

# Lower Thames Crossing

## 5.1 Consultation Report (6 of 6)

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# Lower Thames Crossing Consultation Report

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## 15 Response to the Local Refinement Consultation

### 15.1 Analysis of responses

#### Introduction

- 15.1.1 Section 49 of the Planning Act 2008 sets out a promoter's duty to 'take account of responses to consultation and publicity' before an application for a Development Consent Order is submitted. More information on how this duty should be discharged is included in the EIA Regulations, the Planning Inspectorate's advice notes and in the former DCLG's (currently the MHCLG) guidance on the pre-application process. The Supplementary Consultation (29 January to 2 April 2020), the Design Refinement Consultation (14 July to 12 August 2020), the 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.
- 15.1.2 This chapter of this report explains the way in which the Applicant has complied with its statutory requirements in respect of responses to the Local Refinement Consultation that is described in Chapter 9 of the report. It begins with an explanation of the way in which Local Refinement Consultation responses were received, categorised, analysed and considered by the Applicant.
- 15.1.3 The chapter then sets out the answers provided in response to the closed questions on the Local Refinement Consultation response form, including questions concerning levels of support for different elements of the proposals as well as questions about the background and circumstances of respondents.
- 15.1.4 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.
- 15.1.5 The remainder of Chapter 15 provides a summary of the changes made to the Project proposals in response to feedback to the Local Refinement Consultation. It then provides an explanation of the way in which the Applicant has dealt with responses submitted after the stated deadline for the Local Refinement Consultation.

#### Method of analysis

- 15.1.6 It was possible to respond to the Local Refinement Consultation using any of three dedicated response channels. These channels consisted of:
- A Royal Mail Freepost address
  - An email address
  - An online response form, accessed through the Project consultation website

- 15.1.7 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 Local Refinement Consultation.
- 15.1.8 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.
- 15.1.9 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 T, and Table 15.1 lists each of the questions on the Project proposals that it contained.

**Table 15.1 List of questions on the consultation response form**

Question reference	Question	Closed question options
Q1a	Do you support or oppose the proposed changes to the section of the route: the A2/M2 corridor?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q1b	Do you support or oppose the proposed changes to the section of the route: south of Gravesend (A2/Cyclopark)?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q1c	Do you support or oppose the proposed changes to the section of the route: south of the River Thames/southern tunnel entrance?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q1d	Please let us know the reasons for your response and any other comments you have on the proposed changes south of the river. If you're providing feedback on specific changes or sections of the route, please refer to these in your response to this question.	N/A
Q1e	Do you support or oppose the proposed changes to the section of the route: the Tilbury area?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q1f	Do you support or oppose the proposed changes to the section of the route: A13/A1089 junction?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q1g	Do you support or oppose the proposed changes to the section of the route: Mardyke Valley/North Road?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q1h	Do you support or oppose the proposed changes to the section of the route: M25 junction 29?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know



Question reference	Question	Closed question options
Q1i	Please let us know the reasons for your response and any other comments you have on the proposed changes north of the river. If you're providing feedback on specific changes or sections of the route, please refer to these in your response to this question.	N/A
Q2a	Do you support or oppose the proposed changes to our plans for walking, cycling and horse-riding routes?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q2a	Please let us know the reasons for your response and any other comments you have on the proposed changes to our plans for walking, cycling and horse-riding routes. If you're providing feedback on specific changes, please refer to these in your response to this question.	N/A
Q3a	Do you support or oppose our initial proposals for compensation area: M2 corridor and Blue Bell Hill?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q3a	Please let us know the reasons for your response and any other comments you have on our initial proposals for compensation area: M2 corridor and Blue Bell Hill.	N/A
Q3b	Do you support or oppose our initial proposals for compensation area: Gravesham and Shorne Woods?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q3b	Please let us know the reasons for your response and any other comments you have on our initial proposals for compensation area: Gravesham and Shorne Woods.	N/A
Q3c	Do you support or oppose our initial proposals for compensation area: Southfields, Thurrock?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q3c	Please let us know the reasons for your response and any other comments you have on our initial proposals for compensation area: Southfields, Thurrock.	N/A
Q3d	Do you support or oppose our initial proposals for compensation area: Hole Farm, Brentwood?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q3d	Please let us know the reasons for your response and any other comments you have on our initial proposals for compensation area: Hole Farm, Brentwood.	N/A
Q3e	Do you support or oppose our proposed methodology for addressing the potential impacts of nitrogen?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know

