County Council	0	10		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	Goods Vehicle (HGV) journeys and a lower the carbon footprint for the Project's construction.						
LF29	Comments expressing support for the lower landscaping proposal for Tilbury Fields on the grounds that it would have less of an environmental impact than the higher proposal.	-	-	0	3		No
LF30	Comments expressing support for the lower landscaping proposal for Tilbury Fields on the grounds that it would reduce the risk of flooding.	-	-	0	3		No
LF31	General support for the lower landscaping proposal for Tilbury Fields without providing further details.	-	-	1	12		No
LF32	Comments expressing support for the lower landscaping proposal for Tilbury Fields on the grounds that it would have less of a visual impact on the existing landscape, being less intrusive than the higher landscaping option.	-	-	3	31		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
LF33	A comment expressing support for the lower landscaping proposal for Tilbury Fields on the grounds that it would reduce noise levels at the open space land from traffic using the new road.	-	-	0	1		No
LF34	General comments expressing support for the proposal to create new landscaping at Tilbury Fields, without specifying a preference for the higher or the lower option.	-	London Borough of Havering	1	60		No
LF35	General comments expressing support for the proposal to implement new open space land at Tilbury Fields, asking the Applicant to start work on the Project as soon as possible.	-	-	0	21		No

Issues raised in response to open Question 2n

- 14.4.111 Table 14.16 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q2n in the consultation response form, which was as follows:
- 14.4.112 *Q2n: Please let us know the reasons for your response to Q2m and any other comments you have on our proposals for the inclusion of a new open space site, Chalk Park.*
- 14.4.113 For reference, the closed Question 2m referred to in Q2n above was as follows:
- 14.4.114 *Q2m: Do you support or oppose our proposals for the inclusion of a new open space site, Chalk Park?*
- 14.4.115 For more information about Q2m and how consultees responded to it and the other closed questions in the consultation response form, see Section 14.3 of this report.
- 14.4.116 The issues raised that relate to building the crossing are summarised in Table 14.16 below. Where issues were raised in response to Q2n that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 14.4.117 The Applicant has fully considered all of the responses received. Table 14.16 explains how the Applicant has had regard to those issues raised, and the Applicant's response is presented in the penultimate column of the table. The final column of the table identifies where the Applicant has made a change to the Project in line with the issues raised during this consultation.
- 14.4.118 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 14.16

- 14.4.119 The information presented in Table 14.16 is as follows:
- '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 Q2n 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 as well. The local authorities included in this list are set out in Section 4.3 of this report.
 - 's42(1)(d)' states how many respondents with a land interest raised that issue.

- f. 's47 & s48' states how many members of the public raised that issue.
- g. 'The Applicant's response' presents the Applicant's response to the issue(s) raised and explains how the Applicant has had regard to the issue(s).
- h. 'Project change' states whether the issue(s) raised resulted in a change to the Project.
 - i. 'Yes' indicates that changes to the Project proposals have been made since the Community Impacts 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 relating to Chalk Park open space and the Applicant's responses

14.4.120 Table 14.16 below summarises the issues raised relating to Chalk Park open space and presents the Applicant's responses to those issues raised.

Table 14.16 Summary of issues raised relating to Chalk Park open space 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
OS1	Comments expressing concern about the health impacts of poor air quality on visitors to the proposed Chalk Park public recreational area, in the main due to the site’s proximity to the Project.	-	-	7	47	Detailed information about the air quality impacts of the Project in the assessed local areas is presented in Environmental Statement (ES) Chapter 5: Air Quality (Application Document 6.1). The assessment methodology explains where the air quality modelling was carried out and why. The air quality assessments for the area around Chalk Park showed that there would be a minimal increase in pollutants as a result of Project-related changes in traffic flows from the new road. Although there would be some reduction in air quality where the road is immediately adjacent to the proposed site for Chalk Park, the levels in these areas would still comply with air quality standards. These assessed impacts would therefore not trigger the need for additional monitoring or other mitigation measures once the road is open.	No
OS2	Comments expressing concern about the potential impact of implementing the Chalk Park public recreational area in a location that consultees claim is prone to flooding. The impact on the Thames Estuary and Marshes Special Protection Area and	-	-	0	8	To assess the environmental impacts of the construction and operation of the Project, including flood risk, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). The ES includes an assessment of the construction and operation of the new public recreational, Chalk Park, including any potential impact on flooding. The area 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
	Ramsar site was also raised, including groundwater.					<p>of the River Thames where Chalk Park is proposed is not one that is currently prone to flooding, and the Applicant's assessments, as documented in ES Chapter 14: Road Drainage and the Water Environment (Application Document 6.1), do not predict any impacts as a result of the Project.</p> <p>Overall, 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 policy documents set out Government policy on development and flood risk. In accordance with national policy, the Project would not increase flood risk, including at the Thames Estuary and Marshes Special Protection Area and Ramsar site, with the exception of some pre-designated areas known as Compensatory Flood Storage Areas.</p> <p>In addition to the information presented in ES Chapter 14 (Application Document 6.1), an assessment of the risk of flooding within the proposed development and elsewhere as a result of the Project being constructed and operated is contained within the Flood Risk Assessment (Application Document 6.3, ES Appendix 14.6).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
OS3	General comments expressing concern about the impact of the proposed Chalk Park public recreational land on the environment.	-	-	0	6	<p>Overall, Chalk Park is expected to provide a positive impact on the environment through new habitat creation and additional landscaping to offset the impacts of implementing the new road. For more information about Chalk Park, see the Project Design Report (Application Document 7.4).</p> <p>Following feedback received during the Community Impacts Consultation in July 2021 and further design development; the Applicant proposes to permanently acquire the remaining 8ha area of Southern Valley Golf Club. This site was previously identified for temporary use during construction. This additional area would form part of the wider provision of open space land south of the river, known as Chalk Park. This would provide 8ha more land for public recreation and habitats than proposed during the Community Impacts Consultation in July 2021.</p> <p>The additional land would be linked by a public footpath and would provide further public access to the east of Chalk Park, a recreational area for the public containing new recreational routes, views to the Kent Downs Area of Outstanding Natural Beauty. The existing ground level would be maintained, and the planting would include species that provide a rich, chalk grassland habitat and woodland groups that are reflective of the local area. The land would</p>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>provide additional biodiversity benefits as well as enhancing the visual experience for users of the local footpath networks.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant also consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. This includes the proposed new habitats at Chalk Park.</p> <p>The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft Development Consent Order (DCO) (Application Document 3.1), the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the CoCP (Application Document 6.3, ES Appendix 2.2). The Environmental Masterplan is secured through Requirement 5 of the draft DCO (Application Document 3.1).</p>	
OS4	Comments expressing concern about the visual impact of the proposed	-	Gravesham Borough Council,	5	51	During the Community Impacts Consultation in July 2021, the Applicant consulted on the visual impacts of the Project's 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
	Chalk Park public recreational area. There are concerns about the visual impacts of the loss of agricultural land, ancient woodland, recreational facilities (such as the golf course), and Green Belt.		Kent County Council			and operation, and the proposed mitigation measures, which included the plans for a new area of publicly accessible recreational land at Chalk Park near the South Portal. Chalk Park would be landscaped to reflect the wider area with rich grassland and woodland planting that sits around the South Portal, providing additional biodiversity and enhancing the visual experience for users and local people.	
OS5	Comments expressing concern about the loss of wildlife, habitats and biodiversity as a result of the proposals for the Chalk Park public recreational area. Some consultees said the mitigation would be insufficient to replace the loss of existing habitats.	-	Kent County Council	1	21	The proposals would result in a loss of some agricultural land, but no ancient woodland would be lost in the area proposed for Chalk Park, and the land would continue to qualify as Green Belt. Mitigation measures for wildlife are incorporated into the landscape and planting design for Chalk Park. This would replace existing habitats with a lower biodiversity value (for example, arable fields) with species-rich grassland and hedgerows, as well as scrub and tree planting, and wetland areas for amphibians and reptiles. The Southern Valley Golf Club is a private golf club, 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 Course Club regarding compensation for the impact of the Project.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>There is no proposal to replace the golf club, but the Applicant considers that the benefits of the Project and the provision of new public recreational land in this location outweighs the loss of the golf club. For more information about the planning balance associated with the Project, see the Planning Statement (Application Document 7.2).</p> <p>Gravesend Golf Centre consists of a nine-hole golf course with a driving range. The Applicant proposes to permanently acquire the site of the nine-hole course to form part of the proposed area of public recreational land, Chalk Park, a landscaped area around the South Portal accessible via a network of new and existing Public Rights of Way. The Applicant is also seeking powers through the Development Consent Order (Application Document 3.1) to relocate the golf facility to the south-east of Cascades Leisure Centre, on part of the site of the existing Southern Valley Golf Club. However, the Applicant recognises that there are broader proposals for the redevelopment of the leisure centre site and that Gravesham Borough Council, which owns the site, has been exploring the feasibility of alternative locations for the relocated golf facility in order to maximise 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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>alternative location for the relocated golf facility were identified and progressed as a result, it would be delivered separately to the Project.</p> <p>The Environmental Impact Assessment (EIA) includes an assessment of the operational impact of the Project and its junctions on land designated as Green Belt and other visual impacts on the surrounding landscape in Environmental Statement Chapter 7: Landscape and Visual (Application Document 6.1). It presents both the assessments, and proposed mitigation measures.</p> <p>The National Policy Statement for National Networks (Department for Transport, 2014) and the Overarching National Policy Statement for Energy (EN-1) (Department of Energy and Climate Change, 2011a) recognise that new roads or utility diversions through Green Belt may constitute inappropriate development. Where that is the case, there is a presumption against such development except in very special circumstances. The Applicant has developed the Project to ensure it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and the associated planning practice guidance to support the framework (Department for Levelling Up,</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Housing and Communities; and Ministry of Housing, Communities and Local Government, 2021)). This assessment demonstrates that very special circumstances exist for the Project, and these are set out in Appendix E of the Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Table.</p> <p>As well as earthworks designed into the route, the landscape mitigation includes the use of trees to screen elements of the Project where practicable. For example, trees would be planted around the South Portal to make buildings less visible.</p>	
OS6	Comments expressing concern about noise levels for visitors to the proposed Chalk Park public recreational area. Some consultees say the site would be unattractive to visitors because of its proximity to the proposed new road and tunnel portal.	Shorne Parish Council	-	0	16	<p>Environmental Statement (ES) Chapter 12: Noise and Vibration (Application Document 6.1) includes an assessment of the impact of the Project on noise and vibration, including the impacts of new traffic flows as a result of the new road during operation. ES Chapter 12 also sets out the proposed mitigation. Embedded design mitigation is included in the Design Principles (Application Document 7.5).</p> <p>Noise mitigation measures south of the River Thames include designing the road at the lowest practicable height relative to the existing ground levels, with the majority of the route in tunnels or cutting. These landscaping measures would reduce the noise impacts in</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 Chalk Park area. In response to consultation feedback, the Applicant would also use an improved low-noise road surfacing that would reduce traffic noise once the Project is operational. Details of the assessment and proposed mitigation can be found in ES Chapter 12: Noise and Vibration (Application Document 6.1).</p> <p>The Project has been aligned as far as reasonably practicable from population centres and other noise-sensitive locations. Operational noise impacts would be reduced through the use of the tunnels, cuttings and false cuttings, along with low-noise road surfacing and noise barriers.</p> <p>During the Community Impacts Consultation in July 2021, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads that would be built or upgraded as part of the Project. This road surfacing would reduce the noise from fast-moving vehicles (those travelling over 75km/h) by up to 3.5dB(A) compared with standard tarmac.</p> <p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A)</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park,</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation.</p> <p>The Applicant's noise assessment predicts that for sensitive receptors in the area around Chalk Park there would be negligible to minor adverse increases in noise as a result of Project-related changes in traffic flows and the new road. Although there would be some road traffic noise increases where the route is immediately adjacent to the proposed site for Chalk Park, the Project road would be in a cutting up to 28m deep and low-noise road surfacing is proposed to mitigate these noise impacts.</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 of the Project is proposed.</p>	
OS7	General comments expressing concern about the negative impact the proposed Chalk Park public recreational land would have on the mental and physical wellbeing of local communities, particularly during construction. Some consultees also express	-	-	5	32	<p>The Applicant has prepared an Environmental Impact Assessment (EIA) for the Project which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3).</p> <p>ES Chapter 13: Population and Human Health (Application Document 6.1) assesses the impacts of the Project on local communities during construction and</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	concern that the site would lead to increased traffic and anti-social behaviour in the area.					operation. It includes a summary of the impact on local communities south of the River Thames, including any affected by the proposed removal of private recreational land and the creation of new public recreational land at Chalk Park.	
OS8	Comments expressing concern that the Chalk Park public recreational land has been proposed merely as a convenient means of disposing of excavated material, without offering value to local communities. Some consultees say using the land as storage of excavated material would make it unusable as recreational space.	-	Gravesham Borough Council, Kent County Council	3	11	As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.	No
OS9	Comments expressing concern that the proposals for Chalk Park public recreational land are an attempt to improve the environmental credentials of the Project or to save money. Some consultees say the site would only be built to dispose of excavated material, without providing benefits to local communities, while others said Chalk Park would not	-	Gravesham Borough Council	6	79	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. 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. The Code of Construction Practice	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	be implemented as proposed.					(CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP, set out the best practice and location-specific measures that would be used to reduce the impact of the Project's construction and operation on local people. These include measures to reduce noise, dust and light impacts on local communities.	
OS10	General comments expressing concern that the Chalk Park open space proposals do not provide sufficient mitigation for the negative impacts of the Project. Comments include wide-ranging criticisms of the Project, saying that the new recreational facilities cannot compensate for the significant negative impacts that the new road would generate over the coming decades.	-	-	3	21	<p>During the construction phase, local people would benefit from work and training opportunities provided by the Project during construction, which are likely to have positive impacts on mental health. However, while construction impacts have been mitigated as far as reasonably practicable, there would be temporary negative impacts on communities from construction activities. These could result in mental health impacts on local people – for example, due to anxiety around perceived changes in air quality or as a result of changes to noise levels. Longer journey times due to traffic management and road closures, reduced access to green spaces and closures of walking, cycling and horse riding routes could also impact people's health and wellbeing. Some local businesses, including farms, would have land temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of four residential and four</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>commercial properties south of the River Thames.</p> <p>Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse riding routes; as well as access to new areas of recreational land at Chalk Park. 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. Information about the impacts on local communities, including health impacts, is also presented in the Community Impact Report (Application Document 7.16).</p> <p>Within the new area, recreational routes are proposed that would connect with existing Public Rights of Way. The proposed recreational area would have open views 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 Kent Downs Area of Outstanding Natural Beauty and the River Thames, with woodland planting to integrate with the existing landscape.</p> <p>There is no new car parking proposed to service Chalk Park, so it is expected that the traffic impacts would be low, with most users arriving on foot, although cycling and horse riding would be possible due to the network of bridleways proposed to enhance the local network of Public Rights of Way.</p> <p>The proposed new park would be implemented and maintained in association with the relevant local stakeholders to ensure the area is managed appropriately for the benefit of local communities. The framework for the implementation and management of Chalk Park is presented in the outline Landscape and Ecology Management Plan (Application Document 6.7).</p> <p>The Applicant would continue to work with the relevant parties, including the police and other emergency services, to identify areas of concern such as antisocial behaviour and carry out appropriate mitigation.</p> <p>Moving excavated materials offsite would increase costs, increase the impacts on the local transport networks and increase pressure on the local waste management infrastructure. The proposals do deliver better</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>value for money, and also reduce the impacts associated with the delivery of the Project.</p> <p>Excavated materials from the tunnels would be treated and then used in land forming. Reusing the excavated material in this way allows for the development of the new public space, while reducing Heavy Goods Vehicle movements associated with taking excavated material offsite.</p> <p>The Applicant provided further information in the draft outline Site Waste Management Plan (oSWMP), which was published during the Community Impacts Consultation in July 2021. The finalised oSWMP (Application Document 6.3, ES Appendix 2.2, Annex A) has been submitted as part of the application for development consent.</p> <p>The proposals for open space sites are included in the Development Consent Order (DCO) application. If approved, the delivery of these sites would be a legally binding requirement of the DCO.</p>	
OS11	Comments expressing concern that the proposed Chalk Park public recreational space is unnecessary, with consultees saying the land is already open space. Some consultees say the	Cobham Parish Council	-	4	37	As well as mitigating the direct impact of the road's construction and operation, the Applicant has sought to create a positive legacy of green infrastructure for local communities and the environment, in line with the Scheme Objectives agreed with the Department for Transport. For more information about the Scheme Objectives, see the Need for the Project (Application	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	proposals are not relevant to the Project.					<p>Document 7.1). The Applicant has identified opportunities to improve access to semi-natural open spaces, such as the proposal for Chalk Park.</p> <p>Chalk Park would provide a recreational area for the local community and create a desirable separation between the southern tunnel entrance and the eastern edge of Gravesend. It would be on part of the Southern Valley Golf Club site, which would be permanently acquired. Within the new area, recreational routes are proposed that would connect with existing Public Rights of Way.</p> <p>Chalk Park would have open views to the Kent Downs Area of Outstanding Natural Beauty and the River Thames, with woodland planting to integrate with the existing landscape. The land would be designed to reflect the existing landscape character of rolling chalk grassland and would retain views up to the wooded hilltops within Shorne Woods and the setting to Kent Downs Area of Outstanding Natural Beauty.</p> <p>The existing height of this land would be retained, and the planting would include species that provide a rich chalk grassland habitat and woodland groups that are reflective of the local area. The land would provide additional biodiversity benefits as well</p>	

Code	Summary of issue(s) raised	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 enhancing the visual experience of local footpath users.</p> <p>The existing area of land that Chalk Park would occupy is private agricultural land with public access via footpaths. It is not public open space land. The Applicant is, however, seeking to formally designate the new Chalk Park as open space land.</p>	
OS12	General comments opposing the proposals for Chalk Park open space. Some comments say the land should be left alone, while others noted that the changes would not be necessary if the Project did not go ahead.	-	-	7	33	The high level of traffic wanting to use the Dartford Crossing exceeds the design capacity of the road. This results in frequent traffic congestion and poor journey time reliability, making the Dartford Crossing one of the least reliable sections of the strategic road network (SRN). While incremental improvements to the Dartford Crossing have helped ease these issues, these have not been sufficient to address the lack of road capacity east of London. Congestion, delays and poor journey time reliability at the Dartford Crossing and on surrounding roads is a major impediment to economic growth in the South East of England. As a result of these ongoing issues at the Dartford Crossing, slow-moving and queuing traffic on both the local highway network and SRN approaches to the Dartford Crossing also impact the environment and surrounding communities through high levels of noise and air pollution.	No
OS13	Comments expressing support for the proposals for Chalk Park open space but opposed to the wider Project. Some consultees say that Chalk Park should be built and the Project should not.	-	-	1	7		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The Project would provide an alternative to the Dartford Crossing and would help transform the economies of Kent, Thurrock, Essex and Havering, and provide vital cross-river connectivity, including for freight travelling to and from the Kent ports. It would help transform the economic geography of the area and connect two economies that have historically been separated by the River Thames. This would connect local people to more jobs, make business-to-business interactions easier and more effective, and facilitate growth in trade and freight, which is dependent on reliable journey times to ports and to the Channel Tunnel.</p> <p>The proposed open space sites, including Chalk Park, would not be built without the consent and development of the new road.</p>	
OS14	<p>Comments expressing concern about the loss of Southern Valley Golf Club course and other amenities in order to accommodate the proposed Chalk Park public recreational land. Some consultees say Southern Valley Golf Course is a public facility and when it has gone local people will not be in a</p>	-	Gravesham Borough Council, Kent County Council	0	7	<p>The Southern Valley Golf Club is a private recreational facility and the Applicant is seeking to permanently acquire the site for the Project. The Applicant has been working with the owners of the Southern Valley Golf Club regarding compensation for the impact of the Project.</p> <p>The Applicant considers that the benefits of the Project and the provision of a new public recreational land in this location (Chalk Park) outweigh the loss of the golf club. For more</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
	position to afford to join private golf clubs.					details about the planning balance associated with the Project, see the Planning Statement (Application Document 7.2).	
OS15	Comments expressing concern that the Chalk Park public recreational land would have a negative impact on existing Public Rights of Way (PRoW). There are also concerns as to whether the proposed number of access points to Chalk Park are required, with some residents expressing concern about being too close to PRoW.	-	-	3	5	<p>The new recreational landscaped area, Chalk Park, would provide recreational routes built around existing Public Rights of Way, along with landscape and environmental mitigation. The proposed area would connect the Riverside area of Gravesend with areas of Gravesham to the east through the Thong Lane green bridge north, as well as via proposed bridleways and footpaths around the South Portal, connecting to existing routes to Shorne Woods Country Park and the wider Kent Downs Area of Outstanding Natural Beauty (AONB).</p> <p>Chalk Park would be greater in area than the golf course being acquired and would be functional and accessible for the local community with connection to the wider environment. The proposed open space would have a similar setting with open views to the Kent Downs AONB and the River Thames, with woodland planting to integrate with the landscape.</p> <p>Following feedback received during the Community Impacts Consultation in July 2021, the Applicant is proposing to acquire the remaining 8ha of the Southern Valley Golf Club. This additional 8ha of accessible green space linked to the east of Chalk Park, It was</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>presented during the Local Refinement Consultation in May 2022.</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 Chalk Park. 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.</p>	
OS16	Comments expressing concern that the proposals for the Chalk Park public recreational land would have an impact on local properties or future	-	Gravesham Borough Council	4	5	In many instances where the Project affects community land used for recreation, the Applicant is proposing replacement land to reduce the adverse impacts. The Applicant consulted on these proposals in July 2020 during the Design Refinement 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
	<p>development in the area. Some consultees say the land could be developed into housing or commercial property in the future. One consultee expresses concern about the demolition of three agricultural buildings in the vicinity.</p>					<p>and in July 2021 during the Community Impacts Consultation.</p> <p>Persons with an interest in land who would be affected by the land acquisition powers contained within the application for development consent, would be entitled to make a claim for compensation. Each claim for compensation would be considered on its own merits, in line with the Code. Further information about the compensation offered to businesses affected by the Project can be found in Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a).</p> <p>The Applicant is proposing to formally designate Chalk Park as open space which would be secured within the Development Consent Order (DCO). This is part of the Applicant's commitment to create a positive green legacy as part of the Project. Chalk Park and Tilbury Fields (north of the River Thames) were developed to provide additional benefits to the community. The formal designation of both areas as open space would ensure further opportunities for public recreation are legally secured once the Project is operational and protect against future development. Where land is designated as such, it would be accessible 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 public for recreational purposes, such as walking, running or cycling.</p> <p>An Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 13: Population and Human Health (Application Document 6.1) lists the properties subject to demolition south of the River Thames.</p> <p>During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p>	
OS17	Suggestions as to how the proposed Chalk Park open space could be improved. Suggestions include locating it in the London Borough of Havering. Other suggestions relate to its landscaping, saying the site should not be steep or too	-	Gravesham Borough Council	0	16	Following feedback received during the Community Impacts Consultation in July 2021, the Applicant proposed the purchase of an additional 8ha of accessible green space to the east of Chalk Park. The proposal, which would expand the open space provision in this area, was presented during	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	high. There are suggestions that the land should be allowed to grow 'wild', that the land should have a defined management strategy, and that it should remain free for the public to use. Some consultees say the area should have car parking and electric charging points.					the Local Refinement Consultation in May 2022. Chalk Park and other nearby open space would be designed to blend visually with the existing landscape and would be made suitable for public access and recreational use. The area would be landscaped to reflect the wider landscape with rich grassland and woodland planting around the South Portal area, providing additional biodiversity and enhancing the visual experience for local people.	
OS18	Suggestions to listen to local residents' views when making decisions about the Chalk Park open space proposals. Some consultees say that any new names used in the area should reflect its history as a World War II aerodrome. Some consultees say local people want more housing not new parks.	-	-	0	8	In addition to Chalk Park, the Applicant has also included proposals to provide compensatory land in the London Borough of Havering. With Folkes Lane woodland being impacted by the widening of the M25 carriageway and provision of a footbridge over the M25, the Applicant is proposing to mitigate the impact by providing replacement open space land on the eastern side of the M25 within a new area of woodland planting at the site of Hole Farm. There is no vehicle access or car parking planned at Chalk Park. It is expected that most people would access the park by foot, cycle or horse with new and upgraded Public Rights of Way (PRoW) being the primary means of access. A car park is proposed west of Thong Lane, which would be primarily for users of Shorne	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Woods Country Park. The location includes a Pegasus crossing, allowing horses, cyclists and walkers to cross Thong Lane safely.</p> <p>No electric vehicle charging points are planned for the new Thong Lane car park.</p> <p>The name Chalk Park was chosen after engagement with the local authority and reflects the geological make-up of the local area.</p> <p>Housing development is the responsibility of the local authority and future plans for such developments are outlined in their local plans.</p>	
OS19	Requests for additional information about the Chalk Park proposals for a public recreational area. These include questions about how the site was selected, what archaeological and historical investigations have informed the site's design, and the amount of excavated material required to build it.	-	Gravesham Borough Council, Kent County Council	2	12	<p>The location for Chalk Park was chosen as it would enable easy access and enhanced amenity and recreation for the residents of Gravesend and Chalk, with the location being walking or cycling distance from the edge of Gravesend. It would also enable the linking of green spaces to Shorne Woods Country Park and beyond. Because the location is close to the South Portal excavations, it would also result in reduced movement of excavated materials being used to create earthworks providing landscaping and enhanced views. Care would be taken to site the landform away from historic views such as those to and from St Mary's Church in order to preserve these, as well as to avoid recently discovered archaeology.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3).</p> <p>During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the Design Principles (Application Document 7.5), or as mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. As part of the EIA, the Applicant has assessed the impact of the Project on areas and buildings of historical significance. This can be found in ES Chapter 6: Cultural Heritage (Application Document 6.1).</p> <p>Extensive archaeological trial trenching has been carried out at the site of the proposed Chalk Park. All impacts to buried archaeology would be subject to detailed assessment, and a robust mitigation strategy for any historical asset would be informed through intrusive and non-intrusive investigations. This is detailed through Requirement 9 of the draft Development Consent Order (Application Document 3.1) which requires a Written</p>	

Code	Summary of issue(s) raised	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 of Investigation (WSI) to be produced that reflects the outline WSI (Application Document 6.3, ES Appendix 6.9). This would be submitted for approval ahead of any works in areas of archaeological interest.</p> <p>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 and two non-designated buildings in Thong Conservation Area would be demolished, while buried remains in the Orsett Cropmarks Scheduled Monument would also be removed. There would be complete or partial removal of 56 non-designated and 6 low-value built heritage assets, as well as permanent or temporary effects on the setting of two scheduled monuments near Orsett, three Conservation Areas and seven non-designated archaeological features.</p> <p>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</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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 proposed new park would be owned by the Applicant. Operations and maintenance would be the responsibility of the Applicant in association with the relevant local stakeholders, to ensure the area is managed appropriately for the benefit of local communities.</p> <p>The Applicant would continue to work with the relevant parties, including the police and other emergency services, to identify areas of concern such as antisocial behaviour and carry out appropriate mitigation.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
OS20	Comments expressing a neutral opinion about the Chalk Park open space or elements of those proposals.	-	Essex County Council, Dartford Borough Council	4	58	These comments have been noted.	No
OS21	General comments supporting the positive impact the Chalk Park open space proposals would have on the environment. Some consultees say the proposals would mitigate some of the environmental impacts of the Project.	Natural England	-	0	10		No
OS22	Comments supporting the reuse of excavated materials from construction to build the proposed Chalk Park open space, noting that it would significantly reduce the volume of excavated materials that would have to be transported away from the Project's construction worksites on public roads. This would reduce environmental impacts on local communities, such as traffic noise, and would	-	Medway Council, Essex County Council, Gravesham Borough Council, Kent County Council	1	2		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	better comply with local authority environmental policies on waste reuse.						
OS23	Comments supporting the proposed Chalk Park open space, saying it would provide valuable new habitats for wildlife. Some consultees say this would be useful mitigation against the impacts on habitats and wildlife affected by the Project in other areas.	-	Kent County Council	0	8		No
OS24	Comments supporting the proposed Chalk Park open space on the grounds that it would offer significant benefits to local communities as a place for recreation.	Cobham Parish Council	Medway Council, Kent County Council	2	49		No
OS25	Comments supporting the proposals for the Chalk Park open space because they help address previous concerns about the Project.	-	-	0	5		No
OS26	General comments supporting the proposed Chalk Park open space.	Cobham Parish Council, Natural England	Kent County Council	6	223		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
OS27	Comments supporting the proposals for Chalk Park open space, while also urging the Applicant to implement the Project as soon as possible.	-	-	0	22		No

Issues raised in response to open Question 3b

- 14.4.121 Table 14.17 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:
- 14.4.122 *Q3b: Please let us know the reasons for your response to Q3a and any other comments you have on how issues and suggestions about the Lower Thames Crossing have been addressed, following earlier rounds of public consultation. If your comment relates to a particular consultation, please refer to it in your response.*
- 14.4.123 For reference, the closed Question 3a referred to in Q3b above was as follows:
- 14.4.124 *Q3a: Do you support or oppose how issues and suggestions about the Lower Thames Crossing have been addressed following earlier rounds of public consultation?*
- 14.4.125 For more information about Q3a and how consultees responded to it and the other closed questions in the consultation response form, see Section 14.3 of this report.
- 14.4.126 The issues raised that relate to building the crossing are summarised in Table 14.17 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.
- 14.4.127 The Applicant has fully considered all of the responses received. Table 14.17 explains how the Applicant has had regard to those issues raised, and the Applicant's response is presented in the penultimate column of the table. The final column of the table identifies where the Applicant has made a change to the Project in line with the issues raised during this consultation.
- 14.4.128 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to them with a combined response.

Information presented in Table 14.17

- 14.4.129 The information presented in Table 14.17 is as follows:
- 'Code' is a unique code assigned to each issue for reference purposes.
 - 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q3b or to another question in the response form but covering similar topics.
 - 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
 - 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it as well. 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 Community Impacts 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 post-consultation change and the Applicant's responses

14.4.130 Table 14.17 below summarises the issues raised relating to post-consultation change and presents the Applicant's responses to those issues.

Table 14.17 Summary of issues raised relating to post-consultation change 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
CC1	Comments expressing concern that the latest changes made to the Project by the Applicant do not adequately address the feedback provided by consultees. Some consultees say that some issues remain unresolved, including requests for further information about the Project, potential damage to the environment, impacts on local communities, and concerns about safety once the Project is operational. Some consultees say their responses to a previous consultation were categorised as 'campaign' and were not given the same weight as other responses.	Shorne Parish Council, Port of Tilbury London Limited	Dover District Council, London Borough of Havering, Southend-on-Sea City Council, Essex County Council, Kent County Council, Thurrock Council	43	213	<p>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.</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, traffic and construction impacts that could affect those areas. 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 and traffic assessments.</p> <p>Other documents consulted on during the Community Impacts Consultation explained the proposed construction mitigation measures in more detail, including the draft Code of Construction Practice (CoCP) and</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the 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>The Ward Impact Summaries also included information about traffic impacts, while the draft outline Traffic Management Plan for Construction (oTMPfC) explained the proposed traffic management measures that would be required to ensure the road network could operate safely and efficiently during the construction phase.</p> <p>Since the Community Impacts Consultation in July 2021, the Applicant has updated its proposals in response to feedback received during consultation and undertaken further assessments, including an Environmental Impact Assessment (EIA) and updated traffic modelling. These are set out in detail in the application for development consent.</p> <p>The Applicant has conscientiously considered all feedback received during consultation during the development of the Project, which has been shaped by both feedback received and the Applicant's continued design and development. The Applicant has paid particular attention to responses commenting on local and environmental impacts and benefits. The</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Applicant has complied with the duty to have regard to consultation responses, and changes were made to the Project as a result of feedback. Where changes were not made, reasons were given and are included in these consultation reports.</p> <p>The Community Impacts Consultation in July 2021 was one of the most comprehensive ever delivered by the Applicant. The changes and responses to feedback are described in the 'You said, we did' document produced for the Community Impacts Consultation. In that document the Applicant summarised the total responses received for the Statutory, Supplementary and Design Refinement Consultations. These included responses received that were identified as part of campaigns. For instance, on page 14 of the 'You Said, we did' document, the Applicant includes information about the email campaign organised by The Woodland Trust for the Statutory Consultation in October 2018. In total, the Applicant received 2,117 emails from respondents who used the Woodland Trust's online tool to email a consultation response. Of the 2,117 respondents, 966 people added their own additional comments to the supplied campaign text.</p> <p>These campaign responses were analysed in the same way as other 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>responses. They are also reported as a campaign in Section 11.1 of this report.</p> <p>Following the Community Impacts Consultation, the Applicant proposed a number of changes, which were consulted on in the Local Refinement Consultation in May 2022. This included the redesign of Tilbury Fields; increasing the amount of open space south of the river by adding land to the east of Chalk Park; a new link road from the Orsett Cock junction to the A1089; a new bridge over the A127 for walkers, cyclists and horse riders; modified access arrangements near the North Portal, providing safer operation of the tunnel facilities and better access for emergency services; and additional environmental compensation including 279ha of new wildlife-rich habitat (revised to 246ha after consultation). These amendments are the result of the Applicant's ongoing design work, engagement with stakeholders, and direct consultation feedback, which is summarised in Chapter 3 of the Guide to Local Refinement Consultation.</p> <p>Since the publication of the Community Impacts Consultation, the Applicant has continued to engage with individuals, landowners, local authorities and a wide range of stakeholders on the proposals outside of the formal consultation periods, which is documented in the Statement of</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Engagement (Application Document 5.2). This includes holding additional drop-in information events for the public in February and March 2022 (in addition to formal consultation meetings in May and June 2022); meetings with stakeholders; responding to individual queries and ongoing dialogue to discuss concerns. The Applicant will continue to engage with stakeholders as the Project moves beyond the pre-Application stage.</p> <p>The Applicant has been engaging with relevant stakeholders including key local authorities to reach a common position with stakeholders (whether agreement or disagreement on a particular issue) in advance of submission in order to help the smooth running of the Examination. Where matters remain under discussion, these issues need to progress to Examination to be resolved.</p> <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 (including impacts on local people), while still allowing the Project to be built safely and efficiently. 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
						Scheme Objectives are set out in the Need for the Project (Application Document 7.1).	
CC2	Suggestions that the Applicant should address the concerns of local residents. Some consultees say the Applicant should discuss the impacts of the Project on private land and recreational amenities, with the owners and local authorities. It is also said that the public should be kept informed about the proposals and activities relating to the Project throughout its development.	-	Southend-on-Sea City Council, Suffolk County Council, Thurrock Council	2	30	<p>The Community Impacts Consultation in July 2021 was well publicised among local communities by means of a publicity campaign that used print and online advertising, editorial coverage, leafleting, social media and other channels to promote the consultation to those in the vicinity of the Project. These methods are set out in Chapter 8 of this report. The Applicant considered all feedback and paid attention to responses commenting on local impacts and benefits. This is demonstrated throughout this chapter. The Applicant has made changes to the proposals, and these have been informed by local as well as wider regional sentiment. The overriding priority has been to develop a Project that balances the need to provide improved road capacity across the River Thames with the need to limit negative impacts on local communities and the environment, while also providing value for money.</p> <p>The Applicant has engaged with people with an interest in land, including private landowners and those managing recreational facilities within the Order Limits and previous versions of the Project's land use area, including regular meetings, calls and other forms of engagement throughout the</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>consultation focused on those most affected by the proposals.</p> <p>This included writing to them at each stage of the consultation process. This has included individual landowners as well as the owners of businesses. Each person with an interest in land listed in the Book of Reference (Application Document 4.2) has been provided at least the statutory minimum (as defined by section 45 of the Planning Act 2008) of 28 days to consider and provide comments on the consultation proposals.</p> <p>During the development of the Project to date, the Applicant has engaged frequently and productively with stakeholders that include local authorities, including the host authorities (see the Planning Statement (Application Document 7.2)), utility companies, businesses, environmental, community and interest groups. Chapter 8 and Appendix S of this report provide information about engagement with stakeholders.</p> <p>In addition to the Statutory Consultation in October 2018, the Applicant also carried out four further consultations: Supplementary Consultation in January 2020, Design Refinement Consultation in July 2020, Community Impacts Consultation in July 2021 and Local Refinement Consultation in May 2022 (see Chapters 6, 7, 8 and 9 of this report), providing all interested parties with</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>an opportunity to comment on updated proposals. The Applicant would continue to work with statutory and other consultees wherever possible.</p> <p>The Applicant would work with appointed Contractors to put in place a programme of communications to ensure people are aware of how construction might affect them. This requirement is set out in the Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement Appendix 2.2). A draft version of the CoCP was included by the Applicant in the materials provided for the Communities Impacts Consultation in July 2021, which are set out in Appendix S of this report. Comments on those documents provided in responses to the consultation are set out in Chapter 8 of this report, along with information about how the Applicant had regard to those comments.</p> <p>There is also a commitment to update landowners and local businesses in the outline Traffic Management Plan for Construction (Application Document 7.14).</p>	
CC3	Comments expressing concern on the grounds that the proposals are intended to improve the Project's environmental credentials, but do not feature genuine	-	-	4	19	<p>Minimising adverse impacts on the environment and communities is one of the Scheme Objectives, as set out in the Need for the Project (Application Document 7.1). The proposals have been designed to balance the need to reduce environmental impacts during construction and operation</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
	environmental or community benefits. Consultees say that previous comments on this topic during earlier consultations have not been addressed.					and fulfil the other Project requirements, including the need to reduce congestion at the Dartford Crossing and provide an alternative river crossing. Comments received in previous consultations have influenced the plans, leading to a number of changes to the route proposals and the approach to other aspects of the Project, such as environmental mitigation, which were then consulted on. The Applicant proposed a number of changes in the Local Refinement Consultation in May 2022, some of which were as a result of feedback to the Community Impacts Consultation in July 2021.	
CC4	General comments expressing concern on the grounds that the proposals are still too detrimental to the environment. Some consultees say there is a need for additional environmental survey information and that the proposed mitigation is not suitable.	-	Kent County Council	0	8	This included the redesign of Tilbury Fields; increasing the amount of open space south of the river by adding land to the east of Chalk Park; a new link road from the Orsett Cock junction to the A1089; a new bridge over the A127 for walkers, cyclists and horse riders; modified access to the North Portal, providing safer operation of the tunnel facilities and better access for emergency services; and additional environmental compensation including 279ha of new wildlife-rich habitat (reduced after consultation to 246ha). These amendments are the result of the Applicant's ongoing design work, engagement with stakeholders, and direct consultation feedback, which is	No
CC5	Comments expressing concern about the proposals on the grounds that changes made following earlier rounds of public consultation are insufficient or ineffective. Some consultees say there is still insufficient mitigation against the Project's impact on the environment, wildlife and local communities.	-	Kent County Council, Thurrock Council	7	49		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>summarised in Chapter 3 of the Guide to Local Refinement Consultation.</p> <p>The Applicant is satisfied that the proposed measures would be sufficient to mitigate the impacts of the Project during its construction and operation. The application for development consent will demonstrate that impacts have been mitigated to an acceptable level, achieving or exceeding the appropriate standards, such as those in the Design Manual for Roads and Bridges, and satisfying the relevant policies, such as the relevant National Policy Statements.</p> <p>The information provided at Statutory Consultation in October 2018 in the Preliminary Environmental Information Report (PEIR) was an interim assessment of the Project's environmental impact. The methodologies and assessments provided consultees with information, so they could take an informed view of the proposals and respond to the consultation. More information about how the Applicant consulted on the Project's PEIR can be found in Chapters 4 this report, with the PEIR available in Appendix M.</p> <p>Updated information on the assessment of environmental impacts was presented during the Supplementary Consultation and the Design Refinement Consultation in January and July 2020 respectively.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The Applicant also carried out the Community Impacts Consultation, which included additional information about the Project's construction and operation. The Ward Impact Summaries explained the environmental impacts on local communities and the measures intended to mitigate those impacts.</p> <p>More information on those consultations, including the environmental updates and other material published at that time, can be found in Chapters 6, 7 and 8 of this report, along with the consultation materials in Appendices Q, R and S.</p> <p>In preparing the Development Consent Order (DCO) application, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3).</p> <p>The Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2), which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The Register of Environmental Actions and Commitments (REAC) brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1).</p> <p>Environmental mitigation measures proposed as part of the Project would be designed, wherever practicable, to avoid addressing single effects. For example, the landscape design and the drainage design both provide significant contributions towards the Project's ecological mitigation proposals by creating new habitats, avoiding habitat fragmentation and linking existing habitats within the vicinity of the Project. Proposed mitigation also includes green bridges, environmental barriers, landscape planting, habitat compensation and translocation of protected species.</p> <p>The ES includes an assessment of the Project's impacts on different aspects of the environment, including air quality, heritage, landscape and visual, terrestrial and marine biodiversity, geology and soils, materials and waste, noise and vibration, communities, health, drainage and water, and climate. Each topic-specific chapter includes an explanation as to how the impacts of the Project would be mitigated during construction and operation, with mitigation secured through documents such as the CoCP, REAC and Environmental Masterplan (Application Document 6.2, ES Figure 2.4).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>In line with standard EIA methodology, the environmental impacts of the Project have been assessed by topic area, with appropriate mitigation measures provided for each.</p> <p>In some topic areas – air quality, climate, marine biodiversity, and road drainage and water environment - the Applicant's proposals mean there are no likely significant effects predicted during the Project's construction or operation.</p> <p>In some topic areas – geology and soils, materials assets and waste – there would be impacts during the construction phase, while in others – cultural heritage, terrestrial biodiversity, landscape and visual, noise and vibration, and population and human health – there are predicted to be significant impacts during the Project's construction and operation.</p> <p>Where significant effects are predicted, these have been reduced to levels the Applicant considers acceptable based on industry-standard measures and the expected benefits of the Project, including the reduction in congestion at the Dartford Crossing. A summary of the Project's significant effects can be found in the Environmental Statement Non-Technical Summary (Application Document 6.4).</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also 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
						carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.	
CC6	Comments expressing concern on the grounds that the proposals do not adequately address the Project's negative impact on air quality. Consultees say that previous comments on this topic during earlier consultations have not been addressed.	-	-	2	15	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). The impacts on air quality are documented in ES Chapter 5: Air Quality (Application Document 6.1). 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	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>(Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and REAC are legally secured in the draft DCO.</p> <p>Draft versions of the Design Principles, CoCP and REAC were published during the Community Impacts Consultation in July 2021. Comments on these documents that were provided in responses to the consultation are set out elsewhere in Section 14.4 of this chapter, along with an</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>explanation as to how the Applicant has had regard to them.</p> <p>The construction phase is likely to affect air quality as a result of emissions of dust from construction activities and because of the changes in traffic associated with construction vehicles and traffic management measures.</p> <p>The Applicant has had due regard to all feedback received in relation to air quality impacts, and a number of mitigations are proposed in relation to both the construction and operational impacts on air quality, so that impacts are mitigated to an acceptable level.</p> <p>Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP. With these mitigation measures in place, the air quality impacts of the Project during construction in relation to human health are not expected to be significant.</p> <p>To reduce air quality impacts during construction, since Statutory Consultation in October 2018, amendments to the Applicant's designs have nearly halved the proposed numbers of Heavy Goods Vehicle (HGV) journeys during construction. The Applicant's latest proposals would mean an average of 9,500 HGV journeys per month</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>across the whole Project during the construction phase, a 46% reduction on the original proposals at Statutory Consultation in October 2018.</p> <p>The Applicant provided information about the predicted impact on air quality once the new road is open, as part of the material produced for the Community Impacts Consultation in July 2021. This was presented on a Project-wide level within the Operations Update and ward level within the Ward Impact Summaries.</p> <p>The Project has been designed to reduce impacts on air quality wherever practicable, such as by ensuring the road largely avoids built-up areas, where the existing air quality tends to be worse, and by providing sufficient capacity to allow for free-flowing journeys, avoiding congestion.</p> <p>When the road is open, air quality is expected to be affected as a result of predicted changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model. This accounts for future changes in air quality in response to improvements in vehicle emissions caused by, for instance, increased adoption of electric vehicles.</p> <p>The assessments mean the Applicant does not anticipate a need to undertake operational monitoring for air quality.</p>	

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

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners' whilst continuing to offset the environmental impacts of nitrogen deposition. The proposed compensation sites are in four areas: Hole Farm, Brentwood; Southfields, Thurrock; Gravesham and Shorne Woods; and the 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, ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) and the Project Air Quality Action Plan (Application</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						Document 6.3, Environmental Statement (ES) Appendix 5.6).	
CC7	Comments opposed to the Project regardless of any recent changes to the proposals.	-	-	1	10	<p>There is a need for the Project because the Dartford Crossing is operating significantly above its intended capacity. It was designed to take 135,000 vehicles a day, but on a busy day it can see over 180,000 vehicles cross. 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.</p> <p>The Project would provide additional free-flowing capacity across the River Thames and give road users a choice of routes, therefore providing an alternative in the event of network incidents, particularly the closure of the Dartford Crossing. The rationale for the Project and the Scheme Objectives agreed between the Applicant and the Department for Transport are set out in the Need for the Project (Application Document 7.1).</p>	No
CC8	Suggestions to use the Project as an opportunity to enhance the skills of UK nationals by maximising the participation of UK companies and the local workforce. Consultees say training workers in the disciplines of construction, ecology and archaeology	-	Kent County Council	0	1	As part of the efforts to generate benefits for local communities, the Applicant intends to provide opportunities for people living locally that might enable them to work on the construction or operation of the route and would also seek to help local businesses form part of the supply chain that would build and operate the route. The Applicant is working with stakeholders to develop these plans and put them into action.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	could fill skills gaps and leave a positive legacy for local communities.					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 National Highways (both already and planned for the future) in the local area of the Project to support local people and the environment.	
CC9	Comments expressing a neutral opinion about the Project proposals or elements of them.	-	Ashford Borough Council, Medway Council, Dartford Borough Council	1	55	These comments have been noted.	No
CC10	Comments expressing support on the grounds that some issues raised during earlier consultations have been addressed by the Applicant. Some consultees express support for the Applicant's increased engagement and information sharing with consultees, saying this has contributed to feedback being taken on	Historic England, Shorne Parish Council, Port of Tilbury London Limited	Brentwood Borough Council, Southend-on-Sea City Council, Essex County Council, Gravesham Borough Council, Kent County	4	135		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	board, and the Project changes.		Council, Thurrock Council				
CC11	General comments expressing support for the proposals or elements or them, in particular changes made since earlier public consultation. Some consultees say considerable effort has been invested in consultation and that consultation has been reasonable and fair, and some comments express support for specific changes to the proposals made in response to feedback.	-	Medway Council, Kent County Council, Thurrock Council	2	104		No
CC12	Comments expressing support for the proposals, including changes made since earlier public consultation, with consultees urging the Applicant to start working on the Project as soon as possible.	-	-	1	70		No

Issues raised in response to open Question 4

- 14.4.131 Table 14.18 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:
- 14.4.132 *Q4: We welcome any other comments you would like to make about the Lower Thames Crossing.*
- 14.4.133 The issues raised that relate to building the crossing are summarised in Table 14.18 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.
- 14.4.134 The Applicant has fully considered all of the responses received. Table 14.18 explains how the Applicant has had regard to those issues raised, and the Applicant's response is presented in the penultimate column of the table. The final column of the table identifies where the Applicant has made a change to the Project in line with the issues raised during this consultation.
- 14.4.135 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 14.18

- 14.4.136 The information presented in Table 14.18 is as follows:
- 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 as well. 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 Community Impacts 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 general comments and the Applicant's responses

14.4.137 Table 14.18 below summarises the issues raised relating to general comments and presents the Applicant's responses to those issues raised.

Table 14.18 Summary of issues raised relating to general comments 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
GC1	General comments expressing concern on the grounds that the Project would result in poorer air quality. Some consultees said air quality would breach World Health Organisation air quality standards. Consultees said that increased air pollution would have detrimental health impacts on those living in proximity to the Project.	Transport for London, Natural England, Shorne Parish Council	London Borough of Havering, Gravesham Borough Council, Kent County Council, Thurrock Council	61	345	The operation of the Project is expected to affect air quality as a result of changes in traffic flow. These effects have been considered across hundreds of miles of road network, using a detailed air quality model, which also accounts for future changes in air quality in response to improvements in vehicle emissions, such as those as a result of the uptake of electric vehicles. Detailed information about the air quality impacts of the Project in the assessed local areas is presented in Environmental Statement (ES) Chapter 5: Air Quality (Application Documents 6.1) and includes the assessment methodology, which explains where the air quality modelling was carried out and why. The assessment predicts that there would be areas where air quality is likely to improve and areas where air quality is likely to worsen as a result of the Project. Overall, the Project is not expected to result in significant adverse impacts on air quality in relation to human health when considering national and European air quality target levels, and the Design Manual for Manual for Roads and Bridges LA 105 standards (Highways England, 2019b). Given there are no significant adverse impacts on air quality in terms of human health from the Project during operation, no mitigation for	No
GC2	Suggestions that air quality should be monitored throughout the construction and operation of the Project. Some consultees said this monitoring should be carried out by an independent organisation, with an emphasis on monitoring air quality within the tunnel or near the tunnel portals.	-	Kent County Council, Thurrock Council	1	15		No
GC3	Comments expressing concern on the grounds that the Project would result in poorer air quality in specific locations. Locations	Shorne Parish Council, Higham	Gravesham Borough Council, Kent County Council,	46	234		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>mentioned included Chadwell St Mary, Chalk, Gravesend, Grays, Havering, Orsett, Tilbury, Thurrock, Higham, Riverview, Singlewell, Westcourt, Aylesford North, Walderslade, Tonbridge and Malling. Some consultees said that air pollution in these areas already exceeds World Health Organisation standards.</p>	<p>Parish Council</p>	<p>Thurrock Council</p>			<p>human health air quality effects is required. Because of this, the Applicant does not anticipate a need to undertake monitoring for air quality once the Project is open. Monitoring would only be required if the Applicant's assessments identified a significant effect.</p> <p>The assessments have taken into account national and European standards, rather than those from the World Health Organisation, which are not mandatory.</p> <p>The assessment in ES Chapter 5 (Application Document 6.1) includes a more detailed consideration of air quality impacts than was presented in the Preliminary Environmental Information Report (PEIR) at Statutory Consultation in October 2018. For example, a revised assessment of air quality impacts on sensitive ecological sites through additional nitrogen deposition was carried out after the Community Impacts Consultation in July 2021. Proposals for additional compensatory land to offset the biodiversity impacts of nitrogen deposition were consulted on during the Local Refinement Consultation in May 2022. The additional assessments of nitrogen deposition reported no significant impacts on human health during construction or operation.</p> <p>Measures to mitigate the impact of construction on air quality, such as dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2). With these mitigations in place, the air quality impacts of the Project during construction are not expected to be significant.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the Environmental Impact Assessment (EIA) process that would be carried out during construction and operation of the Project to mitigate impacts identified in the ES. The CoCP and the REAC are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <p>Under normal circumstances, air in the tunnels would be refreshed primarily by the movement of traffic through each tunnel. In support of this, there would be a longitudinal ventilation system comprising banks of jet-fans mounted within each tunnel at regular intervals. The tunnels would be equipped with equipment to monitor visibility, carbon monoxide and nitrous oxide levels, and the ventilation would operate automatically to disperse concentrations of gases. The Applicant's assessments show that these features would provide safe air for motorists using the tunnel.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
						<p>Furthermore, the Applicant’s assessments do not show any significant impacts on air quality in the areas around the tunnel portals, with any gases or particulate matter from the tunnels tending to disperse naturally rather than accumulate around the portal. For more information about the tunnel air quality assessments and design, see ES Chapter 5 (Application Document 6.1) and the Project Design Report (Application Document 7.4).</p> <p>With regards to monitoring of air quality by an independent organisation, the process of monitoring air quality is the responsibility of the Department for Environment, Food and Rural Affairs (Defra). The UK compiles and reports an annual air pollutant emissions inventory known as the National Atmospheric Emissions Inventory (NAEI), a consistent time series of anthropogenic UK emissions of air pollutants from 1970 onwards (from 1980 for emissions of ammonia). The NAEI includes emissions from industry, transport, agriculture, waste and domestic sources. The inventory database can be queried on the NAEI website, which also contains the database for the UK greenhouse gas inventory.</p> <p>National statistics on emissions of air pollutants in the UK are also produced in February each year and provide an accessible source of data for users who are not inventory experts. These statistics also allow users to monitor the UK’s progress in meeting international ceilings on</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>annual emissions of air pollutants. The UK monitors air quality nationally through a number of networks of monitoring stations. The network that monitors concentrations of the most well-known pollutants is called the Automatic Urban and Rural Network (AURN), which reports data hourly in near real-time on the UK-AIR website (Defra, 2022).</p> <p>The locations mentioned by consultees have been considered in the context of the proposed mitigation measures and the predicted impacts on human health and habitats in those areas. The Applicant is satisfied that the impacts across the Project's affected area have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
GC4	General comments expressing concern about the amount of carbon dioxide that would be emitted as a result of the construction and operation of the Project, saying the emissions would contribute to climate change. Some consultees questioned the need for the Project in the context of the climate crisis and the Government's	Port of London Authority (PLA), Higham Parish Council	Gravesham Borough Council, Kent County Council, Thurrock Council	26	292	As part of the Development Consent Order application, the Applicant has explained how the relevant legislative and policy requirements in relation to climate change impacts are met. An Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 15: Climate (Application Document 6.1), assesses the Project's impact on climate change, including greenhouse gas emissions during construction and operation, and sets out the proposed mitigation measures, including those measures that are secured through the Carbon and Energy Management Plan (Application	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
	commitments to reduce CO ₂ emissions.					<p>Document 7.19). The assessment concludes that the increase in greenhouse gas emissions resulting from the Project would not have a material impact on the ability of Government to meet its carbon reduction targets, in accordance with the policy test set out in the National Policy Statement for National Networks (Department for Transport, 2014).</p> <p>During construction, greenhouse gas emissions would be minimised through the design of the Project, such as incorporating low-emission materials, using those materials efficiently, reducing the distance they would be transported, using zero-carbon energy sources, and reducing and beneficially reusing waste. By incorporating these measures into the Project's proposals, the Applicant has already reduced emissions during construction by over a third compared with a scenario where those measures were not employed. This represents a leading position in the industry today and would result in construction emissions equivalent to 1.76 million tonnes of carbon dioxide.</p> <p>However, the Applicant is committed to going further and to using the time available before construction begins to explore ways of achieving greater reductions in emissions. The Carbon and Energy Management Plan therefore provides a framework within which the Applicant and Contractors would, working closely with industry partners, seek to identify</p>	

Code	Summary of issue(s) raised	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 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 (Application Document 6.1). 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 the Department for Environment, Food and Rural Affairs' Emissions Factors Toolkit.</p> <p>The Project is the first major UK infrastructure project to use its procurement to target low-carbon construction with incentives that drive further continuous carbon reduction. The Applicant is planning to work with a broad range of partners to identify, test and scale-up</p>	

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						<p>innovative ways of building and maintaining low-carbon infrastructure. New ideas being considered include removing diesel from sites by only using hydrogen and electric plant, while looking at alternatives to carbon-intensive materials such as concrete and steel, after which the Project would also consider carbon-offsetting to address any residual emissions.</p> <p>The Applicant has already reduced the predicted emissions during construction by over a third by carefully designing its route and structures, and planning to use zero-carbon energy sources, reducing and beneficially reusing waste, and making use of existing low-carbon materials. The reduction in carbon emissions is equivalent to that required to power a quarter of a million homes for a year.</p> <p>Through its procurement process, the Applicant would develop an even more ambitious carbon baseline that would stimulate innovation throughout the supply chain by incentivising continual carbon reduction. In February 2022, the Applicant organised an industry summit on Net Zero construction which brought the firms bidding to build the Project together with 170 local businesses to discuss steps towards developing a new green economy in Kent, Thurrock, Essex and Havering.</p> <p>A Carbon and Energy Management Plan (Application Document 7.19) has been prepared, which sets out the commitments 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
						and opportunities for reducing carbon emissions. The Applicant's Sustainability Statement (Application Document 7.11) explains how the Project has met the aims of the Applicant's wider Sustainable Development Strategy (Highways England, 2017d).	
GC5	General comments expressing concern that some areas in which the Project would be built or operated are prone to flooding, which would be made worse by the Project. Some consultees said construction of the Project would result in the loss of existing floodplains, while others said the Project's Flood Risk Assessment has not been made available.	-	Medway Council, Thurrock Council	4	34	The proposals have been designed to meet the policies in the National Policy Statement for National Networks (Department for Transport, 2014) and National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021). These policy documents set out Government policy on development and flood risk. In accordance with national policy, the Project would not increase flood risk, with the exception of some pre-designated areas known as Compensatory Flood Storage Areas. In these areas, the land would be lowered and would accommodate any flood water displaced by the Project. The land would be returned to the existing owner, with restrictions, to continue to use as agricultural land wherever practicable. In line with best practice, all flood assessments and mitigations include the projected effects of climate change.	No
GC6	Comments expressing concern about the impact of the Project on specific areas liable to flooding. Locations mentioned included Tilbury Marshes, the Mardyke Valley, Cranham, Upminster and Chalk and the tunnel portals. Other consultees said the Compensatory Flood Storage Areas in the	Shorne Parish Council	-	4	12	An Environmental Impact Assessment (EIA) has been carried out to assess the wider impact of the Project on flood risk and water management. These assessments are documented in Environmental Statement (ES) Chapter 14: Road Drainage and the Water Environment (Application Document 6.1). ES	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>Mardyke area are unacceptable, while others were concerned the tunnel would not be secure against future sea level rises.</p>					<p>Chapter 14 presents localised assessments of flood risk and how water would be managed during construction and operation of the Project. It also sets out any proposed measures to mitigate adverse effects. The methodologies and findings of these assessments have been reviewed by the Environment Agency and appropriate action taken in response to their feedback.</p> <p>In addition, an assessment of the risk of flooding within the proposed development and elsewhere as a result of the Project being constructed and operated is contained within the Flood Risk Assessment (Application Document 6.3, ES Appendix 14.6). This includes an assessment of the impacts on Tilbury floodplains and any necessary mitigation.</p> <p>The Flood Risk Assessment has been published as part of the application for development consent, as required by the Planning Act 2008. Information about managing flood risk was included in the Community Impacts Consultation in July 2021 and has been shared with key environmental and local authority stakeholders as part of the Applicant's ongoing programme of engagement.</p> <p>The locations mentioned by consultees have been considered in the context of the proposed mitigation measures and the predicted impacts in those areas. The Applicant is satisfied that</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						the impacts across the Project's affected area have been fully mitigated and therefore no further mitigation is proposed.	
GC7	General comments expressing concern on the grounds that the Project would result in negative impacts on the environment. Consultees said that any benefits of the Project would not outweigh what they said would be significant environmental harm.	Port of London Authority (PLA)	Gravesham Borough Council, Kent County Council, Thurrock Council	23	193	Minimising adverse impacts on the environment is one of the Scheme Objectives agreed between the Applicant and the Department for Transport, with the Project being developed accordingly. The Project's proposals have been designed to provide an appropriate balance between the need to reduce environmental impacts during construction and operation, while still fulfilling the other Scheme Objectives, including the need to reduce congestion at the Dartford Crossing, and complying with the relevant legislation. The Scheme Objectives are set out in the Need for the Project (Application Document 7.1).	No
GC8	Suggestions that the Project should be revised to include greater consideration of the environment. Consultees said the design should make use of environmental expertise and they offer specific suggestions on the use of excavated materials, locations for additional woodland planting, and appropriate planting for rewilding the land.	Natural England	Gravesham Borough Council, Kent County Council, Thurrock Council	1	5	The Project has also been developed to minimise the amount of land needed for its construction and operation while still fulfilling the Scheme Objectives, thereby avoiding unnecessary impacts on buildings, environmentally sensitive areas and farmland. The roads and junctions that constitute the Project would have the minimum height and footprint possible, while still providing the necessary capacity, safety and connectivity that road users require.	No
GC9	Suggestions that the Applicant should carry out additional impact assessments in relation to topics including	Port of London Authority (PLA), Maritime &	Medway Council, London Borough of Havering,	8	33	To assess the environmental impacts of the construction and operation of the Project, an	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	archaeology, flooding, local communities, air quality, noise, traffic, health and safety, and crime.	Coastguard Agency, Transport for London, Natural England, Shorne Parish Council, Port of Tilbury London Limited	Gravesham Borough Council, Kent County Council, Thurrock Council			<p>Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). 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>During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans (e.g. the Engineering Drawings and Sections (Application Document 2.9)) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and management of environmental effects would be delivered and maintained. The REAC brings together in one document all good practice and essential mitigation commitments arising from the EIA process that would be carried out during construction pacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation</p>	

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						<p>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 elsewhere in Section 14.4 of this chapter, along with an explanation as to how the Applicant has had regard to them.</p> <p>In preparing and carrying out these assessments, the Applicant followed the relevant EIA regulations, paid attention to guidance notes and industry best practice, and carried out extensive engagement and consultation with statutory environmental bodies, local authorities and other key stakeholders to ensure the assessments were comprehensive and appropriate. The Statement of Engagement (Application Document 5.2) details the Applicant's engagement with stakeholders both inside and outside of the formal consultation process.</p> <p>The planned mitigations have been decided through an extensive and ongoing programme of engagement with statutory bodies such as the Environment Agency, Natural England and Historic England, to ensure the Applicant is</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>following the 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, as evidenced in this report and the Statement of Engagement.</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, including designated areas, have been reduced as much as possible while still achieving the Scheme Objectives, as agreed with the Department for Transport. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on the measurement of nitrogen deposition once the Project is operational has advanced. As such, the Applicant has amended the environmental assessments on the impacts of nitrogen once the Project is operational to include ammonia. As a result of the findings of these assessments, the Applicant set out proposals to compensate for the potential impacts of nitrogen being deposited in ecologically sensitive designated sites as a result of</p>	

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						<p>changes to traffic from the Project. The Applicant consulted on new compensatory land during the Local Refinement Consultation in May 2022.</p> <p>Some of these newly proposed habitats would reconnect existing woodland that has been subject to severance and isolation in the past. More information about the assessments of the impacts of nitrogen once the Project is open, including the compensation package, can be found in ES Chapter 5: Air Quality, ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) and the Project Air Quality Action Plan (Application Document 6.3, Environmental Statement (ES) Appendix 5.6).</p>	
GC10	Comments expressing concern on the grounds that the Project would have a negative impact on cultural heritage assets, including listed buildings, sites of archaeological value, and scheduled monuments.	-	Kent County Council, Thurrock Council	4	10	<p>The Applicant held a Community Impacts Consultation in July 2021, which included an overview of changes and impacts the Project is expected to have during construction and operation. Updated information regarding cultural heritage was presented in the Ward Impact Summaries, the Construction Update and the Operations Update published as part of that consultation.</p> <p>More information on this consultation, including the environmental updates and other material published at that time, can be found in Chapter 8 as well as Appendix S of this report. As part of the Environmental Impact Assessment (EIA), the Applicant has considered cultural heritage across the Application Site, including</p>	No

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						<p>designated and non-designated assets, and their settings. These assessments are detailed in Environmental Statement (ES) Chapter 6: Cultural Heritage (Application Document 6.1), which also includes the proposed mitigation measures.</p> <p>The Applicant liaised with relevant stakeholders such as local authorities and Historic England to better understand the setting of historic assets and their significance, enabling the changes to the setting to be reduced where possible. As in all areas of environmental mitigation, the Applicant has sought a holistic programme of mitigation with regards to heritage assets, with consideration for them being closely linked to landscape and ecology mitigation measures.</p> <p>Trial trenching (ground investigations for cultural artefacts) has been conducted across the Application Site. Any finds of archaeological importance have been dealt with on a per-case basis.</p> <p>The assessment of the construction phase of the Project shows mitigation would be needed to reduce the impacts on buried archaeological remains and built heritage, which would be caused by their partial or total removal by construction activity. This would take the form of essential mitigation designed for the specific impact, as well as implementing good practice mitigation. This good practice mitigation would include fencing and screening of construction</p>	

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						<p>compounds, and dust and noise reduction measures.</p> <p>Mitigation is also required to reduce impacts through changes to the setting of heritage assets that would affect their value. This would take the form of good practice mitigation measures, including fencing and screening of construction compounds, and dust and noise reduction measures. Where archaeological remains or built heritage features need to be removed, a detailed cultural record would be created beforehand.</p> <p>There would be significant impacts on cultural heritage during construction. Three listed buildings in Orsett would be demolished, most of the Orsett Cropmarks Scheduled Monument would also be removed. There would be complete or partial removal of over 300 non-designated and six low-value built heritage assets, as well as permanent or temporary effects on the setting of two additional Scheduled Monuments near Orsett, three Conservation Areas and seven non-designated archaeological features.</p> <p>As well as aligning and designing the Project to reduce impacts on cultural heritage assets, specific mitigation measures would include 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>	

Code	Summary of issue(s) raised	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 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-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 assessment of the operational phase shows that mitigation is needed to reduce impacts through changes to the setting of heritage assets that would affect their value. This would take the form of embedded mitigation through landscape design. These are set out in ES Figure 2.4: Environmental Masterplan (Application Document 6.2), which is secured through Requirement 5 of the draft Development Consent Order (Application Document 3.1).</p> <p>The Register of Environmental Actions and Commitments, which can be found in the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2), also lists the Applicant's commitments with regards to mitigating environmental impacts, including those relating</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						to cultural heritage and landscape and visual impacts. The Project has been designed to minimise visual impacts through the use of cuttings and false cuttings, and the 4.25km-long tunnel. Seven proposed green bridges would help maintain landscape connectivity across the Project route and extensive new woodland planting would help screen the Project, as well as offsetting the impacts of the Project on existing woodland and habitats.	
GC11	General comments expressing concern on the grounds that the Project would have a negative impact on the appearance of the landscape. Concerns raised include the visual impacts of constructing the Project in the countryside, including the loss of agricultural land, Green Belt land, and woodland.	Kent Downs AONB Unit, Forestry Commission, Shorne Parish Council, Higham Parish Council	Gravesham Borough Council, Kent County Council, Thurrock Council	29	212	The Applicant published further details of its approach to managing the landscape at the Community Impacts Consultation in July 2021. This included the creation of two new landscaped parks, Chalk Park and Tilbury Fields, one each side of the river by the tunnel portals, giving local communities panoramic views of the Thames. For more information about these proposals, see the Project Design Report (Application Document 7.4). Following stakeholder feedback, a number of amendments to the landscape design have been made including at Shorne Woods Country Park, Ron Evans Memorial Field, Orsett Fen and the Thames Chase Forest Centre.	Yes
GC12	Comments expressing concern on the grounds that the Project would result in negative visual impacts on the landscape. Specific locations mentioned include the landscapes in and around Thurrock,	Shorne Parish Council	Gravesham Borough Council	16	41	The Applicant has also considered the impact of construction on the landscape, including Green Belt land, agricultural land and woodland. To reduce the visual impacts of	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	Upminster, Ockendon, Chadwell St Mary, East Tilbury, Shorne, Orsett, along the A2/M2 corridor and in the Kent Downs Area of Outstanding Natural Beauty.					<p>construction on the landscape, taller temporary plant and buildings would be sited where possible within construction compounds. Temporary perimeter screen mounding could be used at the compounds to further shield the surrounding area.</p> <p>To assess the environmental impacts of the construction and operation of the Project on the landscape, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 7: Landscape and Visual (Application Document 6.1) examines the impact of the Project on the landscape, including land designated as Green Belt, woodland and agricultural land.</p> <p>During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans (e.g. the Engineering Drawings and Sections (Application Document 2.9)) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2), which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1) or as good practice or essential mitigation within the Code of Construction Practice</p>	

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						<p>(CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The landscape assessment reports the landscape and visual impacts following implementation of the Project. These impacts include the loss of landscape features, such as agricultural land, that contribute to the overall character of the landscape. The assessment includes consideration of mitigation measures proposed to reduce impacts, as well as the effects of traffic, street lighting, signage and technology on both the landscape character and visual amenity. The Project assessment follows the principle of avoiding impacts where practicable and, where this is not, developing appropriate mitigation measures to reduce the impacts. Mitigation measures are set out on ES Figure 2.4: Environmental Masterplan (Application Document 6.2). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (Application Document 3.1).</p> <p>During construction, the compounds and the removal of vegetation would have significant impacts on the landscape, with the two tunnel entrance compounds having the greatest impact. There would be temporary impacts on sensitive landscapes such as Orsett Fen and the Kent Downs AONB, and visual effects experienced by users of country parks,</p>	

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						<p>woodlands, roads, footpaths and bridleways, as well as by residents.</p> <p>During operation, there would be permanent impacts from the Project in the Kent Downs AONB and Green Belt. These would gradually reduce as mitigatory planting matures over the 15 years after opening year. There would also be permanent visual impacts on recreational facilities, residents and motorists, with these reducing as planting matures over 15 years, although significant effects would remain even when planting matures. Nitrogen deposition compensatory planting would have positive impacts in some areas, as would the removal of some power lines.</p> <p>The locations mentioned by consultees have been considered in the context of the proposed mitigation measures and the predicted impacts in those areas. The Applicant is satisfied that the impacts across the Project's affected area have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p> <p>The National Policy Statement for National Networks (Department for Transport, 2014) and the Draft Overarching National Policy Statement for Energy (EN-1) (Department for Business, Energy and Industrial Strategy, 2021) recognise that new roads or utility diversions through Green Belt may constitute inappropriate development. Where that is the case, there is a presumption against such</p>	

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						<p>development except in very special circumstances. The Applicant has developed the Project to ensure it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and the associated planning practice guidance to support the framework (Department for Levelling Up, Housing and Communities; and Ministry of Housing, Communities and Local Government, 2021)). This assessment, which explains the very special circumstances, is set out in the Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Table.</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, including designated areas, have been reduced as much as possible while still achieving the Scheme Objectives, as agreed with the Department for Transport. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>In addition, the Applicant has carried out Agricultural Land Classification surveys, the</p>	

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						results of which are described in Chapter 10, Geology and Soils, of the ES (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.	
GC13	General comments expressing concern on the grounds that the Project would cause light pollution, which has the potential to negatively impact the health and wellbeing of local people and wildlife. Some consultees said the Applicant has not shared enough information about the proposals for lighting during the Project's construction and operation.	Shorne Parish Council	Gravesham Borough Council, Thurrock Council	10	31	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 7: Landscape and Visual (Application Document 6.1) includes an assessment of the impact of light pollution during construction and operation, as well as information about the proposed mitigation. With the proposed mitigation in place, the Project's lighting would not have a significant impact on local communities during construction or operation. As such, no further mitigation is proposed.	No
GC14	Comments expressing concern on the grounds that the Project would result in light pollution. Specific locations mentioned include Grays, Orsett and Thurrock. Some consultees said these areas already suffer from light pollution and the Project would make the situation worse.	-	-	3	7	As part of the mitigation, the Project has been designed to reduce the amount of light that could affect the local area during operation by making sure that any artificial lighting is directed as closely as possible on its intended target area. Lighting would be installed only where necessary for safety reasons, such as at junctions and tunnels. Large sections of the route to the north of the River Thames would	No

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						<p>remain unlit. At the proposed junctions, the height of lighting columns would be reduced as far as practicable, particularly on elevated slip roads.</p> <p>Where needed and appropriate, lighting to site boundaries would be provided and would comply with the commitments in the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2). 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.</p> <p>Site lighting would comply with the Institution of Lighting Professionals' (2021) Guidance Note 01/21 – The Reduction of Obtrusive Light and would be designed, positioned and directed to prevent or minimise light disturbance to residents, habitats, as well as motorists and other transport users.</p> <p>The CoCP and the Register of Environmental Actions and Commitments (REAC) are legally secured in the draft Development Consent Order (draft DCO) (Application Document 3.1). 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 elsewhere in Section 14.4 of this</p>	

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						<p>chapter, along with an explanation as to how the Applicant has had regard to them.</p> <p>Information about lighting along the route can be found in the Project Design Report (Application Document 7.4), the Design Principles (Application Document 7.5), the General Arrangements (Application Document 2.5) and the Structures Plans (Application Document 2.13).</p> <p>The locations mentioned by consultees have been considered in the context of the proposed mitigation measures and the predicted impacts in those areas. The Applicant is satisfied that the impacts across the Project's affected area have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
GC15	<p>General comments expressing concern on the grounds that the Project would result in increased noise impacts on local people during its construction and operation. Some consultees said that the proposed noise barriers and other noise-reduction measures would not sufficiently mitigate noise impacts once the Project is operational.</p>	<p>Public Health England, Shorne Parish Council</p>	<p>Gravesham Borough Council, Thurrock Council</p>	25	98	<p>The Applicant consulted on the noise impacts during construction and operation during the Community Impacts Consultation in July 2021, in particular in the Ward Impact Summaries document that presented the predicted noise impacts for each local authority noise ward.</p> <p>The noise impacts associated with the Project have been assessed in accordance with relevant standards and guidance, which is documented in the Project's Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3).</p>	Yes

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	Some consultees said that local heritage sites would be impacted by noise from the Project, as would Whitecroft Care Home in Grays.					ES Chapter 12: Noise and Vibration (Application Document 6.1) sets out the assessments, which follow the standards defined in the Design Manual for Roads and Bridges LA 111 (Highways England, 2020f), through which adverse or beneficial impacts have been identified for residential and other sensitive locations during both the construction and operational phases of the Project. The ES also identifies the noise mitigation that would be implemented where appropriate. The assessment includes figures illustrating the study area, with noise plots presenting the results of the analysis of the noise impacts at different locations, including nearby population centres and leisure areas. Noise from the tunnel ventilation was included in the operational assessment.	
GC16	Comments expressing concern on the grounds that the Project would result in increased noise levels for local communities as a result of the Project's construction and operation. Locations mentioned included Chadwell St Mary, Linford, Thong, Chalk, Grays, Upminster, Cranham, Tilbury and East Tilbury.	Shorne Parish Council, Higham Parish Council	Kent County Council, Thurrock Council	10	51	<p>Noise mitigation has been considered during the design of the route, which has been designed at the lowest practicable height in the surrounding landscape, which includes the use of cuttings and false cuttings, along with low-noise road surfacing and noise barriers to reduce the noise impacts on nearby communities.</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</p>	Yes

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						<p>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>Noise barriers would be implemented to reduce operational road traffic noise levels where appropriate. Their heights and locations have been determined through modelling of the predicted traffic noise that would be generated by the Project when in operation and consideration of sensitive receptors such as properties and population centres.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see ES Chapter</p>	

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						<p>12: Noise and Vibration (Application Document 6.1) and ES Figure 12.6 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>Once the Project is operational, it is predicted there would be noise reductions near the Dartford Crossing and its approaches as a result of reductions in traffic flows. Due to increases in traffic flows, there would also be significant noise increases near some roads that are some distance away from the Project, including the A228 and A229/Rochester Road corridors between the M2 and M20. In addition, there would be significant noise increases in some areas near the Project, including Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett, and some other isolated properties. There are no significant vibration impacts predicted during operation.</p> <p>Following the Community Impacts Consultation, the Applicant published new proposals for landscaping features around the proposed A13/A1089/A122 Lower Thames Crossing junction. The placing of clean excavated material from construction activities in these areas would provide noise, landscape and visual benefits for some nearby residents and maximise these benefits. In one of these locations, the landscaping would provide partial screening to the proposed A13/A1089/A122 Lower Thames Crossing junction. This means</p>	

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						<p>that the landscaping feature would reduce the noise impacts and make the road less visible to residents of Whitecroft Care Home.</p> <p>Noise impacts on listed buildings and other cultural heritage assets, including the Whitecroft Care Home (which is Grade II listed) are assessed in ES Chapter 6: Cultural Heritage (Application Document 6.1). The impacts on local people and communities, both during construction and operation of the Project, are presented in ES Chapter 13: Population and Human Health (Application Document 6.1), which also sets out any proposed mitigation measures.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on the predicted impacts on local people, including on residents of care homes, of the construction and operation of the Project. Information on that consultation and the materials in which these impacts were described is set out in Chapter 8 of this report.</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>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) and the Register of Environmental Actions and Commitments (REAC) which forms part of the CoCP.</p> <p>The locations mentioned by consultees have been considered in the context of the proposed mitigation measures and the predicted impacts in those areas. The Applicant is satisfied that the impacts across the Project's affected area 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 can provide noise insulation (or make a grant towards costs in providing insulation) in the form of secondary glazing, supplementary ventilation and, where appropriate, venetian blinds and double or insulated doors (in accordance with the Noise Insulation Regulations 1975. The affected building must be adjacent to the construction works (for insulation from construction noise) or within 300m of the new road, additional carriageway or altered highway (for insulation from noise from the road in use). Further details of the scheme and those properties that would be eligible is included in the booklet</p>	

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						'Your property and.. compensation or mitigation for the effects of our road proposals' (Highways England, 2021) which was published during the Community Impacts Consultation in July 2021.	
GC17	Comments expressing concern on the grounds that the Project would harm biodiversity and natural habitats, negatively impacting local flora and fauna. Consultees expressed particular concern for the habitats of rare or endangered species. Consultees said the Project would cause significant damage to and displacement of wildlife and habitats. Locations mentioned included woodlands, Sites of Special Scientific Interest and the Thames Estuary and Marshes Special Protection Area and Ramsar site. Other consultees expressed concern for protected species and whether translocation sites would be sufficiently well established to support them.	Natural England	London Borough of Havering, Thurrock Council	26	147	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). The impacts on biodiversity are documented in ES Chapter 8: Terrestrial Biodiversity, and ES Chapter 9: Marine Biodiversity (Application Document 6.1). 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	No

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						<p>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 period, providing biodiversity benefits.</p> <p>During construction, there would be permanent habitat loss in national and county designated sites, loss of habitat used by terrestrial invertebrates, and permanent habitat loss within ancient woodland and the loss of six veteran trees (three north of the River Thames and three to the south).</p> <p>During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans (e.g. the Engineering Drawings and Sections (Application Document 2.9)) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of</p>	

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						<p>Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>These biodiversity chapters provide a robust assessment of the impacts on sensitive flora and fauna as a result of the construction and operation of the Project. It includes assessments of habitat loss and potential species mortality, as well as how changes to factors such as noise and air quality or hydrological conditions could affect the species and habitats present within the Project's zone of influence.</p> <p>The ES also includes descriptions of the impacts on designated (including ancient woodlands and Sites of Special Scientific Interest) and non-designated sites, such as Shorne Woods Country Park, Ashenbank Wood, Claylane Wood, Goshems Farm, Low Street Pit, Blackshots Nature Area, Codham Hall Wood and Cobham Woods.</p> <p>The mitigation hierarchy of 'avoid, minimise, restore and compensate' has been integral to the development of the Project and the objective to reduce adverse effects to 'not significant' levels. Where opportunities exist to provide biodiversity enhancements within the Project's design scope and Order Limits, these would be taken to improve biodiversity.</p> <p>The Applicant would ensure that mitigation measures are in place before the adverse effect that they are intended to address can</p>	

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						<p>occur and provide protection to translocated species. Where necessary, the Applicant would secure relevant protected species licences from Natural England for the translocation of species where necessary, which would need to ensure the favourable conservation status of the species affected.</p> <p>A Habitats Regulations Assessment (HRA) (Application Document 6.5) has also been carried out to identify any likely significant effects of the Project on European designated sites, including the protected areas in and around the Thames Estuary. The HRA also assesses the impact of the Project in combination with other new developments that would take place during the construction phase and contains proposed mitigation measures to reduce potential adverse effects. The HRA assessment concludes that there would be no likely significant construction or operational effects from the Project on the Thames Estuary and Marshes Special Protection Area and Ramsar site or any other European designated site.</p> <p>As part of the Community Impacts Consultation in July 2021, the Applicant consulted on a draft outline Landscape and Ecology Management Plan (oLEMP). The draft oLEMP included information about how the Applicant would manage existing habitats and create new ones. Section 14.4 of this chapter explains how the Applicant had regard to comments on this</p>	

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						<p>document received during consultation and how the Applicant acted on those comments. The oLEMP (Application Document 6.7) submitted as part of the application for development consent forms part of a suite of documents that sets out the Project's landscape and ecology design and the Applicant's environmental commitments. As well as the oLEMP, these documents include the draft DCO (Application Document 3.1), the ES (Application Documents 6.1, 6.2 and 6.3), the Environmental Masterplan (Application Document 6.2, ES Figure 2.4), and the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2).</p> <p>Following the Community Impacts Consultation in July 2021, Government guidance on measuring the impacts on the environment of nitrogen from vehicle emissions changed. In line with the new guidance, the Applicant's assessments were updated to include consideration of ammonia being emitted from vehicle exhausts, as well as emissions of nitrogen oxides (NOx). As a result of these new assessments, the Applicant is proposing to compensate for significant impacts of nitrogen (including NOx and ammonia) being deposited on designated sites as a result of changes to traffic flows caused by the Project opening. Designated sites are habitats of ecological importance such as Sites of Special Scientific</p>	

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						<p>Interest. Local Nature Reserves, and Special Areas of Conservation.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant presented its updated nitrogen deposition assessment and the proposed mitigation and compensation measures. These included the creation of an additional 279ha of new wildlife-rich habitats using land that is currently mostly farmland. The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening.</p> <p>As a result of ongoing assessments and feedback from the Local Refinement Consultation, the Applicant removed 33ha of this compensation area from the Order Limits. This overall reduction in compensatory land to 246ha reduced the impact on some of the landowners' whilst continuing to offset the environmental impacts of nitrogen deposition.</p> <p>The new habitats would compensate for the potential deterioration of existing habitats as a result of increased nitrogen emissions produced as a result of the Project opening. 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>Where practicable, the areas of compensatory land would be made publicly accessible in a</p>	

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						<p>way that complements their primary function as compensatory habitats. Other benefits of the new habitats would be to improve the appearance of the local landscape by planting new trees and other plants; enhance biodiversity by increasing the number of linked habitats; and planting new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the Project.</p> <p>During operation, with the proposed mitigation in place, there would be significant adverse effects on designated habitats from nitrogen deposition including Sites of Special Scientific Interest (SSSI), ancient semi-natural woodland sites, local wildlife sites and a site of importance for nature conservation.</p> <p>Compensatory woodland planting in eight strategic locations is proposed to help offset these impacts through improving connectivity between designated ancient woodlands.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation or compensation is proposed. For more information, see ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>More information about the assessments of the impacts of nitrogen once the Project is open can be found in ES Chapter 5: Air Quality, ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) and the Project Air Quality</p>	

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						Action Plan (Application Document 6.3, Environmental Statement (ES) Appendix 5.6).	
GC18	<p>Comments expressing concern about the potential loss of leisure facilities and recreational spaces as a result of the Project. Concerns included the long duration of some road closures and their impacts on businesses and local people. Others raised concerns about some Public Rights of Way (PRoW) being closed for long periods during construction and that leisure facilities, such sports fields and golf courses, would be permanently lost.</p>	-	Thurrock Council	4	33	<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 Project would have an impact on some local amenities, including leisure facilities and recreational spaces. The Applicant has been working with the owners of affected facilities such as Cascades Leisure Centre and Southern Valley Golf Club, along with other businesses and local amenities, to ensure the impacts are managed and compensated during construction and operation of the Project. As part of the Applicant's efforts to compensate for the Project permanently impacting amenities such as Southern Valley Golf Course, the Applicant would create two new areas of publicly accessible open space: Chalk Park near the South Portal and Tilbury Fields near the North Portal.</p> <p>The proposed design for Chalk Park was in line with feedback received during Statutory Consultation in October 2018. Building this</p>	No

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						<p>recreational area would allow for the reuse of excavated material from the South Portal and its approach. The new landform, with woodland planting to the top, would create vantage points to the wider Thames Estuary.</p> <p>At the Community Impacts Consultation in July 2021, the Applicant also consulted on the Tilbury Fields landscaping proposals around the North Portal. The Applicant proposed new landforms with footpaths leading up to elevated viewpoints looking out to the south, east and west, from where Coalhouse and Tilbury forts would be visible. As with Chalk Park, the landform design would be created using excavated material from the construction works.</p> <p>Following feedback received at the Community Impacts Consultation in July 2021 the Applicant refined the proposals for Chalk Park further. Details of this can be found in Project Design Report (Application Document 7.4).</p> <p>Following feedback at the Community Impacts Consultation and the announcement of the proposed Thames Freeport at Tilbury, the design of Tilbury Fields was refined to maximise the use of the land next to the River Thames in this location in the best interests of the Thames Estuary. The revised proposals presented during the Local Refinement Consultation in May 2022 included seven placemaking landforms with footpaths leading up to elevated viewing points, providing a</p>	

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						<p>visual separation between East Tilbury and the more industrial emerging development that is expected at the Thames Freeport. Information about the Local Refinement Consultation is contained in Chapter 9 of this report.</p> <p>Local people and communities, including their health and access to amenities, have been considered throughout the design of the Project, including several phases of public consultation aimed at the communities most likely to be affected by the new road. An Environmental Impact Assessment (EIA) has been carried out to assess the impacts of the Project on local people and communities during construction and operation. This is documented in Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1). This chapter includes the assessments of impacts on access and PRoWs as well as health. This process has informed the Project's design and helped to determine any appropriate mitigation, which is also set out in the ES. The Applicant consulted on the predicted impacts on local people during the Project's construction and operation as part of the Community Impacts Consultation in July 2021, in the Ward Impact Summaries (see Appendix S of this report). Additional information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate</p>	

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						<p>those impacts can be found in the Community Impact Report (Application Document 7.16). ES Chapter 13 (Application Document 6.1) considers the impact of the Project on 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 PRowWs during construction and operation.</p> <p>During construction, there would be temporary impacts on roads and PRowWs, but these would be minimised wherever practicable. The Applicant's appointed Contractor would carry out a communications programme to ensure planned disruptions are publicised at the appropriate time. The Applicant consulted on proposed road and PRowW closures and diversion routes during the Community Impacts Consultation in July 2021. Comments on those documents provided in responses to the consultation are set out elsewhere in Section 14.4 of this chapter. For more information about the PRowWs, see the Rights of Way and Access Plans (Application Document 2.7), which identify within the Order Limits any new or altered means of access; stopping up of streets or roads; or any diversions, extinguishments or creation of rights of way. See also the Project Design Report (Application Document 7.4).</p>	

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GC19	General comments expressing concern on the grounds that the Project would have a detrimental impact on local communities, that it would cause significant disruption, and would negatively impact the mental and physical health of local people and visitors to the area. It was said frequently that the Project provides little or no benefits to the people who would bear most of its impacts.	Royal Mail, Shorne Parish Council, Higham Parish Council	Thurrock Council	48	285	<p>The Scheme Objectives for the Project were agreed between the Applicant and the Department for Transport and are set out in the Need for the Project (Application Document 7.1). These objectives include the requirement to relieve the congested Dartford Crossing and its approach roads. The Project proposals have been assessed as the optimal response to the objectives set, and would provide significant benefits to local people and businesses.</p> <p>Congestion, delays and poor journey time reliability at the Dartford Crossing and on surrounding roads are a major impediment to economic growth in the South East of England. As a result of these ongoing issues at the Dartford Crossing, slow-moving and queuing traffic on both the local highway network and strategic road network approaches to the Dartford Crossing also impact the environment and surrounding communities through high levels of noise and air pollution.</p> <p>The Project would provide an alternative to the Dartford Crossing and would help transform the economies of Kent, Thurrock, Essex and Havering, and would provide an additional vital cross-river connectivity with increased resilience, including for freight travelling to and from the Kent ports. It would help transform the economic geography of the area and connect two economies that have historically been separated by the River Thames. This would connect local people to more jobs, make</p>	No

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						<p>business-to-business interactions easier and more effective, and facilitate growth in trade and freight, which is dependent on reliable journey times to ports and to the Channel Tunnel.</p> <p>Local people and communities have been considered throughout the design of the Project, including numerous phases of public consultation aimed at the communities most likely to be affected by the new road.</p> <p>Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1) includes assessments of impacts on community land and assets, as well as access and health. The Environmental Impact Assessment process has informed the Project's design and helped to determine any appropriate mitigation, which is set out in the ES.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once</p>	

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						<p>it is open, such as including new areas of landscaped recreational land at Chalk Park and Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p> <p>The Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP, set out the good practice and location-specific measures that would be used to reduce the impact of the Project's construction and operation on local people. These include measures to reduce noise, dust and light impacts on local communities.</p> <p>During the construction phase, local people would benefit from work and training opportunities provided by the Project during construction, which are likely to have positive impacts on mental health. However, while construction impacts have been mitigated as far as reasonably practicable, there would be temporary negative impacts on communities from construction activities. These could result in mental health impacts on local people – for</p>	

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						<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 30 residential and five commercial properties.</p> <p>Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse riding routes; as well as access to new areas of recreational land at Chalk Park and Tilbury Fields. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations, which could have positive and negative mental health outcomes (such as anxiety as a result of increases in noise levels).</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see</p>	

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						<p>ES Chapter 13 and the HEqIA. Information about the impacts on local communities, including health impacts, is also presented 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. For example, in the Ward Impact Summaries (see Appendix S of this report), which provided detailed information about the Project's impacts at a local authority ward level during construction and operation.</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 National Highways (both already and planned for the</p>	

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						future) in the local area of the Project to support local people and the environment.	
GC20	General comments expressing concern on the grounds that the Project would have a negative impact on existing properties and on local development. Some consultees said it would reduce house prices for local people, while others said that the Project would encourage additional residential and industrial development that is not welcomed. Some consultees said the Project would impact existing development plans such as Brentwood Enterprise Park or the Freeport, making them unviable.	Shorne Parish Council, Port of Tilbury London Limited	Medway Council, Gravesham Borough Council, Thurrock Council	21	78	<p>With regards to future housing development, the relevant local planning authorities are responsible for planning for future developments, details of which are included in their local plans. To understand future aspirations for housing growth, the Applicant has assessed the development plans within those local plans that are relevant and that are sufficiently advanced. For more information about how the Applicant has assessed developments in the wider area, see Environmental Statement (ES) Chapter 16: Cumulative Effects Assessment (Application Document 6.1).</p> <p>Assessments of the relevant local plans can be found in the Planning Statement (Application Document 7.2). In all instances, the land impacted or required for the Project has been minimised, including the number of homes that would be demolished, while ensuring there is sufficient land to build and operate the road.</p> <p>Since the Preferred Route Announcement in 2017, owner-occupiers of residential properties within the Order Limits have been able to ask the Applicant to purchase their properties by serving a Blight Notice under the Town and Country Planning Act 1990 (as amended). The Applicant has received a number of Blight Notices and is processing these. More</p>	No

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						<p>information about the blight process can be found in the booklet Your Property and Blight (Highways England, 2020d).</p> <p>Further information about the compensation offered to those affected by the Project can be found in Compulsory Purchase and Compensation: guide 2 – Compensation to Business Owners and Occupiers and guide 4 – Compensation to Residential Owners and Occupiers (Department for Levelling Up, Housing and Communities, 2021a; 2021c). These include information about compensation for when the value of a property has been affected by the Project.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the ES (Application Documents 6.1, 6.2 and 6.3). ES Chapter 13: Population and Human Health (Application Document 6.1) sets out the number of buildings that would be directly impacted by the construction and operation of the Project.</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 M25 junction 29. The Applicant is actively engaging with the developer to finalise legal</p>	

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						<p>agreements regarding these interfaces to ensure the construction of Brentwood Enterprise Park can proceed with minimal disruption if and when planning permission for the development is granted.</p> <p>The diversion of a high-pressure gas pipeline south-east of M25 junction 29 is no longer needed, reducing the works near Brentwood Enterprise Park and therefore reducing the impact on future development in this location, in line with consultation feedback.</p> <p>More information about engagement with Brentwood Enterprise Park and other major developments in the vicinity of the Project can be found in the Interrelationships with Other Nationally Significant Infrastructure Projects and Major Development Schemes document (Application Document 7.17).</p> <p>Following engagement with Thurrock Council and the Port of Tilbury on the land required for the development of the Thames Freeport, a revised proposal for Tilbury Fields was set out in the Local Refinement Consultation in May 2022. This would remove the conflict between the Project and the proposed Freeport, in line with consultation feedback.</p>	
GC21	Comments expressing concern on the grounds that the Project would damage economic activity of local communities. Some	Port of Tilbury London Limited	Brentwood Borough Council, Suffolk County	4	46	The Project is expected to deliver a range of benefits for the local and regional economy as a result of congestion relief at the Dartford Crossing. The improved connectivity across the River Thames and reduced journey times	No

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	consultees said the Project represents a missed opportunity to improve the local economy or support sustainable local development.		Council, Essex County Council, Gravesham Borough Council, Kent County Council, Thurrock Council			would help local businesses to boost productivity. The Project would boost local, regional and national economies, improving journey times along parts of the A2, A127, M25 and M20, while also cutting congestion at the Dartford Crossing and its approach roads. 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.	
GC22	Comments expressing concern on the grounds that the Project would have a negative impact on the UK economy because of its cost and current economic conditions. Consultees said the traffic and economic growth objectives of the Project are unlikely to be realised.	-	Thurrock Council	3	33	The budget is also subject to close scrutiny by the Department for Transport, whose objectives include that the Lower Thames Crossing be affordable to government and users, and to achieve value for money. In assessing the three shortlisted options for a northern route, the Non-Statutory Consultation in January 2016 assessed their relative costs, benefits, benefit-cost ratios (BCRs) and value for money. The Pre-Consultation Scheme Assessment Report (Highways England, 2016a), produced to inform the Non-Statutory Consultation, reported that Route 3 had the highest BCR, would provide the shortest route, the greatest improvement to journey times and would have the lowest environmental impact of the three options. Of the options presented at the Non-Statutory Consultation, Route 3 also proved to be the most popular.	No

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						<p>The improved connectivity across the River Thames provided by the Project would boost the productivity of local businesses by making it easier for them to interact with customers and suppliers and to retain and attract workers. These business benefits would boost employment and economic growth, providing long-term benefits for businesses. The Level 3 Wider Economic Impacts Report, which can be found in Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7), contains further information, including from stakeholder interviews and survey responses, which confirmed that the River Thames is seen as a significant barrier to freight movement, with high risks of significant delays and an absence of reasonable alternative routes, as well as a barrier to commuting impacting on labour skills availability.</p> <p>The Project aligns with the South East Local Enterprise Partnership (SELEP) strategy for tackling housing shortages, encouraging infrastructure and improving workforce skills to increase productivity and regional economic growth. The majority of the Project's economic, social and environmental benefits accrue to trips that begin and/or end in local authorities within the SELEP area. SELEP local authorities north and south of the River Thames are forecast to receive substantial</p>	

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						<p>transport user benefits, which are mainly journey time savings and productivity benefits.</p> <p>For more information about the Scheme Objectives and economic benefits, see the Need for the Project (Application Document 7.1); the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7); the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3); and the Planning Statement (Application Document 7.2). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.</p> <p>The Applicant has carried out extensive traffic modelling to predict the impact on the road network. This traffic modelling has been carried out according to the latest Department for Transport's transport analysis guidance (TAG) and is as reliable and accurate as possible within the limits of the discipline. For more information about traffic modelling, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</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</p>	

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						chain that would build and operate the route. The Applicant is working with stakeholders to develop these plans and put them into action, should development consent be granted.	
GC23	Comments expressing concern about the need for the Project on the grounds that Brexit has reduced trade with Europe and the associated freight traffic to and from Kent ports. Some consultees said the data supporting the Project's economic case is out of date.	-	-	1	38	<p>There is no evidence that Brexit removes the need for the Project or negates its benefits. 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. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1). For more information about traffic forecasts, see the Transport Forecasting Package, which is Appendix C of the Combined Modelling and Appraisal Report (Application Document 7.7).</p> <p>The data supporting the Project's case is the latest available at the time of development. For more information about the Scheme Objectives and economic benefits, see the Need for the Project (Application Document 7.1); the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7); the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3); and the Planning Statement (Application Document 7.2). The</p>	No

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						Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results.	
GC24	Comments expressing concern about the need for the Project on the grounds that the use of electric vehicles would change traffic flows and reduce Heavy Goods Vehicle (HGV) traffic at the Dartford Crossing, making the Project unnecessary.	-	-	0	10	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 the 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.	No
GC25	Suggestions that the Project should be revised to include greater provisions for advancing road technologies, such as driverless vehicles, which it is claimed will require special road markings and sensors.	-	Thurrock Council	0	4	Mobile phone and radio signals would be available throughout the route, with 4G/5G connectivity also available within the tunnel. Built into the whole route are the cabling and other infrastructure to provide high-bandwidth connectivity, should this be needed in the future. Other changes to the highway in order to provide for advanced technologies will be secured through the Applicant's normal procurement and design processes. For more information about the traffic forecasts, see the Transport Forecasting Package, which is Appendix C of the	No

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						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).	
GC26	Comments expressing concern about the need for the Project on the grounds that there has been an increase in people working from home as a result of the COVID-19 pandemic.	Higham Parish Council	Gravesham Borough Council, Thurrock Council	20	248	There is no evidence to suggest that an increase in home-working as an alternative to road travel has affected the Scheme Objectives as agreed with the Department for Transport. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1). 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. While the COVID-19 pandemic has resulted in changes to transport patterns across the country, flows across the Dartford Crossing are already at or exceeding those seen in 2019, before the pandemic.	No
GC27	Suggestions that the Project should be revised with a longer tunnel. Consultees said that the tunnel should be extended to either the A2/M2, A13, M20 or the M25.	-	-	6	10	Throughout the development of the Project design, the Applicant has considered the optimum length of the tunnel, and accommodated changes where feasible. Following the Non-Statutory Consultation in January 2016 and the Preferred Route Announcement in 2017, significant development of the new road's design was	No

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						<p>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. The South Portal was moved 350m south after Statutory Consultation in October 2018 and its new location was consulted on during Supplementary Consultation in January 2020, meaning that the tunnel south of the River Thames has been extended 950m in total, compared with earlier designs.</p> <p>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>Extending the tunnel southwards an additional 10km as far as the M20 would add massively to the Project's costs while making north-south journeys across the River Thames less convenient for many road users. This would reduce value for money for the Government and taxpayers, while also reducing the positive benefits on the Dartford Crossing, both of which are key Scheme Objectives. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p>	

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						<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. However, 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 about the tunnel portal locations, see the Project Design Report (Application Document 7.4).</p>	
GC28	Comments expressing concern about the Project on the grounds that it would not be sufficiently integrated with the public transport network. Consultees said the Project could reduce future public transport connectivity, and that additional traffic in the area as a result of the Project could cause delays along existing bus routes. There were specific concerns	Shorne Parish Council	Suffolk County Council, Gravesham Borough Council, Thurrock Council	6	21	<p>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 and for local bus routes affected by the current performance of the Dartford Crossing.</p> <p>Impacts on bus and coach services during the operational phase were consulted on as part of the Community Impacts Consultation in July 2021. This information can be found in the Ward Impact Summaries (see Appendix S of this report).</p>	No

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	about delays to the 370, 66, 77, 77A, 22, Z4, 99, 5A, 73, 83, 370 and 100 bus routes. In addition, there were concerns about the impacts on rail services during the construction phase.					With regards to impacts on buses during construction, 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.	
GC29	Suggestions that the Project design should be revised to include public transport provision in the form of bus routes through the tunnel, which would improve connectivity between Essex and Kent and reduce congestion.	Cobham Parish Council	Essex County Council, Kent County Council, Thurrock Council	1	5	The Applicant consulted on the draft oTMPfC, the draft DCO Schedule 2 Requirements, and other documents relating to construction traffic during the Communities Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out elsewhere in Section 14.4 of this chapter, which also explains how the Applicant had regard to those comments. The impacts of the Project during construction on local roads and the public transport network, including buses and trains, are presented in the Transport Assessment (Application Document 7.9).	No

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						<p>Out-of-hours working would take place for some works on the road and rail networks to reduce disruption, including to public transport users. For information about the core working hours, see the Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement Appendix 2.2). Prior notice and information would be given for planned works outside of core hours, as outlined in the Communications and Engagement Plan and Notice of Work sections of the CoCP. To reduce disruption from utility works, trenchless technologies would be used where practicable in locations such as beneath railways and major roads, reducing potential disruption.</p> <p>There would be no impacts on users of the rail network once the Project is in operation, and vehicular access to Ebbsfleet International railway station may be improved in some areas.</p>	
GC30	Suggestions that the Project should be revised to include a railway link through the existing tunnels or a new separate one. Some consultees said that the Project should be a railway link instead of a road.	-	Thurrock Council	1	16	<p>The Applicant is responsible for managing the strategic road network in England. The Scheme Objectives for the Project were agreed between the Applicant and the Department for Transport (DfT) and are set out in the Need for the Project (Application Document 7.1). These objectives include the requirement to relieve the congested Dartford Crossing.</p> <p>An assessment was undertaken by the DfT in 2009 which found that, accounting for both</p>	No

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						passenger and freight provision, the inclusion of rail infrastructure within the Project would not provide value for money. More information about this can be found in the Need for the Project (Application Document 7.1).	
GC31	Comments expressing concern that the construction and operation of the Project, in particular the tunnel, would negatively impact the commercial and operational functions of the River Thames.	Thames and Medway Canal Association, Port of London Authority (PLA), Port of Tilbury London Limited	Thurrock Council	0	1	<p>There would be no need for a shipping exclusion zone above the tunnel, although there would be restrictions on the activities that could be carried out in the area immediately above the tunnel to avoid any negative impacts on the tunnel structure. These restrictions would include construction, anchoring and dredging, and are included in article 48 (Works in the River Thames) of the draft Development Consent Order (Application Document 3.1). Engagement with relevant stakeholders and authorities about any necessary restrictions would continue if development consent for the Project is granted and as construction of the river crossing is ready to begin.</p> <p>As part of the application for development consent, the Applicant has carried out a Preliminary Navigational Risk Assessment (Application Document 7.15) to examine what impact, if any, the Project would have on existing shipping using the River Thames during its construction and operational phases. The assessment concludes that the Project would not have any significant impacts on existing river traffic.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
GC32	Comments expressing concern that the Project does not propose providing facilities for walkers and cyclists to use the new road or tunnel. Some consultees said the Project would negatively impact existing walking, cycling and horse riding routes, and expressed concern that where replacement facilities have been proposed, these would not be designed in line with the latest LTN1/20 standards for cycling facilities. These concerns noted that the consultation materials did not include sufficient information about the proposed widths, surfacing and junction designs for the walking, cycling and horse riding routes.	Thames and Medway Canal Association, Kent Downs AONB Unit, Transport for London, Natural England, Shorne Parish Council	Brentwood Borough Council, London Borough of Havering, Essex County Council, Gravesham Borough Council, Thurrock Council	11	56	<p>The Applicant is proposing over 60km of new or improved routes for walking, cycling and horse riding, which would be delivered across Kent, Thurrock, Brentwood and Havering as part of the Project. The Applicant would deliver almost 3km of new Public Rights of Way (PRoW) for every 1km of new road, which would encourage active travel and promote health and wellbeing across the region.</p> <p>While the Applicant has provided information on the proposed improvements to walking, cycling and horse riding routes throughout the consultations, some of the details such as surfacing design would be provided in the detailed design stage if development consent is granted.</p> <p>The proposals include new bridges and routes that connect to upgraded and extended routes to give the local community and visitors easier and safer ways of travelling between the area's parks and woodlands, heritage sites, and employment centres. These include new routes that link the populations at Grays, Chadwell St Mary, Orsett, East Tilbury and South Ockendon, as well as between Gravesend and Thong. Other routes would link Jeskyns Community Woodland and Shorne Woods Country Park, and Thames Chase Forest Centre with Belhus Country Park.</p> <p>Further detailed proposals were presented during Supplementary Consultation in January</p>	No
GC33	Suggestions that the Project should be revised to facilitate several modes of transport, not just motor traffic. Consultees said that including walking and cycling routes would help	-	Southend-on-Sea City Council, Kent County Council,	1	6	<p>Further detailed proposals were presented during Supplementary Consultation in January</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	'future proof' the crossing, particularly in light of Government policy to decarbonise transport.		Thurrock Council			2020. The Applicant also consulted on updates to some of the proposals during Design Refinement Consultation in July 2020. Additional information on the proposals for walking, cycling and horse riding were provided at the Community Impacts Consultation in July 2021. This included specific detail on the local impacts and planned mitigation of constructing and operating the Project in the Ward Impact Summaries. Copies of the materials provided at the Community Impacts Consultation can be found in Appendix S of this report. Chapters 7 and 8 of this report provide more information about the Design Refinement and Community Impacts Consultations. For more information about the proposals, see the Project Design Report (Application Document 7.4).	
GC34	Suggestions that the Project should be revised to include a Public Right of Way alongside the main route to provide for walking, cycling and horse riding within the tunnel. Consultees said the Applicant should commit more to facilitating active travel, with some consultees noting that the Dartford Crossing includes a shuttle service for cycling.	-	London Borough of Havering, Essex County Council, Kent County Council, Thurrock Council	2	23	<p>There were additional proposals for improving PRow presented during the Local Refinement Consultation in May 2022. These included improvements to access to Tilbury Fields north of the River Thames, two additional walking, cycling and horse riding bridges over the A127 west of M25 junction 29 and an upgrade to the previously proposed walking-cycling bridge over the A127 east of M25 junction 29 to make it suitable for horse riding. For more information about the proposals in that consultation, see Chapter 9 and Appendix T of this report.</p> <p>Wherever practicable, the proposals maintain existing PRows once the Project is</p>	No

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						<p>operational. Where this is not practicable, diverted PRowS have been proposed, with a view to making them as attractive as possible. The Applicant has tried to maintain directness where it is suitable for commuter cycling routes while also maintaining connections between recreational amenities such as public parks and stables. In some circumstances, it was considered appropriate to prioritise options that provide a higher quality leisure experience over those offering the most direct route available.</p> <p>Decisions about the provisions for walking, cycling and horse riding have been made through consideration of design standards and best practice, consultation responses and ongoing engagement with local authorities and user groups, including Sustrans, Cycling UK, The Ramblers Association and The British Horse Society.</p> <p>Local Transport Note (LTN) 1/20 (Department for Transport, 2020b) provides guidance for route design and is not a standard. Nevertheless, LTN1/20 has informed the preliminary design of all the walking, cycling and horse riding routes and would continue to do so at the detailed design stage, should the Project receive development consent.</p> <p>For more information about the proposals, see the Project Design Report (Application Document 7.4). For more information about the standards that would be adhered to during the</p>	

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						<p>detailed design stage, see the Design Principles (Application Document 7.5).</p> <p>The Applicant has considered various options during the development of the Project to provide improved river crossings for walkers and cyclists. The options investigated include using the tunnel, upgrading the existing ferry, relocating the ferry, building a separate bridge or cable car, and providing a shuttle service through the tunnel. All of these options have been rejected for reasons including lack of technical feasibility, operational issues, lack of commercial viability, cost, environmental impacts and poor safety.</p> <p>Latent demand for walking and cycling across the River Thames at the Project crossing point is low and therefore unlikely to unlock enough trips to make the required infrastructure for a shuttle service economically viable. In addition, journey times and distances for a shuttle would be excessive because the most suitable collection and drop-off points would be at the proposed M2/A2/A122 Lower Thames Crossing junction and as far north as the proposed A13/A1089/A122 Lower Thames Crossing junction. For more information about the proposed walking, cycling and horse riding routes, see the Project Design Report (Application Document 7.4).</p> <p>With regard to Local Transport Note (LTN) 1/20 (Department for Transport, 2020b), this provides guidance for route design and is not a</p>	

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						standard. Nevertheless, LTN1/20 has informed the preliminary design of all the walking, cycling and horse riding routes and would continue to do so at the detailed design stage, should the Project receive development consent.	
GC35	Comments expressing concern on the ground that the cost of the Project would be too high and would represent an inappropriate use of taxpayer funds. Some consultees said the Project would exceed its expected budget, claiming that this has happened with other infrastructure projects.	Shorne Parish Council	Brentwood Borough Council, Thurrock Council	38	281	Costs of construction and operation are considered at every part of the design process. All parts of the Project, including links and structures, have been designed to be cost-efficient, and the Project carries out periodic reviews to ensure costs are controlled. The budget is also subject to close scrutiny by the Department for Transport, whose objectives include that the Lower Thames Crossing be affordable to government and users, and to achieve value for money. In assessing the three shortlisted options for a northern route, the Non-Statutory Consultation in January 2016 assessed their relative costs, benefits, benefit-cost ratios (BCRs) and value for money. The Pre-Consultation Scheme Assessment Report (Highways England, 2016a), produced to inform the Non-Statutory Consultation, reported that Route 3 had the highest BCR, would provide the shortest route, the greatest improvement to journey times and would have the lowest environmental impact of the three options. Of the options presented at the Non-Statutory Consultation, Route 3 also proved to be the most popular.	No

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						<p>The Project has been designed to address all the Scheme Objectives, including value for money, focusing on how public resources can be used to create and maximise public value. The Project represents positive value for money because the expected benefits exceed the costs.</p> <p>More information about the costs and benefits of the Project, including a table showing the monetised benefits, can be found in the Need for the Project (Application Document 7.1) and the Economic Appraisal Package (EAP), which is Appendix D of Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information on the appraisal methods and results.</p> <p>The Project budget and timescale have been developed using industry-standard planning methods. These are supported by realistic development, design and construction durations verified against other projects of similar scale and complexity. Internal and external budget and timescale reviews would continue throughout the development of the Project.</p>	
GC36	Suggestions around how the Project should be funded or for where additional funding	-	Gravesham Borough Council,	0	3	The Department for Transport (DfT) is committed to the Project, which would be paid for using public funds should it be granted	No

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	<p>streams could be made to mitigate local impacts.</p> <p>Some consultees said the Project should be funded by the Government or by the profits from the Dartford Crossing.</p> <p>Other consultees said there should be funds provided for local schemes to reduce the Project's impacts on nearby communities. Areas mentioned as in need of specific funding include junction 30 of the M25, as well as junctions in Ockendon and East Tilbury.</p>		Thurrock Council			<p>development consent. The Government's Road Investment Strategy 2 (DfT, 2020a) sets out its major road-building commitments for the period 2020-25, including the Project. More information about the costs and benefits of the Project, including a table showing the monetised benefits, can be found in the Need for the Project (Application Document 7.1) and the Economic Appraisal Package (EAP), which is Appendix D of Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information on the appraisal methods and results.</p> <p>It is Government policy that estuarial crossings would 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. The charge would help the Project achieve its Scheme Objective to provide value for money. For information about the proposed charging regime, see the Road User Charging Statement (Application Document 7.6).</p> <p>For more information about the Project's Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring</p>	

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

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GC37	Comments expressing concern on the grounds that the proposals would not provide adequate safety. Many safety comments related to the suitability of smart motorways, including the spacing, length and visibility of emergency refuge areas, and the effectiveness of signage.	-	London Borough of Havering, Thurrock Council	6	39	<p>The Applicant has a corporate aim that no one should be harmed when travelling or working on the strategic road network as part of its Home, Safe and Well programme (Highways England, 2019a).</p> <p>The Project would be designated an all-purpose trunk road, which is a type of A-road, similar to existing major multi-lane roads such as the A13. The Project would be named the A122.</p> <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) (Rev 2.0) (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</p>	No

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						<p>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>The design submitted as part of the application for development consent uses varying distances between emergency areas, with the maximum being 1.6km, except in the tunnel, where enhanced operational and technology measures would be used. These include lane signalling, a traffic signal and barrier on each tunnel approach to allow closure in the event of an incident, incident detection technology, CCTV, and dedicated traffic officers along the Project.</p> <p>The Project would operate with variable mandatory speed limits, with the default limit being the national speed limit for an all-purpose trunk road (e.g., 70mph for cars). Speed limits would be adjusted using electronic signage and would change depending on the road conditions and in response to any incidents. Where appropriate, such as on some junction links, advisory speed limit signs would be installed to encourage responsible driver behaviour.</p> <p>The proposed tunnels would be significantly larger than the existing tunnels at the Dartford</p>	

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						<p>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 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>	
GC38	<p>Suggestions that the Project design should be revised to include greater connectivity with local roads and areas to improve local and regional economic growth. Roads mentioned include the A128, A12, A13, A130, A2/M2, A226, A229, M11, M25 and M26.</p>	-	Thurrock Council	4	25	<p>The Project includes junctions with the main links on the relevant section of the strategic road network and with key local roads. Links include the A2/M2, A13/A1089 and M25. These connections ensure the Scheme Objective to relieve congestion at the Dartford Crossing would be satisfied, as well as helping to support sustainable local development and regional economic growth.</p> <p>The choice of junctions is based on traffic modelling forecasts, feedback from engagement, environmental and community impact assessments, and cost. For example, the proposed A13/A1089/A122 Lower Thames Crossing junction provides the key strategic connections between the Project and the A13</p>	No

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						<p>to the east, while not providing connections between the Project and the A13 to the west. The latter are predicted to carry relatively little traffic, partly because the forecast improved performance at the Dartford Crossing means that motorists west of the Project's route are likely to continue to cross at Dartford.</p> <p>In response to feedback received during the Community Impacts Consultation in July 2021, the Applicant has included an additional link to the Project from the Orsett Cock junction to the A1089 southbound. This maintains an existing link and would help reduce the amount of traffic diverting on to local roads in Thurrock. The Applicant consulted on this proposal during the Local Refinement Consultation in May 2022.</p> <p>Alternative connections and routes, such as suggestions to connect the route directly to the A130, A229, A12, M11, M26 and M2, were ruled out following the Non-Statutory Consultation in January 2016 and the subsequent Preferred Route Announcement (PRA) in April 2017.</p> <p>It was previously proposed to include a connection to the A226 near Gravesend. However, this junction was removed from the proposals due to concerns about increases in traffic on local roads and additional environmental impacts.</p> <p>For more information about the options considered and Scheme Objectives, see the</p>	

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						Need for the Project (Application Document 7.1). This document includes a summary of the Scheme Objectives and the options considered. For more information about the Non-Statutory Consultation in January 2016 and PRA, see Chapter 3 of this Consultation Report.	
GC39	Suggestions that the Project should be revised to include more or clearer signage to explain the proposed speed limits, road layouts and safety measures such as emergency exits from the tunnel. Some consultees suggested using real-time or Variable Message System (VMS) signage to control the flow of traffic approaching the tunnel.	-	Thurrock Council	1	9	Before the Project is operational, signage would be installed along the road and within the tunnel to ensure the route performs safely and provides motorists with timely notifications of road layouts and destinations. Signage would include variable message system signage to allow for variable speed limits to manage traffic flow and maintain safety. Real-time journey information would be provided on the approaches to the route, including information about any incidents and journey times for the Dartford Crossing and the Lower Thames Crossing, so motorists could make informed decisions about their route. For more information about signage, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.	No
GC40	Comments expressing concern about emergency access to the Project or to areas nearby. Consultees	Thurrock Clinical Commissioning	Gravesham Borough Council,	8	43	Emergency services have been consulted during the design of the route, and in response to feedback received during Statutory Consultation in October 2018, additional direct	Yes

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	say that road closures, congestion, and new road layouts associated with the construction and operation of the Project would hinder access for emergency services.	Group (the CCG), Forestry England	Thurrock Council			access points were provided so emergency vehicles could access the new road more quickly from the local road network once the Project is operational. Close engagement would continue with the police and other emergency services to ensure the roads are safe and equipped to deal with any incidents that might arise.	
GC41	General comments expressing concern about the Project's impact, particularly during construction, on emergency service response times. It was said that the Project would lead to more traffic on the surrounding road network, which would lead to congestion and slower response times. It was also said that access to the Project for emergency services is of concern.	Royal Mail, Cobham Parish Council, Transport for London, Shorne Parish Council	Maidstone Borough Council, Gravesham Borough Council, Kent County Council, Thurrock Council	26	311	<p>Following further engagement with emergency services after the Community Impacts Consultation in July 2021, the Applicant revised the locations of the rendezvous points located near the tunnel portals. These are designated areas that allow controlled access for emergency services in the event of an incident. The Applicant consulted on these locations during the Local Refinement Consultation in May 2022.</p> <p>At the Local Refinement Consultation in May 2022, the Applicant proposed to amend the operational access roads north of the North Portal and south of the Tilbury Loop railway line so that maintenance and emergency vehicles could access the Project more easily. The new operational access arrangement would give emergency services the flexibility to turn vehicles around in the event of an incident further north or south on the new road. This would improve the safety of the new road once it is operational.</p> <p>For more information about the route, refer to the Project Design Report (Application</p>	No

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						<p>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>With regards to impacts during the construction phase, the Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14).</p> <p>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 Communities Impacts Consultation in July 2021. Comments on those documents provided in response to the consultation are set out elsewhere in Section 14.4 of this</p>	

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						chapter, which also explains how the Applicant had regard to those comments. The impacts of the Project on the strategic and local road networks are set out in the Transport Assessment (Application Document 7.9), which includes information about the impacts of construction traffic and wider impacts.	
GC42	Suggestions to revise the Project's design in particular ways. Suggestions included the construction of a helicopter landing pad for emergency services and the installation of wind barriers along the Mardyke Viaduct.	-	Kent County Council, Thurrock Council	3	6	The Applicant has reviewed and considered the many suggestions to improve the Project's design that were received during the Community Impacts Consultation. There are no plans to build a dedicated helicopter landing pad as part of the Project. However, the Applicant has engaged closely with the emergency services and the Project does include emergency rendezvous areas, which would be used by emergency services in the event of a major incident on the road or in the tunnel. There is no intention of installing wind barriers along the Mardyke Viaduct because there are no indications that these would improve the safety of motorists using the new road.	No
GC43	Comments expressing concern that the Project would not effectively alleviate traffic congestion in the areas in which it is intended to do so, either immediately or in the long-	Shorne Parish Council	Gravesham Borough Council, Thurrock Council	16	173	The traffic modelling submitted as part of the application for development consent predicts that, compared with the situation without the Project being implemented, the overall daily level of traffic using the Dartford Crossing is forecast to fall on average by 19% in 2030. With the Project in place, traffic flows at the	No

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	term. Some consultees said that building new roads has in the past been shown to generate additional journeys, resulting in more congestion, not less.					Dartford Crossing are predicted to remain below current levels for the foreseeable future. The Applicant's traffic modelling has been carried out according to the latest transport analysis guidance (Department for Transport, 2021b) and is as reliable and accurate as possible within the limits of the discipline.	
GC44	Comments expressing concern that the Project would lead to more traffic on the surrounding road network. A wide range of locations were mentioned including population centres, roads and wider urban areas near the Project and further afield. Specific locations mentioned included Chadwell St Mary, Gravesend, Orsett, Tilbury, Thurrock, A2, M2, Bob Dunn Way, Prospect Grove, Norfolk Road, Ordnance Road, Canal Road, and Cray Mill Lane Bridge.	Transport for London, Shorne Parish Council, Higham Parish Council	Maidstone Borough Council, Gravesham Borough Council, Kent County Council, Thurrock Council	18	209	The Project's transport model, the Lower Thames Area Model (LTAM), has been produced by the Applicant's specialist traffic modelling team. An independent specialist assessor within National Highways has assessed the LTAM throughout its development. The independent specialist assessor has concluded that the LTAM is suitable to assess the Project. Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1). While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent.	No

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						<p>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 obliged to work with local highway authorities and others to align national</p>	

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						<p>and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (DfT, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.</p> <p>More information on the traffic impacts on local roads is available in the Transport Assessment (Application Document 7.9).</p> <p>Since the Community Impacts Consultation, the Applicant has included a new direct link from the A13 via the Orsett Cock junction to the A1089 southbound. This would have an impact on nearby roads once the Project is operational, with the A1089 experiencing increased traffic flows, while the A1013 and A128 would see traffic levels decrease.</p> <p>The Applicant consulted on this new link during the Local Refinement Consultation in May 2022. It was included after feedback from stakeholders who expressed concern about the potential for some to traffic be diverted on to some local roads in Thurrock as a result of implementation of the Project.</p> <p>The locations mentioned by consultees have been considered in the context of the proposed mitigation measures and the Project design and the predicted impacts in those areas. The Applicant is satisfied that the impacts across the Project's affected area are acceptable</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						levels given the requirements and objectives of the Project and therefore no further mitigation or design changes are proposed.	
GC45	<p>Comments expressing concern that the Project would increase traffic on the M25 during its construction and operation, and that its operational impact on the Dartford Crossing would not be sufficient to justify its implementation.</p> <p>Some consultees said the implementation of the Ultra-Low Emission Zone in Greater London would have additional impact on the M25. Increased traffic on the M25's junctions with the A2, A13, A127 and the M11 were also mentioned.</p>	Royal Mail, Shorne Parish Council	-	38	254	<p>While junction 29 of the M25 is forecast to see an increase in traffic once the Project is open, the proposals to upgrade this junction and the adjacent section of the M25 would compensate for the increased traffic. The upgrade would include new dedicated slip roads between the M25 and A127, as well as additional lanes and traffic lights on the roundabout. For more information about the design, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.</p> <p>Once the Project is operational, traffic impacts on the affected road network would be monitored, including local roads. More information on the traffic impacts on local roads is available in the Transport Assessment (Application Document 7.9). Information about the traffic forecasts and impacts is also available in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>For more information about the traffic modelling, see the Transport Model Package, which is Appendix B of the Combined</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Modelling and Appraisal Report (Application Document 7.7).</p> <p>The impact of construction traffic on the road network has been modelled in the Transport Assessment (Application Document 7.9), which also includes information about the impacts on the M25, the A2/M2, the A226 Gravesend Road and the A1089 corridor.</p> <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. The Applicant's latest proposals would mean an average of 9,500 HGV journeys per month across the whole Project during the construction phase, a 46% reduction on the original proposals at Statutory Consultation.</p> <p>The M25/A2 junction is predicted to experience lower traffic flows overall, but with increases to and from the western approaches. The M25/A13 junction is expected to have lower traffic flows overall, but with increases to and from the western approaches. The M25/M11 junction is predicted to have an increase in traffic flows, although with a lower impact on the southern approaches to and from the junction.</p> <p>The traffic modelling submitted as part of the application for development consent predicts that, compared with the situation without the</p>	

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						Project being implemented. the overall daily level of traffic using the Dartford Crossing is forecast to fall on average by 19% in 2030. With the Project in place, traffic flows at the Dartford Crossing are predicted to remain below current levels for the foreseeable future. Average speeds on that part of the network would rise and journey times would become more reliable, relieving congestion at the Dartford Crossing in line with the Scheme Objectives agreed with the Department for Transport. For information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).	
GC46	Suggestions that the Project should be revised to include more traffic lanes in order to allow traffic to flow more smoothly now and in the future. Some consultees expressed concern on the grounds that the A2/M2 and A13 would be narrowed along key sections, causing congestion.	Shorne Parish Council, Higham Parish Council	-	0	38	<p>The number of lanes along the route has been adjusted over time as part of the ongoing design development process. While it was originally expected that two lanes in each direction would be enough to accommodate predicted traffic flows, after carrying out further traffic modelling in 2017, this was increased to three lanes in each direction for the proposals presented at Statutory Consultation in October 2018.</p> <p>A subsequent phase of traffic modelling confirmed the decision to have three lanes along the majority of the route but enabled the Applicant to reduce the number of lanes on the southbound section between the proposed A122 Lower Thames Crossing/M25 junction and A13/A1089/A122 Lower Thames Crossing junction from three lanes to two, while still</p>	No

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						<p>maintaining free-flowing traffic. This would reduce the footprint of the route at this location, thereby reducing its environmental impact and cost. This was presented at Supplementary Consultation in January 2020.</p> <p>The total number of lanes on the proposed upgrade to the A2/M2 is greater than the current number of lanes. The Project proposals include one-way eastbound and westbound parallel connector roads, with two lanes in each direction, and these would be designated as part of the A2. These would run between the Gravesend East junction and M2 junction 1, carrying A2 traffic separately from the M2, where currently this traffic is combined on the A2/M2.</p> <p>The proposal for the A2/M2 through the Gravesend East junction and the junction with the Project is to have two lanes eastbound and three lanes westbound. When the A2 parallel 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. 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 parallel connector roads are considered. This makes two lanes more in</p>	

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						<p>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 during Supplementary Consultation in January 2020 forecasts that the crossing, the proposed M2/A2/A122 Lower Thames Crossing junction and the upgraded section of the A2/M2 would remain free-flowing for the foreseeable future.</p> <p>The reduction of a lane through the proposed A13/A1089/A122 Lower Thames Crossing junction is standard practice where slip roads diverge and then merge with the main carriageway because traffic flow is lower at this point and so this would not degrade the quality of the route or cause congestion.</p> <p>Information about the traffic forecasts and modelling can be found in the Combined Modelling and Appraisal Report (Application Document 7.7).</p>	

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GC47	Comments expressing concern about the Project's proposed parking provisions and the reduction in parking and other service facilities as a result of the Project, such as the removal of Cobham services. Consultees say that that the Project would provide inadequate overnight Heavy Goods Vehicle (HGV) parking. Some consultees asked for clarification as to the purpose of the new car park on Thong Lane and requested further consideration for lorry parking as part of the Project.	Shorne Parish Council	Ashford Borough Council, Kent County Council	0	3	<p>The Applicant reviews the provision of roadside service facilities across the network, including the South East, and liaises with motorway operators accordingly. Motorway operators provide levels of capacity at their facilities in accordance with their perception of market demand.</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>This means there are currently no charging points for electric vehicles within the proposed design.</p>	No
GC48	Suggestions that the Project design should include additional parking along with roadside service facilities for motorists, in particular freight drivers.	-	Ashford Borough Council	0	6	<p>Removing the roadside service facility allowed the removal of the Tilbury junction. These measures significantly reduced the environmental impact of the Project and the impact on Green Belt near East Tilbury.</p>	No
GC49	Suggestions that the Project design should include charging facilities for electric vehicles (EVs).	-	Gravesham Borough Council, Kent County Council,	0	23	<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</p>	No

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			Thurrock Council			<p>and, if a need is identified, the most appropriate location on the SRN. Any future roadside service facility would be developed and operated by a third-party roadside service facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time – for example, commenting on what facilities should be provided, such as HGV parking and electric vehicle charging points.</p> <p>More information as to why the roadside service facility was removed can be found in the Project Design Report (Application Document 7.4).</p> <p>This decision takes into account the removal of the fuelling station at Cobham on the A2, which would be removed as part of the Project and cannot be replaced due to lack of available land or access.</p> <p>A new car park on Thong Lane near the green bridge over the Project was proposed during the Design Refinement Consultation in July 2020, 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>	

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						<p>Following discussions with stakeholders, 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>	
GC50	<p>General comments expressing concern about the impact of the Project on utilities infrastructure, including the diversions needed to gas pipelines, overhead power lines and other utilities to accommodate the new road. Concerns centre around the disruption and environmental impacts from these utility works on local communities, including businesses.</p> <p>Some consultees expressed concern about the location and size of the proposed Utility Logistics Hubs and</p>	Kent Downs AONB Unit, Shorne Parish Council	Gravesham Borough Council, Kent County Council, Thurrock Council	7	5	<p>The Applicant has engaged with utility companies throughout the development of the Project to ensure it would be possible for works to be carried out in a way that would minimise disruption to local people and communities, businesses, and road users and utility network operators. This includes minimising any interruption to supply during any work affecting utilities infrastructure. In developing the proposals, the Applicant has sought to minimise the need for utility works but, where these cannot be avoided, a design has been sought that seeks to minimise environmental and community impacts – for example, by reducing the amount of existing infrastructure to be modified by the Project.</p> <p>Working with the utility companies, the Applicant has developed a construction programme with the aim of minimising</p>	No

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	access roads, in particular those within the Kent Downs Area of Outstanding Natural Beauty and the impact on ancient woodland.					<p>disruption on local people. For more information about proposed utility works, refer to Environmental Statement (ES) Chapter 2: Project Description (Application Document 6.1). For more information about the construction schedule, see ES Appendix 2.1: Construction Supporting Information (Application Document 6.3).</p> <p>ES Chapter 7: Landscape and Visual, and ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), set out the impact on the ancient woodland and the proposed mitigation, while ES Chapter 13: Population and Human Health (Application Document 6.1), looks at the impact on local people, including businesses, and how these impacts would be minimised. Indirect effects of traffic and noise within the Kent Downs Area of Outstanding Natural Beauty (AONB) are assessed in ES Appendix 7.11 (Application Document 6.3). The Environmental Impact Assessment (EIA) documented in the ES sets out the impacts of construction works, including utilities, and how these would be mitigated against.</p> <p>The Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) sets out the measures that the appointed Contractor would be required to implement during the construction phase to minimise impacts on local people.</p> <p>The size and number of the construction compounds and Utility Logistics Hubs (ULHs)</p>	

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						<p>have been developed in order to accommodate the required workforce, manage materials and plant, and provide controlled access to the worksites. To reduce impacts on local people, they would be located away from population centres, wherever practicable, and would be designed to maintain worker and public safety, while minimising environmental and community impacts. Once the works are completed, each compound and ULH would be dismantled, with the land reinstated as far as practicably possible in line with the requirements of the Environmental Management Plan Second Iteration.</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</p>	

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						<p>bridleways, users of roads and by residents and users of non-residential buildings.</p> <p>At the end of the construction phase, there would be permanent landscape effects from the Project in the Kent Downs AONB and Green Belt. These would gradually reduce as planting mitigation establishes and matures over the 15 years after opening year. There would also be permanent visual effects on recreational facilities, residents and motorists, with these also reducing as planting matures over 15 years, although some significant effects would remain even when planting matures. Nitrogen deposition compensatory planting would have positive landscape and visual effects in some areas, as would the removal of some overhead power lines.</p> <p>The Applicant is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project and therefore no further mitigation is proposed.</p>	
GC51	General comments expressing opposition to the Project.	-	Gravesham Borough Council, Thurrock Council	78	526	The Scheme Objectives for the Project were agreed between the Applicant and the Department for Transport and are set out in the Need for the Project (Application Document 7.1). These objectives include the requirement to relieve the congested Dartford Crossing and its approach roads. The Project proposals have been assessed as the optimal response to the objectives set.	No

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						The benefits of the Project are documented in the Economic Appraisal Package (EAP), which is Appendix D of the Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results. Information about benefits can also be found in the Need for the Project. 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.	
GC52	Suggestions that the Dartford Crossing should be closed once the Project has been completed to reduce the overall levels of pollution from major roads and vehicle movements.	-	-	1	1	<p>The Dartford Crossing plays a key role in the South East region linking areas north and south of the River Thames and completing the M25 orbital motorway around Greater London. A key Scheme Objective for the Project, as agreed with the Department of Transport, is to relieve the current congestion at the Dartford Crossing and its approach roads. Closing the Dartford Crossing, even temporarily, causes significant congestion across the region. The Applicant has no plans to close this key river crossing.</p> <p>The importance of improving air quality is recognised by the Government and the increasing uptake of electric vehicles across the road network is predicted to significantly</p>	No

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						reduce harmful emissions from motor traffic over the coming decades.	
GC53	Comments expressing opposition to the Project based on its location and alignment, including those who said the Project would be too close to the Dartford Crossing.	Kent Downs AONB Unit	Thurrock Council	35	226	During the Project's design development to date, the Applicant and the Department for Transport have considered many options for the route. Each option has been considered carefully with regards to how it would contribute towards the Scheme Objectives agreed with the Department for Transport. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1). Public consultations have been carried out at appropriate points during the Project's development to gain feedback from the public and stakeholders on the proposals presented.	No
GC54	Suggestions that the Project should be located further east, connecting Canvey Island to Medway. Some consultees said the Project should be built at the end of the A130.	-	-	14	49	In 2009, there were five potential locations for an additional Thames crossing under consideration, labelled A to E. Location D, linking the M2 to Canvey Island, and Location E, linking the Isle of Grain to Southend-on-Sea, were appraised as part of a 2009 feasibility study (Department for Transport, 2009). Traffic modelling showed that both of these locations were too far to the east, failing to provide the necessary relief to the Dartford Crossing, which was essential to the Project. 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	No

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						<p>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 Grays) and assessed them in terms of their economic, traffic, environmental and community impacts. This study resulted in the identification of a series of potential options, all following the general routes defined by Location A and Location C, while not encroaching upon locations that had been eliminated in previous studies (B, D and E). The 20 options included bored tunnel, immersed tunnel and bridge solutions, with associated infrastructure to connect into the strategic road network (SRN). Many of these options involved an upgrade to the Dartford Crossing.</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> <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</p>	

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						<p>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. The Applicant has subsequently designed the Project to reduce impacts on the environment during construction and operation.</p> <p>South of the River Thames, the preferred route uses the Western Southern Link (WSL), which offers high value for money, fully supports wider regeneration and economic benefits, while having a materially lower impact than the Eastern Southern Link (ESL) on the environment and local communities.</p> <p>Options for the southern section of the Project were considered as part of the appraisal that preceded and informed the Non-Statutory Consultation in January 2016. The Applicant developed plans for the ESL and the WSL, each connecting to the A2/M2. As explained in the consultation booklet produced for the Non-</p>	

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						<p>Statutory Consultation, the ESL was the Applicant's proposed option, on the basis that it would provide the more direct route, greater improvements to journey times and would connect directly to the M2. It was acknowledged that this option would have significant implications for the local community. Having considered responses to the consultation and further assessed the two options, the Applicant changed its recommendation to the WSL. The environmental and community impacts of the ESL were deemed to be unacceptable and modifications to the plans for the WSL could enable a 70mph route to be achieved. The WSL formed part of the route that was announced by the Secretary of State in the Preferred Route Announcement of 2017.</p> <p>Further commentary on the assessment and selection of alternatives can be found in Environmental Statement Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1) and Chapter 4: Project Evolution and Alternatives of the Planning Statement (Application Document 7.2).</p> <p>The northern route for the Project was selected following the Non-Statutory Consultation in 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 –</p>	

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						<p>was selected on the basis that it was the shortest of the options and would provide an entirely new route for traffic between the A2/M2 south of the River Thames and the M25 north of the river. It was also the most popular northern route option among consultees.</p> <p>The options appraisal process was summarised in the Guide to Statutory Consultation in October 2018, with more information in Chapter 9 of the Approach to Design, Construction and Operations document, also published for Statutory Consultation. More information about the Approach to Design, Construction and Operations document can be found in Appendix M of the report. The process is also described in the Need for the Project (Application Document 7.1).</p>	
GC55	Suggestions that the Project should be located at the site of the existing Dartford Crossing on the M25/A282. Some consultees referred to the 'A14' tunnel route on the Dartford Crossing alignment, which was rejected earlier in the Project's development.	Shorne Parish Council	-	13	89	<p>During the development of the Project, the Applicant and the Department for Transport have considered many options for the route. Each option has been considered carefully with regards to how it would contribute towards the Scheme Objectives agreed with the Department for Transport. For information about these Scheme Objectives, see the Need for the Project (Application Document 7.1). Public consultations have been carried out at appropriate points during the Project's development to gain feedback from the public and stakeholders on the proposals presented.</p>	No
GC56	Suggestions that the Project should be located elsewhere, including	-	-	2	16		No

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	suggestions that it should be built further away from London, further from built-up areas, or on a brownfield site.					<p>In 2009, there were five potential locations for an additional Thames crossing under consideration, labelled A to E. Location D, linking the M2 to Canvey Island, and Location E, linking the Isle of Grain to Southend-on-Sea were appraised as part of a 2009 feasibility study (Department for Transport, 2009). Traffic modelling showed that both 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 Grays) and assessed them in terms of their economic, traffic, environmental and community impacts. This study resulted in the identification of a series of potential options, all following the general routes defined by Location A and Location C, while not encroaching upon locations that had been eliminated in previous studies (B, D and E). The 20 options included a bored tunnel, immersed tunnel and bridge solutions, with associated infrastructure to connect into the strategic road network (SRN). Many of these</p>	
GC57	Suggestions that the Project should be located further east, connecting Southend-on-Sea to the Isle of Sheppey.	-	-	0	10		No
GC58	Suggestions that the Project should be located further west of the proposed location, including suggestions that it should be built outside of Thurrock, west of the Dartford Crossing, or between Erith and Dagenham.	-	-	6	20		No
GC59	Suggestions that the Project should be altered to include more crossings over the River Thames. Consultees said that crossings should be built in specific areas including: A460, Woolwich, from Canvey to the Isle of Sheppey, from Southend to Thanet, and between the Dartford Crossing and the	-	-	0	19	No	

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	proposed location of the Project.					<p>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, it was concluded that a bored tunnel east of Gravesend and Tilbury was the only viable crossing solution.</p> <p>Option A14 (a bored tunnel from south of junction 2 to north of junction 30 on the M25) was rejected because it failed to meet the Scheme Objective of relieving congestion at the Dartford Crossing.</p> <p>In 2016, consultation took place on Option C (east of Gravesend and Tilbury) and a number of alternative routes (two south of the River Thames and three to the north) that could connect this crossing location to various points on the SRN.</p> <p>In 2017, having carefully considered the feedback received during consultation, and having carried out further investigations into the impacts of the connection options, the Secretary of State announced the preferred route. The Applicant has subsequently designed the Project in line with the Scheme Objectives. South of the River Thames, the preferred route uses the Western Southern Link (WSL), which offers high value for money,</p>	

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						<p>fully supports wider regeneration and economic benefits, while having a materially lower impact than the Eastern Southern Link (ESL) on the environment and local communities.</p> <p>Options for the southern section of the Project were considered as part of the appraisal that preceded and informed the Non-Statutory Consultation in January 2016. The Applicant developed plans for the ESL and the WSL, each connecting to the A2/M2. As explained in the consultation booklet produced for the Non-Statutory Consultation, the ESL was the Applicant's recommended option, on the basis that it would provide the more direct route, greater improvements to journey times and would connect directly to the M2. It was acknowledged that this option would have significant implications for the local community.</p> <p>Having considered responses to the consultation and further assessed the two options, the Applicant changed its recommendation to the WSL. The environmental and community impacts of the ESL were deemed to be unacceptable and modifications to the plans for the WSL could enable a 70mph route to be achieved. The WSL formed part of the route that was announced by the Secretary of State in the Preferred Route Announcement of 2017.</p> <p>Further commentary on the assessment and selection of alternatives can be found in Environmental Statement (ES) Chapter 3:</p>	

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						<p>Assessment of Reasonable Alternatives (Application Document 6.1) and Chapter 4: Project Evolution and Alternatives of the Planning Statement (Application Document 7.2).</p> <p>The northern route for the Project was selected following the Non-Statutory Consultation in January 2016, in which three route corridors north of the River Thames were presented for comment. Route 3 – following the same alignment as the proposed northern route – was selected on the basis that it was the shortest of the options and would provide an entirely new route for traffic between the A2/M2 south of the River Thames and the M25 north of the river. It was also the most popular northern route option among consultees. The options appraisal process was summarised in the Guide to Statutory Consultation in October 2018, with more information in Chapter 9 of the Approach to Design, Construction and Operations document, also published for Statutory Consultation. The process is also described in the Need for the Project.</p> <p>A single crossing was chosen, rather than multiple crossings, because this would provide the best value solution to achieving the Scheme Objectives, including relieving pressure at the Dartford Crossing.</p>	
GC60	Suggestions that the Project should be located closer to,	-	-	0	13	The Silvertown Tunnel is a Transport for London project to provide relief to the Blackwall	No

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	or in, London, including suggestions that it should be built in East London, or that it should connect the North and South Circular Roads, or replace the Woolwich Ferry.					Tunnel. It is a twin-bore road tunnel under the River Thames, linking Silvertown to the Greenwich Peninsula. Construction started in 2020, with the tunnel planned to open in 2025. A road crossing at Woolwich would not be a viable solution to relieve congestion at the Dartford Crossing because it would necessitate motorists taking a substantial diversion away from the A282/M25 to use it.	
GC61	Suggestions that the Project should be a bridge instead of a tunnel. Some consultees said that a second bridge should be built at the current Dartford Crossing instead of the proposed new crossing.	-	-	3	13	Designing the crossing as a tunnel instead of a bridge reduces the environmental and community impacts because tunnels have substantially fewer visual and noise impacts. The use of tunnels helps the crossing avoid sensitive and valuable habitats such as the Thames Estuary and Marshes Special Protection Area and Ramsar site. In addition, tunnels are not affected by severe weather, unlike bridges such as the Queen Elizabeth II Bridge at Dartford, which can be closed on safety grounds during high winds.	No
GC62	Suggestions that the Project should be revised to include the Tilbury Link Road. Consultees said that direct connectivity between the Project and Tilbury industrial and commercial areas is important for local economic prosperity and that the design should include	Port of Tilbury London Limited	Thurrock Council	2	1	After the Community Impacts Consultation, the Applicant amended the Project to include a link from the A13 via Orsett Cock junction to the A1089 southbound. This would improve access to the Tilbury area from the A13 and the Project northbound and southbound, while also reducing traffic using local roads in Thurrock. The change was made in response to feedback from key stakeholders and was	No

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	access roads and a junction to facilitate the construction of the Tilbury Link Road in the near future.					<p>consulted on during the Local Refinement Consultation in May 2022.</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>Following the Community Impacts Consultation in July 2021, the Applicant proposed to amend the operational access arrangements in the Tilbury area. These changes include the provision of a bridge over the Project for operational and emergency access. These design changes would not preclude construction of a junction at Tilbury connecting the Project to the wider road network, should this be pursued later. Details about the construction and operational access arrangements that were consulted on during the Local Refinement Consultation in May 2022 can be found in Environmental Statement Chapter 2: Project Description (Application Document 6.1).</p>	
GC63	Comments suggesting that the Project should be	-	Gravesham Borough	2	9	Strategic development of national transport infrastructure – such as reducing the volume of	No

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	revised to include upgrades to the wider strategic road network to accommodate changes in traffic levels predicted as a result of the Project opening. Roads suggested included the A1089, A229, A2/M2, M11, M20, M25, Blue Bell Hill, Medebridge Road and Gallows Corner.		Council, Kent County Council, Thurrock Council			<p>motor vehicles on the roads, improving public transport, reducing freight on the roads, or addressing regional imbalance – is the responsibility of the Department for Transport (DfT).</p> <p>The Applicant is responsible for managing the strategic road network (SRN) in England. The Project sits within a wider package of works for the SRN in the south-east of England, as originally described within the Government's Road Investment Strategy: for the 2015/16 to 2019/20 Road Period (RIS 1) (DfT, 2015b). Overall, RIS 1 outlined a long-term programme of investment in over 100 major schemes to enhance, renew and improve the SRN in England.</p>	
GC64	Suggestions that funds currently allocated to the Project should instead be spent on upgrading or improving the existing road network. Specific roads suggested by consultees included the M11, M20, M23, M25, M40, A2, A13 and roads along the River Thames corridor.	-	Brentwood Borough Council	2	49	<p>In March 2020, the DfT published the Road Investment Strategy 2 (RIS 2), setting out the Government's priorities for roads investment for 2020–25. RIS 2 identified the Project as a nationally important scheme.</p> <p>Parts of the M20 and M23 were upgraded as part of RIS 1 and have been open to the public since 2019-20. RIS 2 includes information about proposed investment in the A2, M2, M11 and M25, while RIS 3 may consider potential schemes to upgrade parts of the A2, M11, M25 and M40, although these are not yet confirmed.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) during the Community</p>	No

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						<p>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 (DfT, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the SRN and local networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p>	

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GC65	Suggestions that the alignment of the Project south of the River Thames should followed the Eastern Southern Link, rather than the proposed route.	Shorne Parish Council	-	5	40	<p>During the development of the Project to date, the Applicant and the Department for Transport have considered many options for the route. Each option has been considered carefully with regards to how it would contribute towards the Scheme Objectives agreed with the Department for Transport. For information about these Scheme Objectives, see the Need for the Project (Application Document 7.1). Public consultations have been carried out at appropriate points during the Project's development to gain feedback from the public and stakeholders on the proposals presented.</p> <p>Options for the southern section of the Project were considered as part of the appraisal that preceded and informed the Non-Statutory Consultation in January 2016. The Applicant developed plans for the Eastern Southern Link (ESL) and the Western Southern Link (WSL), each connecting to the A2/M2. As explained in the consultation booklet produced for the Non-Statutory Consultation, the ESL was the Applicant's recommended option, on the basis that it would provide the more direct route, greater improvements to journey times and would connect directly to the M2. It was acknowledged that this option would have significant implications for the local community.</p> <p>Having considered responses to the consultation and further assessed the two options, the Applicant changed its recommendation to the WSL. The</p>	No

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						<p>environmental and community impacts of the ESL were deemed to be unacceptable and modifications to the plans for the WSL could enable a 70mph route to be achieved. The WSL formed part of the route that was announced by the Secretary of State in the Preferred Route Announcement of 2017.</p> <p>In 2017, having carefully considered the feedback received during consultation, and having carried out further investigations into the impacts of the connection options, the Secretary of State announced the preferred route. South of the River Thames, the preferred route uses the WSL, which offers high value for money, fully supports wider regeneration and economic benefits, while having a materially lower impact than the ESL on the environment and local communities.</p> <p>Further commentary on the assessment and selection of alternatives can be found in Environmental Statement Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1) and Chapter 4: Project Evolution and Alternatives of the Planning Statement (Application Document 7.2).</p>	
GC66	Suggestions that the Applicant should develop the Project's construction and operation proposals through inter-agency	Port of London Authority (PLA), Cobham	Brentwood Borough Council, London Borough of	7	15	During the development of the Project to date, as well as for Statutory Consultation in October 2018, the Applicant has engaged proactively and productively with local authorities, utility companies, the police and emergency	Yes

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	<p>collaboration, involving national, regional, local and private organisations. Organisations mentioned by consultees included local authorities, police and emergency services, local community groups, environmental organisation and bodies, and the developers of other major projects such as the London Resort.</p>	<p>Parish Council, Transport for London, Forestry Commission, Forestry England, Natural England, Shorne Parish Council, Port of Tilbury London Limited</p>	<p>Havering, Essex County Council, Gravesham Borough Council, Kent County Council, Thurrock Council</p>			<p>services, businesses (including developers), local community groups as well as environmental and interest groups, in addition to formally consulting with all individuals and organisations with whom it was legally required to do so under the Planning Act 2008.</p> <p>This activity has included regular meetings with key stakeholders. Chapter 4 of this report provides information about engagement with stakeholders, as does the Statement of Engagement (Application Document 5.2).</p> <p>The Applicant also carried out Supplementary Consultation in January 2020, Design Refinement Consultation in July 2020, Community Impacts Consultation in July 2021, and Local Refinement Consultation in May 2022 (see Chapters 6, 7, 8 and 9 of this report), providing all interested parties with an opportunity to comment on updated proposals. The Applicant would continue to work with statutory and other consultees wherever possible should the Project proceed to the construction phase.</p> <p>The Applicant is aware of other major infrastructure and development projects taking place, or expected to take place, in proximity to the Project around the time it is planned to be constructed and during its operational phase. The Applicant has proactively engaged with the developers of those projects (including the London Resort, which has now withdrawn its application) as well as relevant local authorities</p>	

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						<p>and stakeholders to seek to manage the potential for cumulative impacts. More information about the interface between major infrastructure projects is included within Interrelationships with other Nationally Significant Infrastructure Projects and Major Development Schemes (Application Document 7.17).</p> <p>Since the Community Impacts Consultation, the Applicant has made substantial changes to the design of Tilbury Fields in order to accommodate proposals for the Freeport in Thurrock. This involved revising the Order Limits to free up land that would be used for the Freeport and updating the landscaping and Public Rights of Way associated with Tilbury Fields, an area of public recreational land that would be implemented near the North Portal to benefit local communities.</p> <p>With regards to utility works, the Applicant has worked with multiple neighbouring developers and sought to minimise the Project's impact where practicable and would continue to do so throughout the detailed design stage.</p> <p>For example, a land interest was concerned about the diversion of a gas pipeline west of the B186 North Road and the proposed location of a substation at their proposed development's access point, which would have restricted their proposals. The pipeline and substation proposals have been discussed with the relevant asset owner and the Applicant</p>	

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						subsequently was able to remove these from the Project, reducing the impacts on the land interest.	
GC67	Suggestions that the Project should be revised to maximise benefits and facilities for local communities. Consultees said the Applicant should invest in local regeneration by providing youth clubs, more open spaces and parks, affordable housing, and training for local people so that they can be employed in the construction and operation of the Project.	Thurrock Clinical Commissioning Group (the CCG)	Thurrock Council	1	6	<p>The Applicant is proposing to include significant amounts of open space as part of the Project, with this land made accessible to the public via a network of new and improved Public Rights of Way. This open space would replace land that is required to construct and operate the Project.</p> <p>South of the River Thames, the Applicant is proposing 45ha of open space called Chalk Park, located to the east of Gravesend in the vicinity of the proposed South Portal. The Applicant would reuse excavated materials from the Project's construction to create raised areas of recreational land in keeping with existing habitats and connecting to existing walking, cycling and horse riding routes. Since the Community Impacts Consultation in July 2021, an additional 8ha of land have been added to the proposals as a result of the proposals to acquire the remaining land from the Southern Valley Golf Club.</p> <p>North of the River Thames, the Applicant is proposing a 45ha area of open space land called Tilbury Fields. Previously, this was to have been largely located west and south of the North Portal, but after the Community Impacts Consultation the proposals were revised to accommodate the proposed</p>	No

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						<p>Freeport at Tilbury. The newly proposed location for the open space land is mostly to the south and east of the North Portal. Like Chalk Park to the south, Tilbury Fields would reuse excavated materials from the Project's construction to create a raised area of land suitable for recreational use, accessible from a network of new and improved Public Rights of Way. Tilbury Fields would border the River Thames, offering views over the river. The area would feature open mosaic habitat in keeping with the existing landscape.</p> <p>The Applicant consulted on updated proposals for Chalk Park and Tilbury Fields during the Local Refinement Consultation in May 2022. For more information, see the Project Design Report (Application Document 7.4).</p> <p>It is anticipated that the Project would support a total workforce of around 22,000, with this spread over the six-year lifetime of the Project. The Applicant is working with construction training bodies, the wider construction industry and its supply chain to ensure the necessary skills are available to deliver the Project. As part of the efforts to generate benefits for local communities, the Applicant intends to provide opportunities for local people that would enable them to work on the construction or operation of the Project and the Applicant has consulted with stakeholders on the development of a Skills, Employment and Education Strategy.</p>	

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						<p>The Applicant 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, should development consent be granted. The Applicant's Benefits and Outcomes Document (Application Document 7.20) presents the activities completed to date or proposed in future that would provide benefits to the local area in addition to those that form part of the Scheme Objectives or are mitigations set out in the control documents.</p> <p>The Applicant's remit does not include housing development and none is featured as part of the Project. The relevant local planning authorities are responsible for planning for future developments, details of which are included in their local plans.</p>	
GC68	Requests for further information about the Project. Topics raised include requests for more detail about the Project's impacts and the proposed mitigation relating to the environment and the local community. Consultees also asked about the proposed design and operation of the Project.	Environment Agency, Higham Parish Council	Medway Council, London Borough of Havering, Suffolk County Council, Essex County Council, Gravesham Borough	23	51	For the Community Impacts Consultation in July 2021, the Applicant published over 3,000 pages of information about the Project's impacts and proposed mitigations. The Ward Impact Summaries included approximately 1,500 pages of information about the activities, impacts and mitigations proposed for each local authority ward directly impacted by the Project. Details about the design and operation of the Project, including any changes since the previous consultation, were set out in the Operations Update. Further technical documents were also published, including map	No

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			Council, Kent County Council, Thurrock Council			<p>books that covered the Project's General Arrangements, Engineering and Land Use plans. A full explanation of the materials published for the Community Impacts Consultation in July 2021 can be found in Appendix S of this report.</p> <p>During the consultation, there were a number of ways that members of the public could find out more information if required. This included a dedicated consultation website, a telephone service where the public could speak to a Project representative, and webinars during which the public could learn more about the key proposals and ask questions during moderated question-and-answer sessions with Project Team representatives. For more information about these consultation activities, see Chapter 8 of this report.</p> <p>Throughout the pre-application period, the Applicant held regular meetings with key stakeholders, including local authorities, during which they could ask questions about the proposals for constructing and operating the Project and any plans for mitigation.</p> <p>To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). The ES includes the following assessments of the Project's impacts: Chapter 5: Air Quality; Chapter 6:</p>	

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						<p>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>During the preparation of this assessment, mitigation requirements were identified and have been incorporated into the proposals, either as mitigation that is embedded within the design of the Project and secured by the relevant plans (e.g. the Engineering Drawings and Sections (Application Document 2.9)) and Design Principles (Application Document 7.5), or as features presented on ES Figure 2.4: Environmental Masterplan (Application Document 6.2) which is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1), or as good practice or essential mitigation within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) and the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>The CoCP, which is the first iteration of the Environmental Management Plan (EMP), sets out a framework for how the mitigation and</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 pacts identified in the ES.</p> <p>The CoCP and the REAC are legally secured in the draft DCO (Application Document 3.1). In relation to the construction phase of the Project, Schedule 2 Requirement 4(2) of the draft DCO requires the preparation of an EMP Second Iteration (EMP2) for each part of the Project. The EMP2 would be produced after consultation with the relevant planning authorities, highways authorities, and bodies identified in the CoCP (to the extent that it relates to matters relevant to their respective functions) before approval by the Secretary of State. The EMP2 would need to reflect the construction-related measures set out in the REAC.</p> <p>By the end of construction, Schedule 2 Requirement 4(5) of the draft DCO requires the preparation of an EMP Third Iteration (EMP3). The EMP3 would address the matters set out in the EMP2 that are relevant to the operation and maintenance of the Project (except if these are covered by Requirement 5) and would be developed in accordance with the process set out in the CoCP. The Project would need to be operated and maintained in accordance with the EMP3.</p>	

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						<p>With regards to the Project's design, 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 elsewhere in Section 14.4 of this chapter, along with an explanation as to how the Applicant has had regard to them.</p> <p>In preparing and carrying out these assessments, the Applicant followed the relevant EIA regulations, paid attention to Design Manual for Roads and Bridges guidance and industry best practice, and carried out extensive engagement and consultation with statutory environmental bodies, local authorities and other key stakeholders to ensure the assessments were comprehensive and appropriate. The Statement of Engagement (Application Document 5.2) details the Applicant's engagement with stakeholders both inside and outside of the formal consultation process.</p> <p>The planned mitigations have been decided through an extensive and ongoing programme of engagement with statutory bodies such as the Environment Agency, Natural England and Historic England, to ensure the Applicant is following the most appropriate and effective mitigation strategy. Feedback from statutory and non-statutory consultation has also been considered, and non-statutory community</p>	

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						groups were engaged with wherever possible, as evidenced in this report and the Statement of Engagement.	
GC69	Suggestions that the funds allocated to the Project should be spent on sustainable transport initiatives instead. Suggestions included installing more electric vehicle charging points, investing in hydrogen power or other non-polluting alternative fuels, or electrifying existing railway lines.	-	Thurrock Council	3	43	Strategic development of national transport infrastructure – such as improving public transport and encouraging widespread adoption of sustainable vehicles – is the responsibility of the Department for Transport (DfT). The Decarbonising Transport Plan, published in 2021 by the DfT, sets out how the transport sector will contribute to achieving the UK's legally binding decarbonisation targets, including delivering net zero by 2050. The Applicant is responsible for managing the strategic road network (SRN) in England, which includes a programme of investment in electric vehicle charging points at service stations.	No
GC70	Suggestions that the funds allocated to the Project should be spent on non-transport services instead, including schools, hospitals and housing.	-	Thurrock Council	6	47	Spending on non-transport services such as schools, healthcare and housing are decided by central, regional and local government authorities, not by the Applicant or the DfT.	No
GC71	Suggestions that funds allocated to the Project should be spent on improving public transport instead. Consultees suggested improving the existing rail network, building new railway lines, installing more bus lanes,	-	Thurrock Council	8	121	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	No

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	making public transport more affordable, and other measures to encourage more public transport use.					the Need for the Project (Application Document 7.1).	
GC72	Suggestions that the Applicant should focus on reducing traffic and reliance on cars, including private vehicle ownership, rather than building new roads. Some consultees said building a new crossing would increase the number of car journeys in the area, making congestion worse.	-	Thurrock Council	5	97	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 SRN and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8). The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (paragraph 5.19 of Highways England: Licence (DfT, 2015a)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.	No
GC73	Suggestions that the funds allocated to the Project should be spent on improving existing river transport and implementing new services. Suggestions included providing trains and buses across the River Thames, using the river more for transporting people and freight, and investing	Port of London Authority (PLA)	-	0	10	Strategic development of national transport infrastructure – such as improving airports and seaports – is the responsibility of the Department for Transport (DfT). Responsibility for moving freight and passengers along and across the River Thames is shared by various statutory bodies and private companies such as Transport for London, the Port of London Authority and the dock operating companies. The Applicant is responsible for managing the strategic road network in England. The	No

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	more in regional airports and seaports.					<p>Scheme Objectives for the Project were agreed between the Applicant and the DfT and are set out in the Need for the Project (Application Document 7.1). These objectives include the requirement to relieve the congested Dartford Crossing.</p> <p>The Project would be available to public transport operators running bus or coach services and may also improve journey times for existing bus or coach routes using the Dartford Crossing and for local services that are currently affected by congestion caused by the operation of the Dartford Crossing.</p> <p>The impact of the Project on public transport was consulted on during the Communities Impact Consultation in July 2021, with information in the Ward Impact Summaries (see Appendix S of this report).</p> <p>An assessment was undertaken by the DfT in 2009 which found that, accounting for both passenger and freight provision, the inclusion of rail infrastructure within the Project would not provide value for money. More information about this can be found in the Planning Statement (Application Document 7.2).</p>	
GC74	Suggestions that, instead of building the Project, the Applicant should use traffic management measures and road upgrades to reduce congestion at the Dartford	-	Thurrock Council	7	118	Multiple alternatives, many involving upgrades to the Dartford Crossing, were considered before announcement of the preferred route for the Project in 2017. All the alternative locations for the crossing were tested against relevant factors, including how well they fulfilled the	No

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	<p>Crossing. Suggestions included using smart technology, reducing speed limits, filtering freight traffic away from the crossing, allowing freight to use the crossing at night only, and implementing a higher congestion charge or other pricing measures.</p>					<p>Scheme Objectives. After careful consideration of all options, it was concluded that a bored tunnel east of Gravesend and Tilbury was the best-performing crossing solution. Consultation in 2016 covered this crossing location (Option C) along with several proposals for connecting a tunnel at this location to the existing strategic road network (SRN). For more information about the Scheme Objectives and the options process, see the Planning Statement (Application Document 7.2).</p> <p>Multiple options for expanding capacity at the Dartford Crossing have been considered as part of this Project's development, but there is currently no planned additional investment at Dartford, beyond any changes that might be possible to improve flow through the existing tunnels and bridge. However, implementing the Project is expected to bring about significant improvements in journey time reliability at Dartford, with traffic falling by 19% and remaining below current levels for the foreseeable future. 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>Due to the existing constraints at the Dartford Crossing, improvements to the existing</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						infrastructure and management, while improving traffic flow, would not provide the additional capacity needed to relieve the congested Dartford Crossing and its approach roads.	
GC75	Suggestions that the funds allocated to the Project should be spent on improving active travel instead, such as walking and cycling infrastructure.	-	Thurrock Council	2	40	<p>The Project's mitigation includes proposals to promote active travel through over 60km of new and upgraded walking, cycling and horse riding routes.</p> <p>The Applicant is proposing to build seven new green bridges to provide crossings for people and wildlife and two new footbridges over the A127 and one over the M25 to restore links severed by historic road building.</p> <p>A network of bridleways would provide an uninterrupted route between woodlands such as Thames Chase Forest, Hole Farm community woodland and the Mardyke in Essex, and Ranscombe Farm Reserve, Ashenbank Wood and Shorne Woods Country Park in Kent.</p> <p>A new cycle route south of the A2 running through Jeskyns Community Woodland from Park Pale in the east to Hares bridge in the west is proposed as well as a 3km foot and cycle path, separated from road traffic between East Tilbury, Linford and Chadwell St Mary, as well as an improved foot and cycle path between heritage sites such as Coalhouse fort and East Tilbury Battery.</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>Investment in local cycling and walking facilities is normally the responsibility of the relevant local authorities. However, within the National Policy Statement for National Networks (Department for Transport, 2014), there is an expectation that negative impacts on walking, cycling and horse riding should be mitigated by major road projects. In line with this, the Applicant developed proposals for maintaining, improving and upgrading the walking, cycling and horse riding network in the vicinity of the Project.</p> <p>These were presented during Supplementary Consultation in January 2020, with further revisions presented during Design Refinement Consultation in July 2020, the Community Impacts Consultation in July 2021 and the Local Refinement Consultation in May 2022.</p>	
GC76	Suggestions that freight should be transported by modes of transport other than road, such as by rail, river or sea. Some consultees said freight traffic should not be allowed to use the Project.	Shorne Parish Council	-	3	57	<p>Strategic development of national transport infrastructure – such as reducing volume of freight on the roads – is the responsibility of the Department for Transport (DfT).</p> <p>The strategic road network provides essential infrastructure which allows for the efficient movement of people and goods. Such a network can play a key part in enabling and sustaining economic prosperity and productivity. In September 2020, the DfT released information on traffic trends up to 2019. These indicated that while overall traffic on urban A-roads remained constant between</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>1994 and 2019, all other types of roads experienced an increase in traffic, with motorways and rural A-roads experiencing some of the highest growth in the same period. Currently, 79% of domestic freight is moved by road, and 68% of people typically travel to work by car.</p> <p>The Scheme Objectives for the Project, as agreed between the Applicant and the DfT, include the requirement to relieve the congested Dartford Crossing and its approach roads. The proposals for the Project have been assessed as the optimal response to the objectives set. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p>	
GC77	Comments expressing a neutral opinion about the Project. Consultees said this was because the Project is unlikely to impact their area or they lacked information or local knowledge.	Office for Nuclear Regulation	Maldon District Council	0	4	These comments have been noted.	No
GC78	Comments expressing support for the Project on the grounds that it would improve connectivity to and from the Channel ports.	-	Dover District Council, Ashford Borough Council	0	33		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
GC79	Comments expressing support for the Project on the grounds that it would provide new and upgraded facilities for walking, cycling and horse riding.	-	Essex County Council, Thurrock Council	1	3		No
GC80	Comments expressing support for the Project on the grounds that air quality in some areas would improve due to a decrease in stationary traffic caused by improved traffic flow.	-	Kent County Council, Thurrock Council	0	78		No
GC81	Comments expressing support for the Project on the grounds that air quality would improve in some areas due to a decrease in stationary traffic as a result of improved traffic flows. Specific locations mentioned included Dartford, Tilbury, Thurrock and some sections along the M25.	-	Dartford Borough Council, Gravesham Borough Council	1	31		No
GC82	Comments expressing support for the Project on the grounds that there would be a reduction in carbon dioxide emissions due to a decrease in stationary traffic	Natural England	-	0	37		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	resulting in lower fuel consumption and reduced exhaust emissions.						
GC83	General comments expressing support for the Project on the grounds that it would reduce the environmental impact of traffic and congestion. Some consultees said the net impact of the Project would not be detrimental to wildlife or the surrounding landscape.	Shorne Parish Council	Essex County Council, Gravesham Borough Council	0	45		No
GC84	Comments expressing support for the Project on the grounds that it would reduce traffic noise in the Dartford area.	-	Thurrock Council	0	3		No
GC85	General comments expressing support for the Project. Consultees said the new crossing is necessary and would improve connectivity in the region.	Royal Mail, Port of Tilbury London Limited	Chelmsford City Council, Ashford Borough Council, Medway Council, Maidstone Borough Council, Southend-	4	496		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
			on-Sea City Council, Dartford Borough Council, Kent County Council				
GC86	Comments expressing support for the Project and encouraging the Applicant to start work on it as soon as possible.	-	Dartford Borough Council	3	552		No
GC87	Comments expressing support for the Project on the grounds that it would have a positive impact on the local and regional economies by creating jobs, encouraging regeneration in the area, and improving trade and tourism in Essex and Kent.	-	Chelmsford City Council, Canterbury City Council, Suffolk County Council, Essex County Council, Thurrock Council	3	135		No
GC88	General comments expressing support for the Project or specific elements of it on the grounds that these would have a positive	-	Dartford Borough Council,	1	71		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	impact on the local community. Consultees said that the Project or elements of it would improve local quality of life, providing social and health benefits for residents of Kent and Essex.		Thurrock Council				
GC89	Comments expressing support for the Project on the grounds that it would have a positive impact on existing properties and housing development. Consultees said that house prices in the area could increase as a result of the new connectivity that the Project would provide or because of the proposed local resident discount scheme for motorists using the Project. Consultees also said the additional connectivity would allow housing to be built on more land.	-	-	1	2		No
GC90	Comments expressing support for the Project on the grounds that it would have a positive impact on	-	Dover District Council	1	28		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	the national economy. Consultees said that it would reduce the cost to the national economy of congestion at the Dartford Crossing and that it would improve trade and freight routes.						
GC91	Comments expressing support for the Project on the grounds that its benefits would outweigh any impacts or disruption it would cause.	-	-	0	46		No
GC92	Comments expressing support for the Project on the grounds that it would provide additional capacity and resilience to River Thames road crossings. Some consultees said that an increasing population, new housing developments and the proposed theme park mean additional capacity on the road network is necessary.	-	Essex County Council	0	17		No
GC93	Comments expressing support for the Project or elements of it on the grounds that it would help reduce journey times for	-	Canterbury City Council, Dover District	0	91		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	many road users. Consultees said that journey times between Kent, Essex and Sussex would improve.		Council, Thurrock Council				
GC94	Comments expressing support for the Project's proposed location and alignment.	-	Ashford Borough Council	1	22		No
GC95	Comments expressing support for the Project on the grounds that it would relieve congestion on sections of the A2.	-	Maidstone Borough Council	0	11		No
GC96	Comments expressing support for the Project on the grounds that it would relieve congestion at the Blackwall Tunnel.	-	-	0	43		No
GC97	Comments expressing support for the Project on the grounds that it would improve journey times for emergency services by reducing congestion on the road network. Some consultees said that access to Darent Valley Hospital in Dartford would be improved.	-	-	0	4		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
GC98	General comments expressing support for the Project on the grounds that it would improve traffic flow on the surrounding road network.	-	-	2	238		No
GC99	Comments expressing support for the Project on the grounds that it would improve traffic flow on the surrounding road network. Locations mentioned included Gravesend, Dartford, Thurrock, Harold Wood, Princes Road, Hawley Road, the A13, A127, A2, and M25.	-	-	2	43		No
GC100	Comments expressing support for the Project on the grounds that it would improve traffic flow on the M25.	-	Dover District Council, Ashford Borough Council, Maidstone Borough Council, Dartford Borough Council, Thurrock Council	4	691		No

Issues raised in response to open Question 5h

- 14.4.138 Table 14.19 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q5h in the consultation response form, which was as follows:
- 14.4.139 *Q5h: Please let us know the reasons for your responses to Q5a–5g and any other comments you have on the delivery of this consultation.*
- 14.4.140 For reference, the closed Questions 5a–5g referred to in Q5h above were as follows:
- 14.4.141 *Q5a: Was the information presented clearly?*
- 14.4.142 *Q5b: Was the website easy to navigate?*
- 14.4.143 *Q5c: Were the online webinars useful for understanding our latest proposals?*
- 14.4.144 *Q5d: Did the telephone surgery answer your questions about our latest proposals?*
- 14.4.145 *Q5e: Were the physical events of good quality?*
- 14.4.146 *Q5f: Were the physical events suitably located?*
- 14.4.147 *Q5g: Was the consultation promoted well and to the right people?*
- 14.4.148 For more information about Q5a–5g and how consultees responded to them and the other closed questions in the consultation response form, see Section 14.3 of this report.
- 14.4.149 The issues raised that relate to building the crossing are summarised in Table 14.19 below. Where issues were raised in response to Q5h that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 14.4.150 The Applicant has fully considered all of the responses received. Table 14.19 explains how the Applicant has had regard to those issues raised, and the Applicant's response is presented in the penultimate column of the table. The final column of the table identifies where the Applicant has made a change to the Project in line with the issues raised during this consultation.
- 14.4.151 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 14.19

- 14.4.152 The information presented in Table 14.19 is as follows:
- '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 Q5h 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 as well. 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 Community Impacts 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 consultation and the Applicant's responses

14.4.153 Table 14.19 below summarises the issues raised relating to the consultation and presents the Applicant's responses to those issues raised.

Table 14.19 Summary of issues raised relating to the 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
CT1	Comments expressing concern about the draft Code of Construction Practice (CoCP). There are concerns about this document on the grounds that it contained inaccuracies and omissions, and that it lacked detail in some areas. In comments about the draft CoCP, some consultees call for a Low Emissions Strategy for Construction document, a community liaison/stakeholder engagement officer, a set of environmental principles and commitments that contractors would have to adopt, and control measures to ensure compliance with the CoCP.	Port of London Authority, Port of Tilbury London Limited	London Borough of Havering, Gravesham Borough Council, Kent County Council, Thurrock Council	0	1	<p>The draft Code of Construction Practice (CoCP) and draft Register of Environmental Actions and Commitments (REAC) were published as part of the Community Impacts Consultation in July 2021. They set out the proposed framework for how the mitigation and management of environmental effects would be delivered and maintained during the construction period. These include environmental principles, practices and commitments that the appointed Contractor would be obliged to adopt.</p> <p>The draft CoCP and draft REAC presented an accurate picture of the various environmental mitigations that would be followed during construction and provided a level of detail in line with industry best practice for the type of document used for major construction projects as the first draft of the Environmental Management Plan (EMP). The CoCP is based on the level of information known at this point in time. No works could commence until the EMP has been approved by the Secretary of State.</p> <p>All comments received from stakeholders on the draft CoCP following the Community Impacts Consultation were addressed individually and responded to by the Applicant. The Applicant’s responses provided further explanation and clarifications to help stakeholders understand the Applicant’s intent and reasoning. The Applicant explained how some requests to amend existing</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>commitments or include additional commitments would be included in the updated document ahead of the application for development consent where this was appropriate. In cases where the Applicant did not agree that the requested changes would be appropriate, the reasons were explained.</p> <p>The Construction Update consulted on during the Community Impacts Consultation explained how the measures described in the CoCP and other secured documents would be binding on the appointed Contractors by means of the requirements in the Applicant's draft Development Consent Order (Application Document 3.1) and the development of the EMP.</p> <p>The Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3) submitted as part of this application for development consent presents the site-specific mitigation proposals for the Project, while the updated CoCP (Application Document 6.3, ES Appendix 2.2), and REAC, which forms part of the CoCP, present the proposed framework for the mitigation and management of environmental effects during construction and operation, including any updates based on feedback received during the consultation.</p> <p>With regards to a Low Emissions Strategy for Construction, the control and reduction of emissions to air during the construction phase is described in ES Chapter 5: Air Quality (Application Document 6.1). Measures to mitigate the impact of construction on air quality, such as</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>dust suppression and implementation of minimum emission standards to reduce emissions from vehicles and construction machinery, are included in the CoCP and the REAC. With these mitigations in place, the air quality impacts of the Project during construction are not expected to be significant.</p> <p>With regards to carbon emissions during construction, 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 ES (Application Documents 6.1, 6.2 and 6.3). ES Chapter 15: Climate (Application Document 6.1) assesses the Project's impact on climate change, including greenhouse gas emissions during construction and operation, and sets out the proposed mitigation measures, including those measures that are secured through the Carbon and Energy Management Plan (Application Document 7.19). The assessment concludes that the increase in greenhouse gas emissions resulting from the Project would not have a material impact on the ability of Government to meet its carbon reduction targets, in accordance with the policy test set out in the National Policy Statement for National Networks (Department for Transport, 2014).</p> <p>During construction, greenhouse gas emissions would be minimised through the design of the</p>	

Code	Summary of issue(s) raised	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, such as incorporating low-emission materials, using those materials efficiently, reducing the distance they would be transported, using zero-carbon energy sources, and reducing and beneficially reusing waste. By incorporating these measures into the Project's proposals, the Applicant has already reduced emissions during construction by over a third compared with a scenario where those measures were not employed. This represents a leading position in the industry today and would result in construction emissions equivalent to 1.76 million tonnes of carbon dioxide.</p> <p>However, the Applicant is committed to going further and to using the time available before construction begins to explore ways of achieving greater reductions in emissions. The Carbon and Energy Management Plan therefore provides a framework within which the Applicant and Contractors would, working closely with industry partners, seek to identify and develop innovative ways of reducing the Project's construction emissions below today's industry-leading position. The Carbon 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>With regards to appointing a community liaison or stakeholder engagement officer, the draft CoCP included a section about communication and community engagement, which explained how the Applicant's appointed Contractors would be</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						responsible for developing a communications and engagement plan. It also explained how communication would be carried out through community liaison groups and a Traffic Management Forum. The draft outline Traffic Management Plan for Construction, also consulted on, included a section about communication and community engagement, which explained how the communications and engagement plan would provide a programme of community engagement such as leaflet drops, newsletters and community drop-in sessions to highlight forthcoming construction works. This information is included in the updated version of the outline Traffic Management Plan for Construction (Application Document 7.14).	
CT2	Comments expressing concern about the draft Register of Environmental Actions and Commitments (REAC). Concerns include comments saying the information in this document is too generic and that more detail is needed on mitigation proposals for specific sites. There are also calls for the Applicant to include within the REAC more information about the Project's environmental impact monitoring strategy, along	Port of London Authority, Natural England	London Borough of Havering, Gravesham Borough Council, Kent County Council, Thurrock Council	0	4	The draft Register of Environmental Actions and Commitments (REAC), published as part of the draft Code of Construction Practice (CoCP), was published during the Community Impacts Consultation in July 2021. These documents presented all the good practice and essential mitigation commitments that would be carried out during construction and operation of the Project to mitigate impacts identified in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). The draft REAC included relevant commitments relating to monitoring of protected species, air quality, noise and vibration, and other topics related to the environmental impacts of the Project.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	with calls to change the document's structure to make it more helpful for readers, and to ensure the mitigation measures cover utility works.					<p>Mitigation measures for specific sites were presented in the Ward Impact Summaries during the Community Impacts Consultation. The draft REAC provided a summary of the mitigation measures, with site-specific measures, including those for utilities, being presented in the Ward Impact Summaries (see Appendix S of this report).</p> <p>The draft CoCP and draft REAC presented an accurate picture of the various environmental mitigations that would be followed during construction and provided a level of detail in line with industry best practice for the type of document used for major construction projects as the first draft of the Environmental Management Plan (EMP).</p> <p>The structure of the draft CoCP and draft REAC were designed to be logical and easy to follow and has been retained for the CoCP and REAC submitted as part of this application for development consent (Application Document 6.3, ES Appendix 2.2).</p> <p>The ES presents site-specific mitigation proposals for the Project, while the CoCP and the REAC present the final proposed framework for the mitigation and management of environmental effects during construction and operation, including any updates based on feedback received during the consultation.</p>	
CT3	Comments expressing concern about the draft Design Principles. Some	Natural England, Port of	London Borough of Havering,	0	1	The Applicant presented the draft Design Principles as part of the materials for the Community Impacts Consultation in July 2021.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>consultees say the document lacks detail in some areas, while others said it includes too much detail. Consultees also say that some issues have been inaccurately portrayed or left out from the document. It is said that the Project's impacts on the landscape, historic characterisation, and Areas of Outstanding Natural Beauty were understated in the draft Design Principles.</p>	<p>Tilbury London Limited</p>	<p>Gravesham Borough Council, Kent County Council, Thurrock Council</p>			<p>The document described the principles that underpin the Project's design and explained how the Applicant has made efforts to integrate the Project into the existing landscape and historic characterisation. The document was written to capture the key principles that have shaped the Project's design so far. The document included a commitment that these principles would be maintained and developed during the future detailed design and delivery phases in accordance with National Policy Statement for National Networks (Department for Transport, 2014) requirements for good design.</p> <p>The document included an appropriate amount of detail for a document of its type and for the scale of the Project and included a comprehensive explanation of the design principles, including a reasonable and accurate portrayal of the impact of the Project on the surrounding area.</p> <p>All comments received from stakeholders on the Community Impacts Consultation have been carefully considered against the Design Principles. Minor amendments have been made to the Design Principles in response to stakeholder comments. For example, reference to additional stakeholder design guidance has been added where appropriate. It has not always been possible to incorporate every stakeholder comment, most notably for example, where a relaxation of Design Manual for Roads and Bridges standards was requested within the Kent Downs Area of Outstanding Natural Beauty. All of</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the stakeholder comments on the Design Principles received from the Community Impacts Consultation have been responded to. In cases where the Applicant did not agree that the requested changes would be appropriate, the reasons were explained.</p> <p>A revised version of the Design Principles (Application Document 7.5) forms part of this application for development consent.</p>	
CT4	<p>Comments expressing concern about the draft Development Consent Order documents consulted on during the Community Impacts Consultation. Consultees say that elements of the documentation require further detail or are inaccurate, or that there are issues that have been omitted.</p>	Natural England, Port of Tilbury London Limited	Gravesham Borough Council, Kent County Council, Thurrock Council	3	1	<p>The Development Consent Order (DCO) documents published during the Community Impacts Consultation in July 2021 were all draft versions, designed to inform stakeholders and the public of the Applicant's control plan. The control plan would provide constraints for the appointed Contractors during the construction phase, with some of the documents also specifying mitigation measures that would be carried out during the operational phase.</p> <p>Since consultation, the Applicant has revised DCO documents, where applicable, in light of the feedback received and further development of the Project design and finalisation of the Environmental Impact Assessment. For example, more information about the Applicant's commitments to use port facilities for bringing aggregates onsite during construction has been added to the outline Materials Handling Plan</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
						(Application Document 6.3, Environmental Statement Appendix 2.2, Annex B). Updated versions of the documents are included in the Applicant's DCO application. All the DCO documents are listed in the Applicant's Navigation Document (Application Document 1.4).	
CT5	Comments expressing concern relating to the draft Framework Construction Travel Plan (FCTP). Consultees express concern that further explanations and clarity are required regarding some aspects of the document including diagrams. Consultees submitted clarifications, questions and proposed changes to the document, which cover areas including policy, governance, targets and monitoring.	Shorne Parish Council, Port of Tilbury London Limited	London Borough of Havering, Gravesham Borough Council, Kent County Council, Thurrock Council	0	1	The draft Framework Construction Travel Plan (FCTP) presented at the Community Impacts Consultation was approximately 85 pages. It explained how construction workers would access the compounds and Utility Logistic Hubs (ULHs) during the construction phase. The draft FCTP presented the strategy for reducing the impact of the Project's construction workforce on the road network. For example, it explained how single occupancy vehicle trips would be reduced and sustainable travel encouraged. Diagrams were used alongside text to help consultees understand roles and responsibilities, and processes. All comments received from stakeholders on the draft FCTP following the Community Impacts Consultation in July 2021 were addressed individually and responded to. Responses made clear where changes were able to be made (and actioned in the document), and if not, justification was provided to explain why. Where further details were not able to be provided at this stage within the FCTP, this would be captured within the Site-Specific Travel Plans (SSTP), which would be produced by the appointed Contractor where	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>appropriate. An updated FCTP is published along with this application for development consent (Application Document 7.13) and the SSTPs are secured within the FCTP.</p> <p>In particular, updates have been made with regards to aligning with revised policy and best practice guidance documents, to be referred to by the appointed Contractors when producing the SSTPs for each compound or ULH, or group of compounds or ULHs. This sets out that the SSTPs would be expected to demonstrate compliance with up-to-date local travel planning policies, guidance and schemes in relation to travel planning.</p> <p>Throughout the document, the wording was also strengthened to make clear that there is a requirement (from the respective bodies) to commit to a monitoring and review process, with regards to achieving the targets set. In this light, the Travel Plan Liaison Group (TPLG) would facilitate addressing any issues or actions, alongside a regular review of the FCTP, SSTPs and data collection updates. This has also been expanded on to state that the TPLG would be responsible for agreeing revised targets if targets are met or exceeded ahead of the planned date, or if remedial measures are required as targets are not achieved. The Joint Operations Forum (JOF) and TPLG would be coordinated via the Applicant and the Travel Plan Manager.</p> <p>Overall, this is considered to be an appropriate approach with a detailed governance system in</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						place, alongside suitable targets, monitoring process, and remedial measures set out.	
CT6	Comments expressing concern about the draft outline Landscape and Ecology Management Plan (oLEMP). Consultees say the document lacked clarity in some parts, contained errors, and did not demonstrate that the Applicant has an adequate understanding of the impacts on the historic environment. Some consultees say the draft oLEMP did not consider areas most adversely impacted by the Project, such as Coalhouse Fort, Orsett Fen and the areas around the tunnel portals. Some consultees expressed concern the document did not include information about the land that would be acquired to compensate for the impacts of nitrogen deposition.	Forestry Commission, Natural England, Shorne Parish Council, Port of Tilbury London Limited	Kent County Council, Thurrock Council	0	2	<p>The draft version of the outline Landscape and Ecology Management Plan (oLEMP) presented at the Community Impacts Consultation in July 2021 was approximately 160 pages. The draft oLEMP outlined the proposed management of landscape and ecological elements of the Project and focused on the management requirements for the land parcels that perform specific landscape and ecological mitigation functions for the Project. It set out the details for the management regimes, management expectations and monitoring requirements for each of those land parcels and typologies contained within.</p> <p>The draft oLEMP presented at consultation provided a clear and accurate snapshot of the environmental management plans at that point in the Project's development. Impacts on the historic environment were included, including explanations as to how, where appropriate, new planting would follow historic field patterns and the Applicant would, in select circumstances, use planting to replicate pre-existing planting such as orchards.</p> <p>With regards to the specific areas mentioned, the draft oLEMP did include Coalhouse Fort, including the Coalhouse Fort Open Mosaic Habitat and the Coalhouse Fort Water Vole Habitat. It also included Orsett Fen and environs, including the wetland creation, as well as areas</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>around the proposed tunnel entrances such as the planned Tilbury Fields.</p> <p>Following the Community Impacts Consultation in July 2021, some sections of the oLEMP were revised and supplemented to reflect the latest proposals, with feedback from stakeholders and responses to the 2021 consultation being included in the updated version of the oLEMP which is published with this application for development consent (Application Document 6.7).</p> <p>The Applicant has updated the document to include information about the land that would be acquired to compensate for the impacts of nitrogen deposition. Other updates have been made in response to detailed comments from key stakeholders, including local authorities.</p> <p>The updated oLEMP (Application Document 6.7) is included as part of the Applicant's Development Consent Order application.</p>	
CT7	<p>Comments expressing concern about the draft outline Materials Handling Plan (oMHP). Some consultees say the document is inadequate on the grounds that it lacked sufficient supporting evidence for some of the assessments. Consultees also express concern on the grounds that the draft oMHP included</p>	Shorne Parish Council, Port of Tilbury London Limited	London Borough of Havering, Kent County Council, Thurrock Council	0	0	<p>The draft outline Materials Handling Plan (oMHP) presented at the Community Impacts Consultation in July 2021 was approximately 60 pages. The document set out the approach and high-level principles for handling construction materials and waste on the Project, both inside and outside the Order Limits. Where further details were not able to be provided at this stage within the oMHP, this would be captured within the Materials Handling Plan (MHP) to be produced by the Contractor where appropriate.</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>inconsistencies and omissions and lacked essential detail.</p> <p>Requests are made for more information about the handling of materials, for example the type, volume and location of movements associated with the movement of materials, and logistics, such as moving materials by river.</p> <p>Other concerns raised include the phasing of works, compliance and targets for the appointed Contractor to minimise environmental impacts.</p>					<p>The document considered the handling of excavated materials for reuse as well as excavated materials, and the delivery of large or frequently delivered materials, which are considered to be the most logistically challenging types of deliveries and therefore potentially of most impact. Optimisation of deliveries and load capacities to minimise vehicle movements are key considerations. The draft document was designed to provide examples of how mitigation and commitments would be secured within the Development Consent Order application.</p> <p>The document was consistent and provided an appropriate level of information for the Project at that stage of development. Where appropriate, the document provided supporting evidence for assessments. All comments received from stakeholders on the draft oMHP following the Community Impacts Consultation were addressed individually and responded to. Responses made clear where changes were able to be made (and actioned in the document), and if not, justification was provided to explain why. In particular, updates were made with regards to river usage for delivery of bulk materials and includes a commitment to river use for the transportation of bulk aggregates.</p> <p>The oMHP provides the framework and principles that the Contractor must adhere to when developing a more detailed plan, referred to as the Materials Handling Plan (MHP). The MHP would be produced during the construction phase</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>of the Project and set out a detailed approach for material movement and handling, taking into account a higher level of detail that would be available at that stage, including design, construction programme, traffic management, environmental management and site waste management requirements and commitments.</p> <p>The updated oMHP also includes a commitment to river use for the transportation of bulk aggregates. Full detail of the commitment can be found in the updated oMHP (Application Document 6.3, Environmental Statement (ES) Appendix 2.2, Annex B). In addition, the Applicant has reviewed comments raised by the stakeholders and made clarifications where these were raised.</p> <p>The oMHP should be read in conjunction with other documents in which additional details are provided, in particular the outline Site Waste Management Plan (oSUMP), which sets out the key principles and procedures for managing waste during the construction of the new road, including targets. It should also be read alongside the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2), which incorporates the Register of Environmental Actions and Commitments (REAC), which sets out the requirements to be placed on the appointed Contractors, along with details as to how these would be enforced.</p>	

Code	Summary of issue(s) raised	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 DCO documents published during the Community Impacts Consultation in July 2021 were designed to inform stakeholders and the public of the Applicant's control plan. The control plan (which includes the documents mentioned above) would provide constraints for the appointed Contractors during the construction phase, with some of the documents also specifying mitigation measures that would be carried out during the operational phase.</p> <p>If development consent were granted, the control plan would make sure that the Applicant and the appointed Contractors would be legally obligated to carry out these commitments.</p>	
CT8	Comments expressing concern about the draft outline Site Waste Management Plan (oSWMP). Consultees express concern on the grounds that there were omissions and that some parts of the document lacked sufficient detail.	-	London Borough of Havering, Thurrock Council	0	1	<p>The draft outline Site Waste Management Plan (oSWMP) presented at the Community Impacts Consultation in July 2021 was approximately 40 pages. The draft oSWMP set out the key principles and procedures for managing waste during the construction of the Project. It also defined roles and responsibilities to ensure waste is managed effectively and covers all phases of work (enabling, demolition, highways and tunnelling) within the Order Limits during construction.</p> <p>The document was consistent and provided an appropriate level of information for the Project at that stage of development. Where appropriate, the document provided supporting evidence for assessments.</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>Following the Community Impacts Consultation in July 2021, the Applicant reviewed comments received on the draft oSWMP and changes were made to the document, including providing waste quantity by each contract area to give geographical context for waste generation and management, providing more information on duty of care requirements, adding in guidance on training requirements and adjustments to the Project waste commitments.</p> <p>The updated oSWMP (Application Document 6.3, Environmental Statement Appendix 2.2, Annex A) is included as part of the Applicant's Development Consent Order application.</p>	
CT9	<p>Comments expressing concern about the draft outline Traffic Management Plan for Construction (oTMPfC). Consultees express concern about some parts of the document on the grounds that it contained omissions and inaccuracies, and there were sections where more detail is needed.</p> <p>Specific concerns include a lack of assessment of the impacts on emergency services; concerns about construction traffic using local roads; calls for more</p>	Royal Mail, Shorne Parish Council, Port of Tilbury London Limited	Thurrock Council	0	2	<p>The draft outline Traffic Management Plan for Construction (oTMPfC) published during the Community Impacts Consultation in July 2021 was approximately 100 pages. The document provided an explanation as to how and where the traffic management measures required for the Project's construction would be implemented, with these measures based on an indicative construction programme. Traffic management measures would be necessary during construction to maintain safety on the road network for all road users and for the construction workforce.</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>information about management, enforcement and governance; calls for more detail about construction traffic monitoring and how the appointed Contractor would communicate with local highway authorities when developing traffic management.</p>					<p>The draft oTMPfC was consistent and accurate, providing an appropriate level of information for the Project at that stage of development. Where necessary, the document provided supporting evidence for assessments.</p> <p>The oTMPfC has been updated following feedback received from the Community Impacts Consultation to address the concerns raised. An updated version is included in the application for development consent (Application Document 7.14). Updates include the addition of information about traffic monitoring during construction, updated compound and access route information, and the inclusion of walking, cycling and horse-riding mitigation measures that would be required during the construction phase.</p> <p>The Applicant has assessed the predicted impact of construction on the road network in the Transport Assessment (Application Document 7.9). This included carrying out traffic modelling to assess the impact of construction traffic and temporary traffic management measures on journey times on the strategic and local road networks during the construction phase. The Transport Assessment includes information about journey time impacts for general traffic and public transport during the different phases of construction across the expected six-year construction phase.</p> <p>Once the Contractors have been appointed, the Applicant would be required to submit a Traffic Management Plan for Construction (TMP) to the</p>	

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						<p>Secretary of State for approval following consultation with the relevant highway authority and, where different, the relevant planning authority and other bodies identified in the oTMPfC. This is secured through Schedule 2 Requirement 10 of the draft Development Consent Order (Application Document 3.1). The TMP would include measures required for maintaining safety for road users and reducing the impacts of construction traffic, as well as setting out the timing of construction activities.</p> <p>Information about construction traffic monitoring, management, enforcement and how the appointed Contractor would communicate with local highway authorities when developing traffic management was included in the draft oTMPfC and can be found in the Applicant's oTMPfC (Application Document 7.14).</p> <p>The appointed Contractor would be required to provide a traffic monitoring system, the purpose of which would be to capture real-time data that provides confirmation that traffic and vehicle control measures are effective and vehicle arrival and departure times from compounds are controlled. The outputs of this would be a Monitoring Report, which would be provided to the Traffic Management Forum (TMF), which includes local authority representatives. Other members of the forum would be from the Contractors and associated utility companies, as well as representatives of local communities, businesses and emergency services.</p>	

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						The Applicant has engaged extensively with emergency services during the design and development of the Project to mitigate any impacts, and there is ongoing engagement including through a regular Emergency Services and Safety Partners Steering Group, which is documented in the Statement of Engagement (Application Document 5.2). A number of amendments to the design of the Project have been made following feedback from the emergency services.	
CT10	Comments expressing concern about the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) published during consultation. There are concerns that impacts on emergency services were not adequately presented, and nor were impacts on buses, walkers, cyclists and horse riders.	Port of Tilbury London Limited	Kent County Council, Thurrock Council	0	3	<p>The draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) presented at the Community Impacts Consultation in July 2021 was approximately 20 pages. The document sets out a traffic impact monitoring scheme. Baseline traffic conditions would be established a year prior to the Project opening. There would be additional monitoring one and five years after the opening to identify changes in traffic patterns on the surrounding local, major and strategic road networks.</p> <p>The Applicant presented the predicted impacts of the Project during construction and operation on public transport, including buses, and Public Rights of Way (including routes for walking, cycling and horse riding) in the Ward Impact Summaries published during the Community Impacts Consultation in July 2021.</p> <p>The Applicant has engaged extensively with emergency services during the design and</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>development of the Project to mitigate any impacts. Engagement would continue into the Examination phase should the DCO application be accepted.</p> <p>The Applicant participate in an emergency services steering group, which meets regularly to engage closely with members of the emergency services, giving them the opportunity to input into the Projects design and operation. More information can be found in the Statement of Engagement (Application Document 5.2).</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant has reviewed comments received about the draft WNIMMP.</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</p>	

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						<p>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>An updated WNIMMP (Application Document 7.12) is included in the application for development consent, 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 obliged to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end-to-end journeys for road users (paragraph 5.19 of Highways England: Licence (Department for Transport, 2015a)). National Highways will continue to deliver against this obligation in its collaborative work with local authorities.</p>	

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CT11	Comments expressing concern about the Construction Update consultation document. Consultees say there was a lack of detail for certain activities and asked for further clarity on those matters. Some consultees say some elements of construction were left out of the document.	Shorne Parish Council, Port of Tilbury London Limited	London Borough of Havering, Gravesham Borough Council, Kent County Council, Thurrock Council	4	8	<p>The Construction Update presented at the Community Impacts Consultation in July 2021 included approximately 300 pages of indicative information about the Project's construction methods, activities and schedule. The document provided an indicative outline of the construction programme, how works would be divided into sections, and explanations as to how works within each of these construction sections might be carried out. It was made clear that the final decision on construction methods would be decided by the appointed Contractors, working within the constraints set out in the Project's application and control documents. Draft versions of many of the Project's control documents were also published during this consultation.</p> <p>During the Community Impacts Consultation, 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.</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, traffic and construction impacts that could affect those areas. The consultation materials also described the mitigation measures that would be adopted in each area to manage the effects of construction.</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 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 and traffic assessments.	
CT12	Comments expressing concern about the Operations Update consultation document. Consultees say some parts of the document lacked clarity and supporting evidence. Some consultees say there were omissions and inaccuracies in the document that made it harder to properly understand the Project's proposals.	Port of London Authority, Forestry Commission, Natural England, Port of Tilbury London Limited	London Borough of Havering, Gravesham Borough Council, Kent County Council, Thurrock Council	2	13	<p>The Operations Update presented at the Community Impacts Consultation in July 2021 provided a summary of how the Project would operate after construction. The document provided information about the impacts and mitigation measures, as well as changes made to the Project's proposals since the Design Refinement Consultation in July 2020.</p> <p>Given that the Operations Update was a summary document intended for a wide audience, it did not always include comprehensive supporting evidence. The amount of information provided was appropriate for this document, with additional information about the operational activities and impacts made available in the other consultation materials, including the Ward Impact Summaries.</p> <p>All consultation materials passed through a rigorous and extensive assurance process before publication to ensure accuracy and clarity. While there were some very minor omissions and inaccuracies in the Operations Update, the document provided comprehensive and useful information, which allowed consultees to take an informed view of the proposals and to provide feedback during consultation.</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
CT13	<p>Comments expressing concern about the Ward Impact Summaries consultation documents. There are concerns that some locations in the vicinity of the Project were not covered by the documents, including Corringham, Fobbing, Grays, the Homesteads, Stanford-le-Hope, and Strood South. Some consultees express concern about the quality of the documents on the grounds that they contained inconsistencies when compared with other consultation documents, as well as having spelling mistakes. There are also concerns expressed about the difficulty in navigating between the many consultation documents.</p>	<p>Port of London Authority, Shorne Parish Council, Higham Parish Council</p>	<p>Medway Council, London Borough of Havering, Essex County Council, Gravesham Borough Council, Kent County Council, Thurrock Council</p>	11	49	<p>For the purposes of describing the impacts of the Project in the Ward Impact Summaries, the Applicant divided up the Project using the existing local authority electoral wards. The wards included were those that were directly affected by the Project at the time of the Community Impacts Consultation (July 2021), meaning that part of the Order Limits falls within those wards. The Order Limits, also known as the 'development boundary', is the area of land required to build and operate the Project.</p> <p>The Applicant also included two chapters covering wards immediately north and south of the Dartford Crossing, even though these were not directly affected by the Order Limits. This is because it is the existing situation at Dartford that underpins the need for the Project, forming a key part of the Scheme Objectives, as described in the Need for the Project (Application Document 7.1).</p> <p>The Applicant engaged with local authorities on the ward selection approach before consultation, as well as the topics chosen to be included within the Ward Impact Summaries.</p> <p>Corringham, Fobbing, Grays, the Homesteads, Stanford-le-Hope and Strood South were not covered in the Ward Impact Summaries because the wards in which they are situated did not include any of the Order Limits. For some topics, such as traffic, impacts in these areas were covered in the Operations Update and the</p>	No

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						<p>Construction Update, which were included in the consultation materials.</p> <p>The Guide to the Community Impacts Consultation in July 2021 included a clear description of all the consultation materials as well as a diagram that set out the draft Development Consent Order (DCO) Application Documents that were published during this consultation.</p> <p>All consultation materials passed through a rigorous and extensive assurance process before publication to ensure accuracy and clarity. While there were some very minor omissions and inaccuracies, the documents provided comprehensive and useful information, which allowed consultees to take an informed view of the proposals and to provide feedback during consultation.</p>	
CT14	<p>Comments expressing concern about the 'You said, we did' consultation document. Some consultees say that the document is not clear about when and why changes had been implemented, and that the document does not adequately address concerns raised in previous consultations.</p> <p>Some consultees say the document is too large, while</p>	-	<p>London Borough of Havering, Suffolk County Council, Kent County Council, Thurrock Council</p>	2	13	<p>The 'You said, we did' document presented during the Community Impacts Consultation in July 2021 was approximately 400 pages. It covered feedback received across the three consultations carried out by the Applicant since the Preferred Route Announcement in 2017: Statutory Consultation in October 2018, Supplementary Consultation in January 2020 and Design Refinement Consultation in July 2020. The document summarised what the Applicant had done in response to comments received during each consultation. The document was structured in a clear way with separate chapters for each consultation to make clear when</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>others said it lacks detail and specific enough responses to issues raised.</p> <p>The document's claim that 'a substantial number of people who responded' supported the need for the Project is disputed by some consultees.</p> <p>One consultee says the document does not make it clear when a change is not due to consultation responses, but a response to required mitigation following further impact assessments or a result of further design development.</p>					<p>comments were received and what changes resulted from the feedback.</p> <p>The Applicant took a quantitative and qualitative approach to selecting the issues covered in the document. The quantitative approach used the data provided by the Applicant's third-party consultation response analysts as a basis for the selection of topics for inclusion in the 'You said, we did' document. The qualitative approach involved holding workshops with Project staff and engaging with stakeholders to refine the topic selection.</p> <p>The document did not attempt to directly attribute precise causes to each Project change, so it was not explicitly said whether a change was the result of consultation feedback, further design development or other factors. This is because decisions on Project changes are typically made for multiple and complex reasons, with consultation feedback being one of several key factors.</p> <p>The document was written in an accessible way and provided an accurate representation of the issues raised during previous consultations. Like all consultation materials, the 'You said, we did' document went through a rigorous assurance process to ensure its contents were accurate and clear, providing information to consultees so they could provide informed feedback during consultation.</p>	

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CT15	Comments expressing concern about the Easy Read consultation documents. Some consultees say the documents were not sufficiently accessible, while others said they were oversimplifications. There are also concerns about the quality of the material, with concerns about the accuracy of spelling and place names.	-	-	0	5	<p>A specialist third-party agency was commissioned to reproduce a version of the Guide to Community Impacts Consultation in July 2021, Ward Summaries and the 'You said, we did' document in an 'Easy Read' format. The purpose of Easy Read is to convey information in a style that, by making use of infographics and short statements, is more easily understood by people with learning difficulties. It may also be more accessible for some people with a low reading age or some people for whom English is not a first language. The Easy Read documents were made available online and, on request, as paper documents posted to consultees free of charge.</p> <p>All consultation materials passed through a rigorous and extensive assurance process before publication to ensure accuracy and clarity. While there were some very minor omissions and inaccuracies in the Operations Update, the document provided comprehensive and useful information, which allowed consultees to take an informed view of the proposals and to provide feedback during consultation.</p>	No
CT16	General comments expressing concern about the information provided within the consultation documents. Consultees say they were concerned about the level of detail provided, and that some information is outdated,	Public Health England, Port of London Authority, Transport for London, Natural	Medway Council, London Borough of Havering, Southend-on-Sea City Council,	48	238	The Community Impacts Consultation in July 2021 materials included over 3,500 pages of information about the activities and impacts of the Project during the construction and operational phases. The information provided was up to date, relevant and, with very minor exceptions, was consistent, accurate and representative of the Project at the time 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
	misleading, vague or inaccurate. Some consultees say that location names were misspelled, while others say that consultation documents sometimes contradicted one other.	England, Shorne Parish Council	Suffolk County Council, Essex County Council, Gravesham Borough Council, Kent County Council, Thurrock Council			<p>Considerable care was taken to ensure the consultation materials were clear and understandable, providing an appropriate level of detail, with documents made available for both non-technical and technical audiences.</p> <p>All consultation materials passed through a rigorous and extensive assurance process before publication to ensure accuracy and clarity. While there were some very minor omissions and inaccuracies, the documents provided comprehensive and useful information, which allowed consultees to take an informed view of the proposals and to provide feedback during consultation.</p>	
CT17	A comment expressing concern that the Applicant's Skills, Education and Employment Strategy did not form part of the consultation materials.	-	Thurrock Council	0	0	<p>While the Community Impacts Consultation materials included some information about the Project's impact on jobs and skills, the primary reason for the consultation was to provide more information to the public and stakeholders about how the Project would directly impact local communities and the environment during the construction and operational phases, as well as information about how these impacts would be mitigated. The information concentrated on the predicted direct impacts, such as changes to noise and air quality levels, cumulative health impacts, and the impacts on local assets of historical or environmental significance.</p> <p>The Skills, Education and Employment (SEE) strategy has been developed through engagement with local authorities through the</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						Project's Skills and Employment working group. The Applicant held four local community events (2 south of the River Thames and 2 north of the River Thames) during February and March 2022 which included information on SEE. The Applicant will publish the strategy in due course.	
CT18	Comments expressing concern about the maps included in the consultation documents. Some consultees say there were inaccuracies and omissions within the maps, or that they were difficult to interpret. Some consultees say a result of this was that the maps failed to convey the potential impact of the Project on the areas affected.	Port of London Authority, Shorne Parish Council	Gravesham Borough Council, Thurrock Council	15	63	<p>The Applicant produced a large number of maps for the Community Impacts Consultation in July 2021. Many of the maps were necessarily complex because of the need to convey information about the construction and operation of the Project. However, the Applicant also produced simplified maps and other illustrations so that consultees could find information appropriate to their needs and level of interest.</p> <p>Where necessary, the maps provided for consultation were accompanied by explanatory or relevant text that helped consultees to understand the information presented visually.</p> <p>Minor errors occurred in some consultation materials, including a small number of consultation maps, although none that would prevent a consultee from providing an informed response to the proposals. A concerted effort was made to ensure that the consultation materials were accurate and, wherever practicable, errors were corrected as quickly as possible. Errors in the consultation materials are highlighted in Chapter 4 of this report.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
CT19	Comments expressing concern about the paper response form and online survey published during consultation. Some consultees express concern about their content and design, saying the questions were unclear or were leading. Some consultees say there should have been different response forms for local people and for those who are not local due to the difference in impacts that would be experienced during construction and once the Project is open.	-	London Borough of Havering	7	86	<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 Community Impacts Consultation in July 2021 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 survey and paper response form. Measures were also put in place to enable feedback to be provided by telephone.</p> <p>There was a significant number of responses submitted to the online survey. Of the approximately 3,200 responses received during the Community Impacts Consultation in July 2021, over 2,500 of these were submitted via the online survey, suggesting that most consultees were comfortable using the response form as provided.</p> <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 on the Project proposals in a free-text section of the response form.</p> <p>In line with previous consultations, the Applicant chose to use a single response form for all</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>consultees in order to allow for equity and fairness in responses from those who would be directly and indirectly impacted by the Project both during construction and operation. Consultees were not required to answer all questions and could choose to respond to the questions they found most relevant.</p>	
CT20	<p>Comments expressing concern about the information leaflet sent to local residents to publicise the consultation. There are negative comments about the design and content of the leaflet. Some consultees say the leaflet was vague and did not sufficiently highlight the importance of the Project. Some consultees say the area across which the leaflet was distributed should have been larger.</p>	-	-	3	12	<p>Two weeks ahead of the consultation launch, an eight-page information leaflet was distributed to 287,987 properties (residential and commercial), all of which were within 5km of a line drawn through the centre of the Order Limits. This area was deemed appropriate given the scope and the nature of the proposals being consulted on. The leaflet was just one part of a comprehensive publicity campaign to highlight the consultation to those in the vicinity of the area that would be affected by the Project's construction and operation. More information about publicising the Community Impacts Consultation in July 2021 can be found in Chapter 8 of this report.</p> <p>The information leaflet provided high-level information about the proposals and guidance on how to find out more, including a list of consultation events, webinars, deposit locations and information points. It also outlined ways to get in touch with the Project via email and telephone, explained the telephone surgery and home delivery service for consultation materials, and encouraged recipients to provide their feedback on the proposals during the consultation period. The leaflet clearly stated the purpose of the</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Project, the areas affected, and how consultees could find out more.</p> <p>A reminder postcard was also sent to the same households one week before the consultation closed, encouraging them to find out more and to respond to the consultation.</p>	
CT21	<p>Comments expressing concern about the telephone call-back service and website. Some consultees question the accessibility of information online and via telephone, saying that they experienced technical issues. Consultees also express concern about the content of the website, which they perceived to be misleading and inaccurate in parts.</p>	-	-	11	83	<p>A dedicated consultation website was available throughout the consultation and no technical problems or outages were reported or identified during the consultation period. With the consultation website being online, some users may have experienced local connectivity issues related to their internet or mobile signal strength.</p> <p>During the consultation, the Applicant made information available through offline channels in order to ensure it was available to those less comfortable using websites or who did not have an internet connection. The Applicant made paper consultation materials available (delivered to addresses on request free of charge) to consultees and was able to arrange a call back from a member of the Project staff for those consultees who wanted to find out more by telephone. Consultees could book a telephone call-back by either completing a form on the consultation website or by calling the Applicant's customer contact centre. A total of 37 call requests were made during the consultation period and got a call back from a member of the Project Team. Of those 37 call backs, 22</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
						subsequently received a follow up call from a specialist to discuss the issue concerned.	
CT22	Comments expressing concern about the Applicant's Your Property documents provided during consultation, saying these documents restate legislation without providing any comfort to the those with land interests and do not present Project-specific information about compensation.	-	Thurrock Council	0	0	<p>During each consultation, the Applicant has published information showing the proposed land use, and also notified each person who was identified as having land interests that may be affected by the Project, offering them the opportunity to respond to a consultation. The information published has included a series of Your Property leaflets. These leaflets are produced by the Applicant and apply to all major road schemes to inform consultees about the process that the Applicant would follow.</p> <p>In order to provide Project-specific information, the Applicant wrote to those with an interest in land at the launch of the consultation, advising them to contact the Project Team directly for advice tailored to their particular circumstances.</p> <p>Specialists from the Project's Land and Property Team answered correspondence from those with an interest in land, were available at consultation events, and took part in telephone call-backs when requested.</p>	No
CT23	Comments expressing concern about the consultation taking place during the COVID-19 pandemic. Some consultees say that it was inappropriate to hold in-person events at that time and that there was a	-	-	3	21	The Community Impacts Consultation began in July 2021, at a time when there were limited legal restrictions and guidance on social gatherings in place due to the COVID-19 pandemic. This being the case, the Applicant chose to carry out a hybrid consultation that made extensive use of digital resources, but also included in-person consultation events. The Applicant followed all	No

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	lack of sanitisation at the event, such as for touchscreens and other public resources.					Government guidelines around social distancing, mask usage and sanitisation that were in place at the time of the consultation events. This included requiring all Project staff at events to wear masks, offering face masks to all attendees if they wanted one, carrying out regular cleaning and sanitisation of touch points, providing sanitiser stations around the venues, as well as using plastic divider screens to reduce face-to-face contact. As part of the digital consultation approach, 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 and Project staff for those who did not feel comfortable or able to attend in-person events.	
CT24	Comments expressing concern about the consultation events. Consultees say there were too few events, that space was limited, and that the physical events were not inclusive of the deaf community, the elderly, non-English speakers, or public transport users. One consultee says that two webinars for south of the river was not sufficient, while another expresses concern that the number of meetings,	Shorne Parish Council	Kent County Council. Thurrock Council	5	50	The number and locations of the consultation events were chosen to be appropriate for the Project proposals being consulting on. The size of the venues was chosen based on the Applicant's experience hosting previous events and the predicted numbers of attendees. British Sign Language (BSL) and other language translators were available for events on request. During previous consultations, the Applicant supplied BSL translators for selected events on request, but none were asked for during the Community Impacts Consultation in July 2021.	No

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	topics covered and notes did not provide adequate technical information.					Wherever practicable, venues were chosen for accessibility, so they could be attended by those with reduced mobility, including older people. The Applicant made efforts to ensure venues were accessible by public transport, although this was not always possible due to limited venue choice in some locations.	
CT25	Comments expressing concern about the consultation events coinciding with the school holidays, or being held during working hours, which meant some consultees were unable to attend. Consultees also question where events were held, with calls for more outside Kent and Essex. Some consultees saying the evening webinars were not at a convenient time for shift workers.	-	Kent County Council, Thurrock Council	10	72	<p>The consultation was carried out over school holidays, but the eight-week duration meant it was expected that people would have been available for at least some of the time. The digital and telephone services were available for the full duration of the consultation.</p> <p>The start and finish times for the consultation in-person events were decided on after considering feedback from previous consultations and after consulting with the relevant local authorities. Consultation events were frequently open until late in the evening so that, if necessary, individuals could finish their working day, commute home and still have time to attend an event if they wanted. Weekday consultation events ran from 14:00 to 20:00, while weekend hours varied according to the venue. By hosting consultation events on weekdays and weekends, the Applicant aimed to ensure that consultees could attend at least one event. If they could not, then the digital and telephone information services provided an alternative means of engaging with the proposals.</p>	No

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						<p>Information about how the Applicant made the consultation accessible, along with event venues, dates and times, can be found in Chapter 8 of this report. The Statement of Engagement (Application Document 5.2) provides information about the Applicant's engagement with stakeholders.</p> <p>Due to continuing concerns about COVID-19, the Applicant provided channels of engagement outside of in-person events to ensure the public could access, ask questions about, and comment on the proposals. These alternative channels were popular. The Applicant delivered two webinars focusing on refinements to the proposals north of the River Thames up to the A13, two webinars on refinements north of the A13, and two webinars focused on refinements to the Project south of the River Thames. The webinars were recorded so even if consultees were unable to view a live presentation, they could still watch the information at a time of their choosing.</p> <p>During the webinars, Project staff provided an overview of the proposals related to 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. A BSL interpreter was on screen throughout the</p>	

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						<p>webinar. Pre-recorded video content during the webinar had closed captions on screen.</p> <p>During the six public webinars, 274 people registered to attend the webinars and 158 attended. 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 software to their computer or by downloading an app to watch on a mobile device. The process to download and install the free platform software or app would have been familiar to most computer, tablet or phone users and typically took a few minutes.</p> <p>Consultees who were unable to attend the webinars live were able to view a recorded version of the webinar on the consultation website. Consultees also had the opportunity to book a call-back by either completing a form on the consultation website or by calling the Applicant's customer contact centre. A total of 37 call requests were made during the consultation period and all received a call back from a member of the Project Team. Of those 37 call backs, 22 subsequently received a follow up call from a specialist to discuss the issue concerned.</p>	
CT26	Comments expressing concern about the staff at consultation events. Consultees say the level of	-	Thurrock Council	33	127	The Applicant ensured that consultation events had an appropriate number of well-trained staff to ensure that attendees could engage productively with staff in a safe environment and respond to	No

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	staffing was insufficient. Some consultees said staff lacked local knowledge, could not answer questions consultees posed, or did not relate to consultees' concerns. Some consultees also say the events lacked sufficient experts such as environmental or traffic specialists.					<p>the consultation at the event if they wanted. All public-facing staff at events were existing representatives of the Project, rather than people brought in specifically to take part in the events. Events included staff that had a detailed level of knowledge about the Project, with representatives from disciplines including construction, consultation, environment, operations, design, traffic, and land and property. The numbers of specialist staff at each event were based on the Applicant's experience of hosting similar events previously and knowledge of the proposals.</p> <p>All staff received extensive training before the events to ensure they had a strong knowledge of the proposals and were informed about event safety and disability awareness.</p> <p>While not every specialist member of staff could feasibly attend every single consultation event, the Applicant ensured that a range of disciplines was always represented. The Applicant also offered a follow-up telephone conversation for people who wanted details on a specific issue or area which couldn't be addressed at the event.</p> <p>Further information about how the events were organised can be found in Chapter 8 of this report, while the Statement of Engagement (Application Document 5.2) provides information about engagement with stakeholders.</p>	
CT27	Comments expressing concern about the Applicant's promotion of the consultation	Port of London Authority,	Brentwood Borough Council,	46	210	Two weeks ahead of the consultation launch, an eight-page information leaflet was distributed to 287,987 properties (residential and commercial),	No

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	<p>and quality of its communications. Some consultees with land interests say they did not receive replies to letters sent to the Applicant regarding the Project.</p> <p>Some local authorities expressed concern that the Applicant's engagement and communication with regards to ongoing design changes was poor. Another concern is that there are outstanding queries from local authorities that have not been answered by the Applicant and the length of delay on some questions is unacceptable.</p>	Shorne Parish Council	London Borough of Havering, Essex County Council, Gravesham Borough Council, Kent County Council, Thurrock Council			<p>all of which were within 5km of a line drawn through the centre of the Order Limits. This area was deemed appropriate given the scope and the nature of the proposals being consulted on. A reminder postcard was also sent to the same households one week before the consultation closed, encouraging them to find out more and to respond to the consultation.</p> <p>The leaflet and postcard were part of a comprehensive publicity campaign to highlight the consultation to those in the vicinity of the area that would be affected by the Project's construction and operation. More information about publicising the Community Impacts Consultation in July 2021 can be found in Chapter 8 of this report.</p> <p>Publicity also included paid-for advertising on the first, third and fifth weeks of the consultation in nine local newspapers on or near the proposed route in Kent, Thurrock, Essex and Havering, as well as adverts on Facebook, LinkedIn and Nextdoor throughout the consultation. There were also non-statutory notices published in local and national newspapers, social media posts, emails sent to more than 27,000 subscribers on the Project's customer database and 938,867 Dart Charge account holders, news releases and letters sent to non-statutory and statutory groups with an interest in the Project.</p> <p>The Applicant aims to respond to all correspondence within a time and in a manner that are appropriate to the issue being raised. During the Community Impacts Consultation in</p>	

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						<p>July 2021, it was the intention to respond to queries within 15 working days to allow enough time to respond in the correct manner and to provide consultees with enough time to consider the information provided and respond to the consultation.</p> <p>The Applicant has engaged extensively with key stakeholders, including local authorities, throughout the development of the Project.</p>	
CT28	<p>Comments expressing concern about the consultation on the grounds that it cost too much. There are also concerns that there have been too many consultations carried out by the Applicant. Some consultees say they are suffering from 'consultation fatigue', no longer wish to respond, and state their opposition to the spending of public money on the consultation process. Other consultees say consultations are a waste of time and that consultees are not listened to. Some consultees say that the time needed to draft detailed responses to consultations has a cost too that should be considered.</p>	Shorne Parish Council	Thurrock Council	3	17	<p>It is common for large schemes such as the Project to develop on an iterative basis as designs progress from initial concepts through to fully developed proposals.</p> <p>This is also a natural consequence of the consultation process. In this regard, the Applicant has considered views expressed throughout various consultations and made changes to the Project in response to feedback received from individuals and stakeholders, as well as changes that reflect updates to technical assessments and continued reappraisal of the Project's performance against the Scheme Objectives.</p> <p>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 (in respect of Supplementary Consultation in January 2020), Chapter 13 (in respect of the Design Refinement Consultation in July 2020) and this chapter (for the Community Impacts Consultation in July 2021) demonstrate how</p>	No

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CT29	<p>Comments expressing concern that the Applicant has already made decisions about the Project, that the consultation serves no genuine purpose, and that the Applicant has not and will not listen to the concerns of local people.</p> <p>Some consultees say some alternative options were not properly considered. There are also comments expressing concern that the process is biased, for example consulting with Dart Charge customers, businesses, and national freight organisations was criticised because it was said that they do not represent local communities.</p>	Shorne Parish Council	London Borough of Havering, Essex County Council, Gravesham Borough Council, Thurrock Council	41	316	<p>comments submitted by consultees have been considered and, where appropriate, have influenced the Project.</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant carried out a Local Refinement Consultation in May 2022 presenting additional changes to the Project. Some of these changes were developed as a result of feedback from the Community Impacts Consultation and the ongoing stakeholder engagement. Information as to how the Applicant had regard to comments received during this consultation can be found elsewhere in Section 14.4 of this chapter.</p> <p>With regards to the consideration of alternative options, multiple alternatives, many involving upgrades to the Dartford Crossing, were considered before announcement of the preferred route for the Project in 2017. All the alternative locations for the crossing were tested against relevant factors, including how well they fulfilled the Scheme Objectives. After careful consideration of all options, it was concluded that a bored tunnel east of Gravesend and Tilbury was the best-performing crossing solution. The Non-Statutory Consultation in January 2016 covered this crossing location (Option C) along with several proposals for connecting a tunnel at this location to the existing strategic road network (SRN). For more information about the Scheme Objectives and the options process, see the Planning Statement (Application Document 7.2) and Environmental Statement Chapter 3:</p>	No

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						<p>Assessment of Reasonable Alternatives (Application Document 6.1), which provides an assessment of the alternative schemes considered by the Applicant and the main reasons for the preferred option, taking into account environmental effects.</p> <p>During the development of the Project to date, as well as for the Community Impacts Consultation, the Applicant has engaged productively with local authorities, utility companies, businesses, and environmental and interest groups. The Applicant has consulted with all individuals and organisations with whom it was legally required to do so under the Planning Act 2008. Some of the ways the Applicant ensured it could get feedback from potential users of the Project was to publicise the consultation to individuals on the Dart Charge database, businesses and freight organisations. This was only one engagement activity alongside a range of others that aimed to capture feedback from many different groups and communities. Many promotional activities were designed specifically to reach those who live and work in the affected area.</p> <p>The 'You said, we did' document published during the Community Impacts Consultation in July 2021 explained how the Applicant had regard to consultations from 2018 to 2020. The Response to Community Impacts Consultation document published as part of the Local Refinement Consultation in May 2022 explained how the</p>	

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						<p>Applicant had regard to feedback received during the Community Impacts Consultation in 2021.</p> <p>The Response to the Local Refinement Consultation document published in October 2022 provides additional information about how consultation feedback has helped to improve and inform the Project throughout its development.</p> <p>The costs for the consultations carried out and design changes are part of the overall planning costs for the Project. These planning costs, as a percentage of total capital costs, are broadly in line with those for other highway projects. Due to the COVID-19 pandemic, there were additional costs incurred to ensure that attendees and staff were safe and surfaces were regularly cleaned.</p> <p>More information about the costs and benefits of the Project, including a table showing the monetised benefits, can be found in the Need for the Project (Application Document 7.1) and the Economic Appraisal Package (EAP), which is Appendix D of Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information on the appraisal methods and results. Information about the Scheme Objectives can be found in the Need for the Project.</p>	

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CT30	General comments expressing concern about the consultation, saying the process has been inadequate or ineffective. Some consultees express concern about the Applicant using a 5km buffer for the delivery of leaflets, saying this is an insufficient area for the Project's impacts.	-	Gravesham Borough Council	2	6	<p>The Community Impacts Consultation in July 2021 materials included over 3,500 pages of information about the impacts of the Project on local communities and the environment, and the proposed mitigation measures. The consultation was publicised and carried out according to best practice and the principles set out in the Planning Act 2008.</p> <p>Two weeks ahead of the consultation launch, an eight-page information leaflet was distributed to 287,987 properties (residential and commercial), all of which were within 5km of a line drawn through the centre of the Order Limits. This area was deemed appropriate given the scope and the nature of the proposals being consulted on.</p> <p>A list of the materials published for the Community Impacts Consultation in July 2021 can be found in Appendix S of this report, along with links to each on the Project website and copies of certain core documents.</p> <p>The campaign to promote the consultation included paid-for advertising on the first, third and fifth weeks of the consultation in nine local newspapers on or near the proposed route in Kent, Thurrock, Essex and Havering, as well as adverts on Facebook, LinkedIn and Nextdoor throughout the duration of the consultation. There were also non-statutory notices published in local and national newspapers, social media posts, emails sent to more than 27,300 subscribers on the Project's customer database and 938,867</p>	No

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						Dart Charge account holders, 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 Community Impacts Consultation in July 2021 can be found in Chapter 8 of this report.	
CT31	<p>Comments expressing concern about the consultation on the grounds that not enough time was given for consultees to respond. Some consultees say there was too much information to review in the time provided, that some documents were unavailable during the consultation period, and that the consultation should not have taken place during the pandemic or school holidays. Some comments express concern that some stakeholders were given longer to respond than the public.</p> <p>Some consultees say they were notified of the consultation 'just before' the deadline (ranging from two weeks to two days), while others said printed</p>	Transport for London, Shorne Parish Council	Medway Council, London Borough of Havering, Gravesham Borough Council, Kent County Council, Thurrock Council	6	48	<p>The Community Impacts Consultation launched digitally on 14 July 2021, with all materials available online from that date and for the full eight-week duration. Printed materials were available from 21 July 2021. A consultation period of eight weeks was considered appropriate, based on an assessment of the scale and complexity of the consultation proposals, which were more limited in scope than those presented at Statutory Consultation in October 2018, which had a 10-week duration.</p> <p>An extensive marketing campaign was carried out to ensure the public and stakeholders were aware of the consultation. This included sending out leaflets, online and social media marketing, adverts in newspapers, and emails to know stakeholders. More information about the publicity can be found in Chapter 8 of this report.</p> <p>The consultation took place at a time when restrictions on social gatherings due to the COVID-19 pandemic were lifted. In-person events were provided, but nevertheless the Applicant provided a range of ways that consultees could find out more information and provide their feedback without attending the in-person events.</p>	No

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	consultation materials were provided late (from a week after the start of consultation to after the deadline).					The public and stakeholders were all given the same deadline to submit responses, which was 8 September 2021. However, some host local authorities asked for additional time to carry out internal governance activities for their responses. These local authorities submitted their draft responses within the deadline, and then confirmed their submissions at a later date when these responses had been approved by the council leadership. The Applicant agreed to accommodate this additional governance time in the interests of assisting local authorities who expressed concern that they would not be able to carry out governance within the consultation period, due in part due to council resources being depleted by pandemic activities.	
CT32	Comments expressing concern that previous consultations were flawed on the grounds that viable options for the Project's alignment and location were discounted unfairly. In addition, some consultees say they were unaware of previous consultations or that those consultations were not adequately promoted. Some comments expressed concerns about the Adequacy of Consultation Responses submitted as part of the	-	Gravesham Borough Council, Thurrock Council	6	21	The approach taken to selecting the preferred route and developing the proposals for the Project has been rigorous. The process ensured that transport modelling, environmental assessments and economic appraisals were carried out in a fair and consistent way. All the modelling was based on the latest analysis and guidance available from Government. For instance, the Applicant's traffic modelling has been carried out according to the latest transport analysis guidance (Department for Transport, 2021b) and is as reliable and accurate as possible within the limits of the discipline. 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	No

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	<p>previous Development Consent Order (DCO) application and that the application was withdrawn by the Applicant. Some consultees make reference to issues raised at previous consultations, including the level and timing of consultation feedback provided.</p>					<p>proposals. The consultation process is described throughout this report.</p> <p>For more information about the options process, see Environmental Statement Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1), the Planning Statement (Application Document 7.2) and the Economic Appraisal Package (EAP) (Appendix D of Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, including information about the appraisal methods and results. This includes information on the options process.</p> <p>The Applicant's efforts to make the public and stakeholders aware of previous consultations were substantial and proportionate to the scale of the Project. The promotional activities were discussed with local authorities before the launch of each consultation and, where appropriate, their views were taken into account in finalising the approach. For Statutory Consultation in October 2018, the Applicant formally consulted on the Statement of Community Consultation (SoCC), giving local authorities the opportunity to comment on how the Applicant planned to carry out that consultation. For more about the consultation on the draft SoCC, and how the Applicant had regard to feedback, can be found in Chapter 4 of this report, with evidence provided in Appendices D, E, F and G.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>More information about the promotional activities for the Applicant's most recent consultations can be found in Chapters 4, 6, 7, 8 and 9.</p> <p>As described in Chapter 8 of this report, in October 2020 the Applicant submitted and subsequently withdrew a DCO application. The decision to withdraw the application was made in order for improvements to be made to certain technical documents supporting the application and to respond to comments made on the application by host local authorities. These comments included those made through the local authorities' Adequacy of Consultation Representations (AoCRs), which host local authorities are required to submit within two weeks of a DCO application being submitted to the Planning Inspectorate.</p> <p>Chapter 8 of this report sets out the key themes of the comments made through AoCRs and the Applicant's response to them. Further detail is provided in Appendix V of this report. The Applicant has used the time since the withdrawal of the initial DCO application to address concerns within the AoCRs. Actions taken since then have included two public consultations in which stakeholders and members of the public were able to engage with and respond to detailed information on the construction and operation of the Project. There have also been further improvements to the proposed design.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						The Applicant also produced a 'You said, we did' document as part of the Community Impacts Consultation in July 2021, setting out the feedback received to Statutory Consultation in October 2018, Supplementary Consultation in January 2020, and Design Refinement Consultation in July 2020. The document summarised the most common issues raised and explained how the Applicant used this feedback to develop and improve the Project.	
CT33	Suggestions that the Applicant should not prioritise addressing all of the objections to the Project. Consultees say that the Applicant will never get all of the affected population to accept its proposals and should continue with the Project regardless.	-	-	0	54	The Applicant has conscientiously considered all feedback during consultation and paid very close attention to responses commenting on local impacts and benefits. This is demonstrated in Chapters 11 to 15 of this report. Consultation has led to numerous changes to the proposals (as referred to in those chapters). The priority has been to develop a Project that meets all of the Scheme Objectives agreed with the Department for Transport. These objectives include relieving the Dartford Crossing and its approach roads by providing additional free-flowing north-south capacity across the River Thames, while minimising adverse impacts on health, communities and the environment and providing value for money. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).	No
CT34	Comments expressing concern about the traffic modelling information that	Cobham Parish Council,	Medway Council, London	8	47	The Applicant's traffic modelling has been carried out according to the latest transport analysis guidance (Department for Transport (DfT), 2021b)	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	was presented during consultation. Some consultees question the validity and accuracy of the traffic modelling, saying it failed to take into account new developments, including the proposed London Resort. Some consultees say that the modelling is based on out-of-date inputs. It is also said that the modelling cannot accurately predict traffic impacts on local roads.	Shorne Parish Council, Port of Tilbury London Limited	Borough of Havering, Essex County Council, Dartford Borough Council, Gravesham Borough Council, Kent County Council, Thurrock Council			and is as reliable and accurate as possible within the limits of the discipline. The Project's transport model (the Lower Thames Area Model (LTAM)) has been produced by the Applicant's specialist Traffic Modelling Team. An independent specialist assessor within National Highways has assessed the LTAM throughout its development. The independent specialist assessor has concluded that the LTAM is suitable to assess the Project. The 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 defined by the transport analysis guidance (DfT, 2021b).	
CT35	Suggestions that further assessments are needed for topics including air quality, noise pollution, vibration, traffic flow and volume, junction capacity, and environmental sensitivity testing. Comments also suggest that further traffic modelling should be carried out to support the Project and support the additional environmental assessments. Consultees say the Applicant has not provided detailed enough modelling of the	Public Health England, Transport for London, Natural England, Shorne Parish Council, Higham Parish Council, Port of Tilbury London Limited	Brentwood Borough Council, Southend-on-Sea City Council, Essex County Council, Gravesham Borough Council, Kent County Council, Thurrock Council	5	30	London Resort Company Holdings (LRCH) submitted a Development Consent Order (DCO) application in December 2020 for the London Resort. The Planning Inspectorate accepted the application for examination in January 2021. At the time of the Community Impacts Consultation (July 2021), LRCH's supporting documentation had been released and the Applicant was working through it to understand the predicted cumulative impacts on the strategic road network (SRN) and on the environment of the London Resort and the Project. Due to the volume and complexities of the information, it was not possible to include the predicted impacts of the London Resort in the traffic modelling or assessments presented at	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>impacts on local roads and that more detailed modelling, potentially microsimulation, should be carried out.</p> <p>Other issues raised are on the grounds that there is a misalignment of the modelled morning peak hour and the peak on the local road network, the lack of inclusion of London Resort, and the lack of assessment of local growth.</p>					<p>consultation. The Applicant did include an overview of the impacts of the Project and the London Resort in the Operations Update. LRCH subsequently withdrew its DCO application in March 2022.</p> <p>Information about which developments have been included in 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).</p> <p>The Project's traffic modelling forecasts are intended to provide indicative predictions for how the proposed route design would perform under normal circumstances, including at peak and inter-peak hours. Forecasts include predictions for several future years to show how it would perform over time. While the modelling includes forecasts for some minor roads, it is outside the scope of this type of wide-area SRN modelling to provide street-by-street predictions of how traffic flows would change once the Project is operational.</p> <p>For more information about how the Applicant has carried out traffic modelling following industry best practice, see the Combined Modelling and Appraisal Report, 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>During the Community Impacts Consultation in July 2021, the Applicant presented traffic modelling for the Project. The Ward 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>Summaries outlined the impacts of the Project during construction and operation for each directly affected ward. It allowed local people to form a clear understanding of the impacts they could expect from the Project on the local area. The Applicant also published a draft outline Traffic Management Plan for Construction (Application Document 7.14) which detailed a preliminary list of illustrative traffic management measures that may be required to construct the Project which has informed the construction traffic modelling.</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 (DMRB). The EIA has been produced in accordance with the relevant legislation, including the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations) and the requirements from the National Policy Statement for National Networks (DfT, 2014) that set out what the assessment should include, the EIA scoping and recognised topic-specific methodologies (such as landscape).</p> <p>The Applicant's EIA is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). The topic-specific chapters of the ES (Application Document 6.1) explain the methodologies that the Applicant has followed in assessing the Project's impacts in areas such as air quality (ES Chapter 5) and noise (ES Chapter 12). Environmental</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						assessments for noise and air quality both make use of robust traffic modelling data (among other information) to predict impacts during the construction and operational phases of the Project.	
CT36	<p>Suggestions asking for further information and ongoing engagement on a variety of issues, often technical in nature. There are also suggestions from some consultees that further rounds of consultation on the Project are required, or that an entirely new consultation process should be started to reassess decisions made as to the need for the Project, as well as its location and alignment.</p> <p>Some consultees say this should include a review by a body or organisation that is independent of the Applicant, while others said that a greater range of stakeholders and experts should be consulted.</p>	Public Health England, Thurrock Clinical Commissioning Group (CCG), Port of London Authority, Transport for London, Natural England, Higham Parish Council, Port of Tilbury London Limited	Brentwood Borough Council, London Borough of Havering, Gravesham Borough Council, Thurrock Council	12	23	<p>The Community Impacts Consultation in July 2021 materials included over 3,500 pages of information about the impacts during construction and operation and about proposed changes to the Project. During the consultation, the Applicant provided a number of ways for consultees to view the consultation materials and to ask questions about them. A list of the materials published for the Community Impacts Consultation can be found in Appendix S of this report.</p> <p>The Applicant carried out a further round of consultation in May 2022, seeking the public and stakeholders' views on changes to the Project.</p> <p>The Scheme Objectives were agreed with the Department for Transport, to whom the Applicant is accountable. These are set out in the Need for the Project (Application Document 7.1).</p> <p>With regards to the consideration of the Project's location and alignment, multiple alternatives, many involving upgrades to the Dartford Crossing, were considered before announcement of the preferred route for the Project in 2017. All the alternative locations for the crossing were tested against relevant factors, including how well they fulfilled the Scheme Objectives. After careful consideration of all options, it was concluded that</p>	No
CT37	Comments asking for additional information about the Project, with many of a	Historic England, Thames and	London Borough of Havering,	18	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
	<p>specialist nature from stakeholders. Comments include requests for a management and maintenance plan, various emergency and security-related questions, requests for information about cumulative impacts of the Project, and a question asking whether a business case update would be made available.</p>	<p>Medway Canal Association, Port of London Authority, Royal Mail, Natural England, Shorne Parish Council, Higham Parish Council</p>	<p>Kent County Council, Thurrock Council</p>			<p>a bored tunnel east of Gravesend and Tilbury was the best-performing crossing solution. The Non-Statutory Consultation in January 2016 covered this crossing location (Option C) along with several proposals for connecting a tunnel at this location to the existing strategic road network (SRN). For more information about the Scheme Objectives and the options process, see the Planning Statement (Application Document 7.2) and Environmental Statement (ES) Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1), which provides an assessment of the alternative schemes considered by the Applicant and the main reasons for the preferred option, taking into account environmental effects.</p> <p>The Statutory Consultation in October 2018 was carried out in accordance with the requirements of the Planning Act 2008. Non-statutory consultations have been carried out according to best practice and in line with the principles set out in the Planning Act 2008.</p> <p>Each consultation has sought the views of the local authorities, the public, those with an interest in land, businesses and business organisations, interest and environmental groups, and statutory stakeholders on the Project design, with a view to seeking to maximise business benefits and minimise uncertainties for businesses.</p> <p>As part of the application for development consent, the Applicant's proposals and consultation processes would be subject to scrutiny by 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>independent inspector (or panel of inspectors) from the Planning Inspectorate, which would make a recommendation to the Secretary of State as to whether or not the Project should be allowed to proceed to the construction phase. As such, the Secretary of State would have the final say on whether the Project would go ahead.</p> <p>The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design, providing a high level of safety and efficiency.</p> <p>The Applicant has considered carefully how the route would be maintained once in operation. High-quality materials with lower maintenance characteristics would be specified and off-carriageway access included wherever practicable to allow workers to maintain the road and its assets safely while minimising lane or road closures.</p> <p>With regards to a management and maintenance plan for new habitats and open spaces, a draft version of the outline Landscape and Ecology Management Plan (oLEMP) was presented at the Community Impacts Consultation in July 2021. The draft oLEMP outlined the proposed management of landscape and ecological elements of the Project that perform specific landscape and ecological mitigation functions for the Project. It set out the details for the management regimes, management expectations and monitoring requirements for each of those</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>land parcels and typologies contained within. An updated oLEMP is included with this application for development consent (Application Document 6.7).</p> <p>The Applicant has engaged closely with emergency services throughout the design and development of the Project. This engagement would continue into the examination and construction phases of the Project if the application for development consent is progressed.</p> <p>A summary of the cumulative effects of the Project were presented by the Applicant during the Community Impacts Consultation in July 2021. The Operations Update, Guide to Community Impacts Consultation, and the 'You said, we did' documents included information about cumulative impacts.</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>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The ES (Application Documents 6.1, 6.2 and 6.3) provided by the Applicant also includes a robust assessment of the cumulative effects of the Project in conjunction with other major schemes in the vicinity. As part of the Environmental Impact Assessment (EIA), a Cumulative Effects Assessment (CEA) has been carried out, which is documented ES Chapter 16 (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.</p> <p>A summary of the business case for the Project would be published following approval from the Treasury. This would be to authorise the release of funding for construction of the Project if the application for development consent is granted.</p> <p>More information about the costs and benefits of the Project, including a table showing the monetised benefits, can be found in the Need for the Project (Application Document 7.1) and the Economic Appraisal Package (EAP), which is Appendix D of Combined Modelling and Appraisal Report (Application Document 7.7). The Appraisal Summary Table within the EAP summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information on the appraisal methods and results. Information about the Scheme Objectives can be found in the Need for the Project (Application Document 7.1).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
CT38	Comments expressing a neutral opinion on the consultation or elements of it. Some consultees say that their lack of opinion is due to not attending events, webinars, or using the telephone surgery.	Natural England	Essex County Council, Thurrock Council	3	62	These comments have been noted.	No
CT39	Comments expressing support for the draft Code of Construction Practice (CoCP) or elements of it. Consultees say the document brings clarity to the topics included, and they welcomed its inclusion as a consultation document.	Historic England	Kent County Council	0	2		No
CT40	Comments expressing support for the draft Register of Environmental Actions and Commitments (REAC) or elements of it. Some consultees express support for mitigation measures relating to landscaping, soil, noise and utility works, as well as the document's recognition of the historic environment.	Historic England	London Borough of Havering, Gravesham Borough Council, Kent County Council, 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
CT41	Comments expressing support for the Construction Update document consulted on or elements of that document or the measures included within it. Some consultees say that this document provides a useful breakdown of construction locations and utility works and shows the Applicant has considered the impact of construction on local communities.	Port of Tilbury London Limited	Thurrock Council	0	1		No
CT42	Comments expressing support for the draft Design Principles document or elements of it. Consultees say that the document is detailed, recognises both historic landscapes and ecological habitats, and welcome the proposals in relation to Public Rights of Way, lighting and signage.	Natural England, Shorne Parish Council	Gravesham Borough Council, Kent County Council, Thurrock Council	0	1		No
CT43	Comments expressing support for the draft Development Consent Order document or elements of it. One consultee expresses	-	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
	support for some changes made to the draft DCO.						
CT44	A comment expressing support for the draft Framework Construction Travel Plan. The consultee expresses support for the aspirations, principles and objectives of the document, and welcomes the proposal to establish a Travel Plan Liaison Group.	-	Kent County Council, Thurrock Council	0	0		No
CT45	General comments expressing support for either all or some of the documents and information made available during the consultation. Some consultees say that the information was well presented, clear, easy to find and that there were no significant issues or omissions.	Cobham Parish Council, Shorne Parish Council, Port of Tilbury London Limited	Medway Council, Gravesham Borough Council, Kent County Council, Thurrock Council	3	77		No
CT46	Comments expressing support for the information presented in the Operations Update document or elements of that document. Comments include support for the section setting out the	Forestry Commission, Port of Tilbury London Limited	Thurrock Council	0	0		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	proposed changes since the previous consultation and an acknowledgement by the Applicant that other developments would be considered as part of the Project's cumulative impact assessment.						
CT47	Comments expressing support for the draft outline Landscape and Ecology Management Plan or elements of the document. Some consultees express support for the scope of the document, the proposed environmental mitigation measures, and plans for works on the proposed A13/A1089/A122 Lower Thames Crossing junction, the proposed A122 Lower Thames Crossing/M25 junction and the A2/M2 corridor.	Natural England	Thurrock Council	0	0		No
CT48	Comments expressing support for the draft Outline Materials Handling Plan or elements of that document. One consultee says the document presents a	-	London Borough of Havering, Kent County Council	0	0		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	thorough approach to materials handling and transportation, while another expresses support for the proposed use of the Construction Materials Aggregate Terminal in Tilbury.						
CT49	Comments expressing support for the draft outline Site Waste Management Plan. Consultees say the document is thorough in its identification of opportunities for waste minimisation, reuse and recovery.	-	London Borough of Havering, Kent County Council	0	0		No
CT50	Comments expressing support for the draft outline Traffic Management Plan for Construction. Consultees say the document addresses concerns raised during previous rounds of consultation, and that they support the appointment of a Traffic Manager and the establishment of the Traffic Management Forum for monitoring purposes.	Royal Mail	Thurrock Council	0	0		No
CT51	Comments expressing support for the Ward Impact	Kent Downs AONB Unit,	Brentwood Borough	0	7		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	Summaries documents or elements of them. Consultees say the documents were well presented, and were a useful source of information for local people who want to understand more about the impacts of the Project in their area. Some consultees support the inclusion of predicted operational traffic flows.	Shorne Parish Council	Council, Gravesham Borough Council, Kent County Council, Thurrock Council				
CT52	Comments expressing support for the consultation website or elements of it. Consultees say the website was easy to use and that the online consultation materials are well presented, clear and concise.	-	Essex County Council, Kent County Council	0	30		No
CT53	Comments expressing support for the 'You said, we did' document or elements of it. Some consultees say the document was useful and concise, and showed local people how feedback from earlier consultations had been considered by the Applicant.	-	Essex County Council, Kent County Council, Thurrock Council	0	2		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
CT54	General comments expressing support for the consultation events. Consultees say that both the physical events and the webinars were informative, well organised and presented, and provided opportunities for open discussion.	Cobham Parish Council, Shorne Parish Council	-	2	14		No
CT55	Comments expressing support for the location of the consultation events.	-	Essex County Council	1	6		No
CT56	Comments expressing support for the Applicant's staff at consultation events. Consultees say that staff were helpful, polite and understanding.	Cobham Parish Council	-	5	12		No
CT57	Comments expressing support for the Applicant's promotion of the consultation or elements of the communication campaign to raise awareness of it. Consultees say they were aware of the consultation and the proposals and that information was widely available.	Historic England, Port of London Authority, Cobham Parish Council, Natural England	Medway Council, Essex County Council, Thurrock Council	3	39		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
CT58	General comments expressing support for the consultation process or elements of it. Some consultees say the consultation was comprehensive and well managed and provided an opportunity for the local community to express their opinions.	Network Rail, Royal Mail, Transport for London, Natural England, Environment Agency	Ashford Borough Council, Medway Council, Southend-on-Sea City Council, Essex County Council, Kent County Council	1	101		No

14.5 Summary of changes made after the Community Impacts Consultation

- 14.5.1 A number of the comments made by consultees during the Community Impacts Consultation resulted in or informed changes to the Project, many of which were then presented as part of the Local Refinement Consultation proposals. The Applicant had due regard to all responses made during the consultation.
- 14.5.2 If a request for a change to the proposals was adopted, this is indicated throughout Section 14.1 of this report with a 'Yes' in the final column (entitled 'Project change') of each table. More information on the changes and the reasons for adopting them is provided in the column entitled 'The Applicant's response'. Wherever a 'No' is provided in the final column of each table, indicating that the relevant comments did not result in a change to the Project proposals, the Applicant has provided an explanation of why a change was not considered necessary or appropriate, including information on where in the DCO application the subject is addressed in greater detail.
- 14.5.3 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.
- 14.5.4 Section 14.1 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.
- 14.5.5 The tables below provide summaries of 21 Project changes made in response to feedback from the Community Impacts Consultation. These summaries may contain multiple changes. Any changes that are unnumbered with a "N/A" provide a signpost to a change made following the Local Refinement Consultation.
- 14.5.6 Some of the key changes that were informed by consultees' feedback and which were made to the Project following the Community Impacts Consultation included revisions to the A13/A1089/A122 junction, the redesign of Tilbury Fields, the addition of 8ha of open space next to Chalk Park, refinements to proposals for walkers, cyclists and horse-riders and refinements to utility works.
- 14.5.7 In May 2022, at the same time as launching the Local Refinement Consultation, the Applicant published the Response to Community Impacts Consultation (National Highways, 2022), which provides an outline of the most common issues raised with responses from the Applicant.
- 14.5.8 The document can be accessed at the following link:

[REDACTED]

Summary of Project changes

- 14.5.9 The following tables provide references to response codes in Section 14.1. However, this is not an exhaustive list of the response codes relevant to a given change.
- 14.5.10 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
- 14.5.11 Table 14.25 'Provision of information', but have not been counted among the 21 Project changes described in Section 14.5 above, as they are not physical changes that have been made to the Project.

Road and junction design

Table 14.20 Summary of Project changes: road and junction design

Change No.	Project change	Summary of consultee comments	Relevant code in Section 14.4
1	<p>The number of local links at the Project's junctions has been limited to provide a balance between the desire to connect local areas and the need to limit the size and complexity of junctions, and to ensure connections to the strategic road network are free flowing.</p> <p>The Project does not include additional links directly to local roads because this would increase traffic on these roads and increase opportunities for rat-running.</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 A122 northbound and southbound to the</p>	<p>Comments expressing concern that once the Project is open, specific areas would experience an increase in traffic and congestion. Suggestions that access to the Project should be contained within the strategic highways and major road network, to prevent local roads becoming 'rat runs' for the Project.</p>	<p>OC32, MO21, MO22, MO23, CN21 and CN22.</p>

Change No.	Project change	Summary of consultee comments	Relevant code in Section 14.4
	<p>A1089. Westbound traffic would be able to access the A1089 from the A13 via the Orsett Cock junction without the need to use local roads, such as Brentwood Road and the A1013 Stanford Road.</p> <p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) as part of 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>		

Environmental impacts and mitigation

Table 14.21 Summary of Project changes: environmental impacts and mitigation

Change No.	Project change	Summary of consultee comments	Relevant code in Section 14.4
2	<p>Following the Community Impacts Consultation in July 2021, in line with advice from Natural England, the Applicant refined the way it assesses the impacts of nitrogen to include ammonia being emitted from vehicle exhausts, as well as nitrogen oxides (NOx).</p> <p>As a result of these new assessments, the Applicant is proposing to compensate for potential 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.</p> <p>At the Local Refinement Consultation in May 2022 the Applicant proposed the creation of 279ha of new wildlife-rich habitats. Following the Local Refinement Consultation, the Applicant has</p>	<p>Comments expressing concern about emissions of pollutants from vehicles using the Project once it is open, which would have a negative impact on air quality, human health and the environment. Comments also expressing concern that the Project's proposed land use would impact habitats and wildlife in the area.</p>	<p>OC14, OC15, LR13.</p>

Change No.	Project change	Summary of consultee comments	Relevant code in Section 14.4
	refined and reduced the size of the compensation land parcels. See change 2 in Section 15.5 of this report.		
N/A	The Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads at the Community Impacts Consultation in May 2022 and subsequent changes were made following the Local Refinement Consultation. See change 1 in Section 15.5 of this report.	General comments expressing concern that the Project would increase noise pollution once it is open.	OC20, OC21, MO9, MO14, MO15, MO16, CN16, CN17, LR11, LR12, OS6, GC15, GC16.
3	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.	General comments expressing concern about the potential increase in noise pollution and vibration from the proposals south of the River Thames.	CS9 and CS10.
4	Following the Community Impacts Consultation, the Applicant presented new proposals for a wider green bridge at Thong Lane over the A2/M2, increasing its width by 10m compared to what was previously proposed. 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.	Comments expressing concern about the proposed green bridges south of the River Thames, in relation to their width, visual design, planting and maintenance. Comments expressing concern that the Project's proposed land use would impact habitats and wildlife in the area	CS13 and LR13.
5	After the Community Impacts Consultation in July 2021, the Applicant extended the Order Limits for the Project to include most of Hole Farm, excluding some existing farm buildings. 75ha of the site has been identified to provide compensation for the potential impacts of nitrogen deposition on designated ecological sites as a result of vehicles using the new road. This	Comments expressing concern that the proposed woodland project at Hole Farm is insufficient to mitigate the environmental impacts of the Project. Some consultees say	SL14.

Change No.	Project change	Summary of consultee comments	Relevant code in Section 14.4
	<p>compensatory planting would form part of, and integrate with, the masterplan for the entire site that is being developed in partnership with Forestry England and the wider Thames Chase Forest Centre partners.</p> <p>Hole Farm is one of four areas, which were identified to create new wildlife-rich habitats. 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. The Applicant has proposed a range of measures to mitigate the environment impacts of the Project, which include green bridges, environmental barriers, landscape planting, habitat compensation and translocation of protected species into the plans.</p>	<p>that the community woodland at Hole Farm is an initiative independent of the Project and it is misleading for the Applicant to refer to it within the consultation documentation.</p>	
6	<p>As part of the Community Impacts Consultation in July 2021, the Applicant proposed an attenuation pond near to the North Portal. As a result of changes to the Project's operational access requirements near East Tilbury and a requirement for additional environmental mitigation, the Applicant has revised the design so that two ponds sit within the footprint of the new operational access road, instead of having a pond at its previous location near the proposed junction. The Applicant consulted on these new arrangements during the Local Refinement Consultation in May 2022.</p>	<p>Suggestions for changes to the proposals north of the River Thames which included reviewing the relocation of the drainage pond near the North Portal so it is further away from the proposed junction.</p>	CN36.
7	<p>Following the Community Impacts Consultation, the Applicant added an extra ditch parallel to the Mardyke, which would improve connectivity and help water voles reach the new habitat. These proposals would also provide direct links from the new ditch into the water vole habitat so they could avoid crossing dry land.</p>	<p>Comments expressing concern that the proposals north of the River Thames would lead to loss of habitats such as hedgerows and woodland, which would have a negative impact on wildlife, including water voles, great</p>	CN13 and CN14.

Change No.	Project change	Summary of consultee comments	Relevant code in Section 14.4
		crested newts, foxes, hedgehogs, badgers and birds.	
8	<p>Following feedback received during the Community Impacts Consultation and further design development, the Applicant proposed to permanently acquire the remaining 8ha area of Southern Valley Golf Club. This site was previously identified for temporary use during construction. This additional area would form part of the wider provision of open space land south of the river, known as Chalk Park. This would provide 8ha more land for public recreation and habitats than was proposed during the Community Impacts Consultation.</p> <p>By extending the open space proposals in this location, it would provide a larger area of landscaped amenity space for the local community. This additional area would form part of the wider provision of open space south of the River Thames.</p> <p>The additional land would be linked by a public footpath and would provide further public access to the east of Chalk Park, a recreational area for the public containing new recreational routes, and views to the Kent Downs Area of Outstanding Natural Beauty.</p> <p>This change was presented at the Local Refinement Consultation in May 2022.</p>	<p>General comments expressing concern about the impact of the proposed Chalk Park public recreational land on the environment.</p> <p>Suggestions that the Project's proposed land use could be increased to provide additional new recreational land.</p> <p>General comments expressing concern that the proposals south of the river could have a negative impact on the local community.</p>	OS3, LR9 and CS14.
9	<p>Following the announcement of the Thames Freeport, and feedback received during the Community Impacts Consultation in July 2021, the Applicant amended the landscaping proposals for Tilbury Fields, which was presented at the Local Refinement Consultation in May 2022.</p> <p>An area of land previously identified for Tilbury Fields on the western side of the area (that borders the riverfront) was relocated to the eastern side of the new road. This is due to the</p>	<p>General comments expressing concern about the landscaping proposals for Tilbury Fields. There are also concerns that some of the proposed site for Tilbury Fields conflicts with proposals for the Thames Freeport in Tilbury. Comments</p>	LF2, LF9, LF8, LF11, TF8, TF9, TF16, TF17, LF19, CN18, LF21 and TF18.

Change No.	Project change	Summary of consultee comments	Relevant code in Section 14.4
	<p>land previously identified being required for the potential future development of Thames Freeport.</p> <p>The revised proposals would also introduce a new link to other habitats proposed at Linford to the north, improving habitat connectivity in this location.</p> <p>Proposed landscaping would provide accessible footpaths to the top of the landform, which connect with the existing local footpath network. New footpaths within Tilbury Fields would ensure the park could be accessed via the Two Forts Way in the south and in the north via footpath FP200.</p> <p>In addition, at the Local Refinement Consultation in May 2022, the Applicant proposed several placemaking landforms that would range in height from 18m to 24m to the south and east of the North Portal. These would provide a visual separation between East Tilbury and the more industrial emerging development that is expected at the Freeport.</p> <p>These mounds would reuse the same amount of excavated material as the proposals presented during the Community Impacts Consultation in July 2021.</p> <p>The proposed landforms at Tilbury Fields would result in a reduction of 470,000 lorry movements, as these lorries would not have to move excavated material offsite via the Strategic Road Network. This would result in less carbon dioxide being generated than if the excavated material was being transported by road.</p>	<p>expressing concern on the grounds that the carbon dioxide emissions would be generated by the construction of either landscaping option at Tilbury Fields.</p>	
10	<p>Following feedback received during the Community Impacts Consultation in July 2021 and ongoing engagement with stakeholders, the Applicant moved an area of the proposed compensatory planting to south of Shorne Ifield Road. This was to reduce the impact on a Medieval settlement. The revised location of the planting would relate better to Shorne Woods</p>	<p>Comments expressing concern about the impact of the Project on Shorne Woods Country Park. Some consultees express concern on the grounds that a large amount of woodland would</p>	SL17.

Change No.	Project change	Summary of consultee comments	Relevant code in Section 14.4
	Country Park than the previously proposed location north of Shorne Ifield Road.	be removed, including a Site of Special Scientific Interest and Second World War relics.	
11	<p>The Applicant updated proposals at Tilbury Fields (see change 9 above) and increased the open space provision near Chalk Park (see change 8 above).</p> <p>As a result of consultation feedback, a number of amendments to the landscape design have been made, including at Shorne Woods Country Park, Ron Evans Memorial Field, Orsett Fen and the Thames Chase Forest Centre.</p>	General comments expressing concern on the grounds that the Project would have a negative impact on the appearance of the landscape.	GC11.

Walking, cycling and horse-riding provision

Table 14.22 Summary of Project changes: walking, cycling and horse-riding provision

Change No.	Project change	Summary of consultee comments	Relevant code in Section 14.4
12	<p>The Applicant would seek to minimise impacts on Public Rights of Way (PRoW) during construction as much as practicable. Where works mean it is necessary to close a route, temporary diversions may be provided, or newly constructed routes opened early. However, in certain cases PRoW would need to be temporarily closed with no alternative provision. How the Applicant mitigates impacts on PRoW would depend on factors such as the type of works in the area and safety implications.</p> <p>The Applicant is proposing to create two new bridges over the A127 for walkers, cyclists and horse-riders. Following feedback from the London Borough of Havering and local cyclists' groups, the Applicant proposed a new bridge for walkers, cyclists and horse-riders across the A127 west of M25 junction 29, linking</p>	Comments expressing concern that the Project's construction would have a negative impact on facilities for walking, cycling and horse-riding.	BC45.

Change No.	Project change	Summary of consultee comments	Relevant code in Section 14.4
	<p>Moor Lane in the south to Folkes Lane in the north at the Local Refinement Consultation in May 2022. 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 and would help mitigate impacts associated with the need to close bridleway BR183 during construction.</p>		
13	<p>In the Local Refinement Consultation in May 2022, the Applicant proposed a number of changes to plans for walking, cycling and horse riding routes, following feedback from stakeholders.</p> <p>To the south of the river the proposals included: the redesignation of Hever Court pedestrian-cycle track north of the M2/A2/A122 Lower Thames Crossing junction to a bridleway; the redesignation of footpath NS169 as a pedestrian-cycle route at Michael Gardens; and the redesignation of footpath NG8, south of the A226 Gravesend Road.</p> <p>To the north of the river the proposals included: new footpaths to link the heritage assets of Coalhouse Fort and Bowaters Battery to East Tilbury; the realignment of BR219 along the Mardyke river; upgrading the walking, cycling and horse-riding bridge over the A127, east of M25 junction 29; a new walking, cycling and horse-riding bridge over the A127 west of junction 29; and the eastern end of FP136 to be upgraded to a bridleway link to Mardyke Way. The proposal for an equestrian bridge over the Mardyke river has been withdrawn and a footbridge is now proposed, while the existing footbridge to the north would be replaced with an equestrian bridge.</p>	<p>Comments expressing concern that the Project's proposed land use would result in the loss of or negative impacts on public footpaths, bridleways and cycle paths, which would affect walkers, dog walkers, cyclists and horse-riders in the local area.</p> <p>Comments expressing concern that the proposals north of the River Thames would have a negative impact on provision for walking, cycling and horse-riding.</p>	LR17 and CN19.
14	<p>As a result of ongoing engagement with UK Power Networks, following the Community Impacts Consultation in July 2021, the Applicant made changes to the proposal to lay an underground power cable along Roman Road, north of the A2. The works</p>	<p>Comments expressing concern about disruption to the Gravesend Cyclopark and the NCN177 cycle route due to the</p>	SL13.

Change No.	Project change	Summary of consultee comments	Relevant code in Section 14.4
	would no longer impact the Cyclopark and would avoid the need for a permanent closure of the National Cycle Network (NCN) route 177 near Pepper Hill as previously proposed during the Community Impacts Consultation in July 2021. The refined proposals, which were presented at the Local Refinement Consultation in May 2022, would mean the NCN177 would now be closed for one month. The changes would also reduce the need to clear existing vegetation as part of the works.	proposed installation of an underground power cable along Roman Road. There are concerns that if the facilities were closed during the construction phase, then it could impact local children for many years.	

Construction and utilities

Table 14.23 Summary of Project changes: construction and utilities

Change No.	Project change	Summary of consultee comments	Relevant code in Section 14.4
15	<p>The Applicant has proposed mitigation to reduce the impacts of the compounds and Utility Logistics Hubs (ULHs). This includes the design and positioning of lighting to minimise disturbance to nearby communities and habitats. It also includes designing fencing and hoarding to reduce visual and noise impacts, the use of ecological and acoustic fencing, and using sustainable materials where practicable.</p> <p>The Applicant has not significantly changed the size or location of the construction compounds or ULHs since the Community Impacts Consultation because the proposals are aligned to the requirements of the works. The exception to this is that the M25 compound was moved south of Moat Lake Fishing Lake, away from a Site of Importance for Nature Conservation (SINC). This also resulted in the removal of an environmental mitigation area from the Order Limits to the west of the M25. The Applicant consulted on these changes during the Local Refinement Consultation in May 2022. There were also minor changes to some</p>	Concerns include the size and number of the proposed compounds and ULHs and whether the impacts of these would be adequately mitigated.	BC4.

Change No.	Project change	Summary of consultee comments	Relevant code in Section 14.4
	<p>compounds within the Order Limits, including the Stanford Road compound, which was moved to reduce impacts on the Whitecroft Care Home.</p>		
16	<p>Access routes to compounds and worksites for construction traffic would be limited, as far as practicable, to the strategic road network (SRN) and main roads on the local road network. The appointed Contractors would seek to take construction traffic off local roads by building temporary haul roads that link the SRN directly to construction compounds.</p> <p>The Applicant has made amendments to the design of the Project, where appropriate, to reduce the proposed numbers of HGVs.</p> <p>Since the Community Impacts Consultation, the Applicant has further refined the designs to update landscaping at various locations around the proposed A13/A1089/A122 Lower Thames Crossing junction and at the proposed M25/A122 Lower Thames Crossing 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'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 period, a 46% reduction on the original proposals at Statutory Consultation in October 2018.</p> <p>These reductions in HGV journeys have significantly reduced the amount of construction traffic that would use the road networks in the vicinity of the Project, reducing the impacts on nearby roads and local communities.</p>	<p>Comments expressing concern that the Project's construction would increase journey times on local roads because of the proposed traffic management measures and the increase in construction traffic, including Heavy Goods Vehicles (HGVs). This is expected to have a negative impact on local people for long periods during construction.</p>	<p>BC6, BC10, BC11 and BC24.</p>
17	<p>During the Local Refinement Consultation in May 2022, the Applicant consulted on amended proposals for utility works. Following discussions with Essex and Suffolk Water, the Applicant</p>	<p>Comments expressing concern that the Project's construction would increase journey times on local</p>	<p>BC11.</p>

Change No.	Project change	Summary of consultee comments	Relevant code in Section 14.4
	is no longer proposing a new water pipeline along residential Dock Road, removing the need for nine months of works and associated traffic management measures. The water pipeline utility works would take place in Coopers Shaw Road and would be completed in two months instead of nine months.	roads because of the proposed traffic management and the increase in construction traffic, including Heavy Goods Vehicles (HGVs).	
18	The Applicant is developing proposals with the relevant utility company (Cadent) to route Heavy Goods Vehicles (HGVs) and workforce traffic from the M25/A127 slip road to Beredens Lane Utility Hub, with this becoming the primary access for utility works. This would limit use of Beredens Lane to non-motorway permitted traffic and emergency use. If this is not achievable on the grounds of safety, the Applicant would present and discuss the findings with the appropriate local highway authority.	Comments expressing concern about the impact of the proposals north of the River Thames on traffic on Beredens Lane. Concerns centre on plans to divert a nearby gas pipeline, using Beredens Lane for access during part of the construction phase.	CN25.
N/A	After 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. See change 4 in Section 15.5 of this report.	Comments expressing concern that works to divert overhead power lines would have a negative impact on local residents. For some consultees, the visual impacts on the local area were a particular concern.	BC13.
19	<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. This includes minimising any interruption to supply during any work affecting utilities infrastructure.</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>		

Change No.	Project change	Summary of consultee comments	Relevant code in Section 14.4
	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.		

Emergency access

Table 14.24 Summary of Project changes: emergency access

Change No.	Project change	Summary of consultee comments	Relevant code in Section 14.4
20	Following further engagement with emergency services after the Community Impacts Consultation in July 2021, the Applicant revised the proposed locations of the rendezvous points located near the tunnel portals. These are designated areas that allow controlled access for emergency services in the event of an incident. The Applicant consulted on these locations during the Local Refinement Consultation in May 2022.	Comments expressing concern about emergency access to the Project or to areas nearby. Consultees say that road closures, congestion, and new road layouts associated with the construction and operation of the Project would hinder access for emergency services.	GC40.
21	At the Local Refinement Consultation in May 2022, the Applicant proposed to amend the operational access roads north of the North Portal and south of the Tilbury Loop railway line so that maintenance and emergency vehicles could access the Project more easily. The new operational access arrangement would give emergency services the flexibility to turn vehicles around in the event of an incident further north or south on the new road. This would improve the safety of the new road once it is operational.		

Provision of information

14.5.12 Table 14.25 below summarises instances where the Applicant provided additional or updated information about Project proposals but are not physical changes that have been made to the Project. These items have not been counted among the 21 Project changes described in Table 14.20 to Table 14.24 above, as they are not physical changes that have been made to the Project.

Table 14.25 Provision of information

Provision of information	Summary of consultee comments	Relevant code in Section 12.4
<p>The Applicant is committed to using the time available before construction would begin to explore ways of achieving greater reductions in emissions. The Carbon and Energy Management Plan (Application Document 7.19) therefore provides a framework within which the Applicant and Contractors would, working closely with industry partners, seek to identify and develop innovative ways of reducing the Project's construction emissions below today's industry-leading position. The Carbon and Energy Management Plan also sets out the low-carbon solutions that would be deployed by the Applicant to manage and maintain the Project once it is operational.</p>	<p>Comments expressing concern that the Project's construction would result in a significant increase in carbon emissions, counter to Government objectives on climate change. Some consultees say achieving emissions targets is a greater priority than building the Project. Some consultees ask whether the carbon emissions during construction would be offset by the Applicant and what percentage of construction vehicles would be electric.</p>	<p>BC24, MC2 and CN5.</p>
<p>As part of the efforts to generate benefits for local communities, the Applicant intends to provide opportunities for local people and businesses that might enable them to work on the Project and would also seek to help local businesses form part of the supply chain that would build and operate the route, including the provision of materials where appropriate. The Applicant is working with stakeholders to develop these plans and put them into action, should development consent be granted.</p>	<p>Suggestions that the Project should source as much of the material for the crossing locally, both to ensure benefits to the local economy and to reduce transport movements.</p>	<p>BC27.</p>
<p>The Applicant consulted on the draft Wider Network Impacts Management and Monitoring Plan (WNIMMP) as part of the Community Impacts Consultation in July 2021. Following the consultation, the Applicant has reviewed comments received about</p>	<p>Comments containing suggestions on traffic management measures, including Heavy Goods Vehicle (HGV)-only lanes, a 60mph or a 50mph speed</p>	<p>OC33.</p>

Provision of information	Summary of consultee comments	Relevant code in Section 12.4
<p>the draft WNIMMP. An updated WNIMMP (Application Document 7.12) is included in the application, providing information about the proposed traffic monitoring.</p> <p>Once the Project is operational, traffic impact monitoring would be used to identify where interventions may be needed due to any significant worsening of traffic conditions as a result of the Project. The Applicant would engage with DfT and local highway authorities to assess the changes to traffic flow and discuss suitable interventions to mitigate the impact on the wider network.</p> <p>Where appropriate, the local authority would be supported in its engagement with the DfT towards seeking funding for further highway works. More information on the traffic impacts during operation is available in the Transport Assessment (Application Document 7.9).</p>	<p>limit, installation of traffic lights on surrounding roads (including the A226, A289 and Thong Lane), increased signage, and consulting emergency services on traffic management measures.</p>	
<p>Following the Community Impacts Consultation in July 2021, some sections of the oLEMP were revised and supplemented to reflect the latest proposals, with feedback from stakeholders and responses to the 2021 consultation being included in the updated version of the oLEMP which is published with this application for development consent (Application Document 6.7).</p> <p>The Applicant has updated the document to include information about the land that would be acquired to compensate for the impacts of nitrogen deposition. Other updates have been made in response to detailed comments from key stakeholders, including local authorities.</p>	<p>Comments expressing concern about the draft outline Landscape and Ecology Management Plan (oLEMP). Consultees say the document lacked clarity in some parts, contained errors, and did not demonstrate that the Applicant has an adequate understanding of the impacts on the historic environment. Some consultees expressed concern the document did not include information about the land that would be acquired to compensate for the impacts of nitrogen deposition.</p>	<p>CT6.</p>
<p>The Project is required to provide replacement special category land that is of equivalent quality to the land that it is replacing as mitigation for the loss of the land. This replacement land is a requirement of the planning consent for the Project and, as such, would be delivered in perpetuity. The Applicant has worked with</p>	<p>Comments expressing concern that the proposals north of the River Thames would lead to loss of green space, ancient woodland and</p>	<p>CN12.</p>

Provision of information	Summary of consultee comments	Relevant code in Section 12.4
<p>local authorities to identify replacement land, or land which could mitigate the impacts identified for areas of temporary and permanent land-take affecting public open space. Replacement land would be provided at the following locations north of the River Thames: Ron Evans Memorial Field, Thames Chase Forest Centre, Folkes Lane Woodland, Hole Farm, Orsett Fen and Tilbury Green. In each case, replacement land would be equal to or greater in size than the land required for the Project and similar in terms of quality and accessibility.</p> <p>Replacement land is identified in the Environmental Masterplan (Application Document 6.2, Environmental Statement (ES) Figure 2.4). Further information on replacement land is provided within the Statement of Reasons (Application Document 4.1) and the Planning Statement.</p>	<p>agricultural land at specific areas along the route.</p>	
<p>Information about managing flood risk was included in the Community Impacts Consultation in July 2021 and has been shared with key environmental and local authority stakeholders as part of the Applicant’s ongoing programme of engagement. The Flood Risk Assessment (Application Document 6.3, ES Appendix 14.6) has been published as part of the application for development consent, as required by the Planning Act 2008. It has been updated, taking stakeholder comments into account.</p>	<p>Comments expressing concern about the impact of the Project on specific areas liable to flooding.</p>	<p>GC6.</p>
<p>All comments received from stakeholders on the draft Framework Construction Travel Plan (FCTP) following the Community Impacts Consultation in July 2021 were addressed individually and responded to. Responses made clear where changes were able to be made (and actioned in the document), and if not, justification was provided to explain why. An updated FCTP is published along with this application for development consent (Application Document 7.13).</p> <p>In particular, updates have been made with regards to aligning with revised policy and best practice guidance documents, to be referred</p>	<p>Comments expressing concern relating to the draft (FCTP). Consultees submitted clarifications, questions and proposed changes to the document, which cover areas including policy, governance, targets and monitoring.</p>	<p>CT5.</p>

Provision of information	Summary of consultee comments	Relevant code in Section 12.4
<p>to by the Contractors when producing the Site-Specific Travel Plans (SSTP) for each compound or ULH, or group of compounds or ULHs. This sets out that the SSTPs would be expected to demonstrate compliance with up-to-date local travel planning policies, guidance and schemes in relation to travel planning.</p> <p>Throughout the document, the wording was also amended to make clear that there is a requirement (from the respective bodies) to commit to a monitoring and review process, with regards to achieving the targets set.</p>		
<p>All comments received from stakeholders on the draft outline Materials Handling Plan (oMHP) following the Community Impacts Consultation were addressed individually and responded to. Responses made clear where changes were able to be made (and actioned in the document), and if not, justification was provided to explain why. In particular, updates were made with regards to river usage for delivery of bulk materials and includes a commitment to river use for the transportation of bulk aggregates.</p> <p>The updated oMHP also includes a commitment to river use for the transportation of bulk aggregates. Full detail of the commitment can be found in the updated oMHP (Application Document 6.3, Environmental Statement (ES) Appendix 2.2, Annex B).</p>	<p>Comments expressing concern about the draft oMHP. Requests are made for more information about the handling of materials, for example the type, volume and location of movements associated with the movement of materials, and logistics, such as moving materials by river.</p>	<p>CT7.</p>
<p>Following the Community Impacts Consultation in July 2021, the Applicant reviewed comments received on the draft Site Waste Management Plan (oSWMP) and changes were made to the document, including providing waste quantity by each contract area to give geographical context for waste generation and management, providing more information on duty of care requirements, adding in guidance on training requirements and adjustments to the Project waste commitments</p> <p>The updated oSWMP (Application Document 6.3, Environmental Statement Appendix 2.2, Annex A) is included as part of the Applicant's Development Consent Order application.</p>	<p>Comments expressing concern about the draft outline oSWMP. Consultees express concern on the grounds that there were omissions and that some parts of the document lacked sufficient detail.</p>	<p>CT8.</p>

Provision of information	Summary of consultee comments	Relevant code in Section 12.4
<p>The draft outline Traffic Management Plan for Construction (oTMPfC) was consistent and accurate, providing an appropriate level of information for the Project at that stage of development. Where necessary, the document provided supporting evidence for assessments.</p> <p>The oTMPfC has been updated following feedback received from the Community Impacts Consultation to address the concerns raised. An updated version is included in the application for development consent (Application Document 7.14).</p>	<p>Comments expressing concern about the draft oTMPfC. Consultees express concern about some parts of the document on the grounds that it contained omissions and there were sections where more detail is needed.</p>	<p>CT9.</p>
<p>The Project is the first major UK infrastructure project to use its procurement to target low-carbon construction with incentives that drive further continuous carbon reduction. The Applicant is planning to work with a broad range of partners to identify, test and scale-up innovative ways of building and maintaining low-carbon infrastructure. New ideas being considered include removing diesel from sites by only using hydrogen and electric plant, while looking at alternatives to carbon-intensive materials such as concrete and steel, after which the Project would also consider carbon-offsetting to address any residual emissions.</p> <p>The Applicant has already reduced the predicted emissions during construction by over a third by carefully designing its route and structures, and planning to use zero-carbon energy sources, reducing and beneficially reusing waste, and making use of existing low-carbon materials. The reduction in carbon emissions is equivalent to that required to power a quarter of a million homes for a year.</p>	<p>General comments expressing concern about the amount of carbon dioxide that would be emitted as a result of the construction and operation of the Project, saying the emissions would contribute to climate change.</p> <p>Comments suggesting the Applicant should use innovative approaches for the Project's construction to reduce its environmental impact.</p>	<p>GC4 and BC25.</p>

14.6 Community Impacts Consultation late responses

- 14.6.1 The Applicant received three responses that had been submitted after the stated closing date for the Community Impacts Consultation. These responses were not analysed by Traverse and are not included within the tables included in Section 14.1 in which the Applicant sets out its explanation of how each issue raised by respondents has been considered.
- 14.6.2 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
- 14.6.3 Table 14.26 to
- 14.6.4 Table 14.30, each issue contained in the late responses has been listed, with corresponding references to the relevant entries in the tables contained in Section 14.1 where the Applicant's consideration of that issue (as raised in responses submitted before the deadline) is set out.

Community Impacts Consultation late responses

14.6.5 Table 14.26 summarises the issues raised relating building the crossing.

Table 14.26 Summary of issues raised relating to general comments about building the crossing

Respondent (user ID / organisation)	Consultee strand	Issues raised	Community Impacts Consultation response text where the issue is addressed	Project change
LTCCICONLATE01	Public (s47)	Concerns regarding the impact of the Project on local house prices.	BC43	No
LTCCICONLATE02	Public (s47)	Concerns that earthworks and other construction methods might impede future development.	BC43	No

14.6.6 Table 14.27 summarises the issues raised relating to general comments about operating the Project.

Table 14.27 Summary of issues raised relating to general comments about operating the Project

Respondent (user ID / organisation)	Consultee strand	Issues raised	Community Impacts Consultation response text where the issue is addressed	Project change
LTCCICONLATE01	Public (s47)	Concerns regarding the Project's air quality impacts on children in the surrounding area.	OC14	Yes
		Concerns regarding the Project's impact on traffic and congestion on local roads.	OC25	Yes

14.6.7 Table 14.28 summarises the issues raised relating to mitigating the operation of the crossing

Table 14.28 Summary of issues raised relating to mitigating the operation of the crossing

Respondent (user ID / organisation)	Consultee strand	Issues raised	Community Impacts Consultation response text where the issue is addressed	Project change
LTCCICONLATE02	Public (s47)	Concerns regarding the visual impact of the Project in East Tilbury.	MO11	No

14.6.8 Table 14.29 summarises the issues raised relating to general comments about the Project

Table 14.29 Summary of issues raised relating to general comments about the Project

Respondent (user ID / organisation)	Consultee strand	Issues raised	Community Impacts Consultation response text where the issue is addressed	Project change
LTCCICONLATE01	Public (s47)	Concerns regarding the effectiveness of the Project and whether it would alleviate existing or future traffic congestion.	GC43	No
		Suggestion that the Project alignment should be further east.	GC65	No
LTCCICONLATE02	Public (s47)	Concerns regarding the effectiveness of the Project, the design and connectivity of its junctions, its impact on the local road network, and whether it would alleviate existing or future traffic congestion.	GC43	No
		Support for the Tilbury Link Road.	GC62	No
		Suggestion that the Applicant should continue to coordinate planning with local, regional and national road networks.	GC66	No
LTCCICONLATE03	Public (s47)	Concerns regarding the Project's impact on traffic and congestion on local roads	GC44	No

14.6.9 Table 14.30 summarises the issues raised relating to comments about the consultation

Table 14.30 Summary of issues raised relating to comments about the consultation

Respondent (user ID / organisation)	Consultee strand	Issues raised	Community Impacts Consultation text where the issue is addressed	Project change
LTCCICONLATE02	Public (s47)	Concerns about traffic modelling and whether future developments have been considered.	CT34	No

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