Question reference	Question	Closed question options
Q3e	Please let us know the reasons for your response and any other comments you have on our proposed methodology for addressing the potential impacts of nitrogen.	N/A
Q4a	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
Q4a	Please let us know the reasons for your response 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
Q4b	Do you support or oppose the changes proposed regarding special category land?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q4b	Please let us know the reasons for your response and any other comments you have on the changes proposed regarding special category land. If you're providing feedback on specific sites, please refer to these in your response.	N/A
Q4c	Do you support or oppose the changes proposed regarding private recreational facilities?	Strongly support / Support / Neutral / Oppose / Strongly oppose / Don't know
Q4c	Please let us know the reasons for your response and any other comments you have on the changes proposed and information provided regarding private recreational facilities. If you're providing feedback on specific sites, please refer to these in your response.	N/A
Q5	We would welcome any other comments you would like to make about the Lower Thames Crossing.	N/A
Q6a	Was the information presented clearly?	Very good / Good / Average / Poor / Very Poor / Not applicable
Q6b	Was the website easy to navigate?	Very good / Good / Average / Poor / Very Poor / Not applicable
Q6c	Were the information videos useful for understanding our latest proposals?	Very good / Good / Average / Poor / Very Poor / Not applicable

Question reference	Question	Closed question options
Q6d	Did the telephone surgery answer your questions about our latest proposals?	Very good / Good / Average / Poor / Very Poor / Not applicable
Q6e	Were the physical events of good quality?	Very good / Good / Average / Poor / Very Poor / Not applicable
Q6f	Were the physical events suitably located?	Very good / Good / Average / Poor / Very Poor / Not applicable
Q6g	Was the consultation promoted well and to the right people?	Very good / Good / Average / Poor / Very Poor / Not applicable
Q6h	Please let us know the reasons for your responses and any other comments you have on the delivery of this consultation.	N/A

15.1.10 Advice Note 14 (Planning Inspectorate, 2021) recommends that consultation reports should clearly explain how responses have been categorised. In order to assist with this process, Traverse considered an initial sample of responses and used these to produce a detailed list of ‘codes’, each of which described an issue raised by respondents to the consultation. These codes were grouped into topics to aid the analysis process, and the list of codes was updated iteratively to reflect new issues emerging from the responses they received. Table 15.2 provides an illustration of the approach to developing codes.

**Table 15.2 Extract from Traverse’s analysis code framework**

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

15.1.11 Codes were applied to each statement in the consultation responses and samples were checked throughout that process to ensure that a consistent approach had been applied. This process of analysis has informed the structure of the tables contained in Section 15.4 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 15.4 also explain which consultee categories made comments to which each code was assigned and whether the Applicant has changed its plans for the Project as a result.

## Consideration of issues

- 15.1.12 Each code in the Traverse coding framework was assigned to an appropriate member of the Applicant’s project team, so that its contents could be reviewed. This enabled decisions to be made as to whether or not the issue each code represented should lead to a change in the Project proposals.
- 15.1.13 The Project team members involved in this task were instructed to approach each potential Project change with an open mind and to consider its potential advantages and disadvantages in comparison to those of the existing Project proposals. All decisions made in this way – whether to accept or to reject a potential change – were subject to internal review and approval. A summary of the Applicant’s response and the decision taken for each code in the codeframe is provided in the column titled ‘The Applicant’s response’ of each table in Section 15.4.

## Classifying respondents

- 15.1.14 Advice Note 14 recommends that consultation reports should include a list of all persons and bodies that were consulted, and when they were consulted. It also recommends that this list should be arranged according to the strand of Section 42 consultee that applies to each person or body. As described in Chapter 4 of the Consultation Report, this information is set out in Appendix H.
- 15.1.15 In line with this advice, and whilst noting that the Local Refinement Consultation was undertaken on a non-statutory basis, each respondent was categorised within one of the following consultation strands and this terminology is used below and elsewhere in this report for ease of reference.
- a. section 42(1)(a), s42(1)(aa) and s42(1)(c) – prescribed consultees, the Marine Management Organisation and the Greater London Authority
  - b. section 42(1)(b) – local authorities whose boundaries the scheme falls within, as well as neighbouring authorities
  - c. section 42(1)(d) – those persons with an interest in land affected by the Project or who may be entitled to make a relevant claim. (This group included persons with an interest in land that had previously been consulted on a statutory basis, as well as new persons with an interest in land that were consulted on a statutory basis for the Local Refinement Consultation; more information about which is set out at Chapter 5 and Appendix J of the report.)
  - d. section 47 – local community
- 15.1.16 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 Local Refinement Consultation.
- 15.1.17 The names of all individuals and organisations submitting responses to the consultation were checked against this database and any matches were appropriately logged by Traverse.

- 15.1.18 In addition to this database, Traverse examined closely the answers provided in response to questions on the section of the response form where consultees were invited to explain how they had heard about the consultation and whether they held an interest in land which would potentially be affected by the Project. This information was also used by Traverse to categorise consultees, and any questionable cases were referred to the Applicant for a decision on how they should be categorised.
- 15.1.19 If a response could not be positively identified as a section 42 response it was included with the section 47 consultees.
- 15.1.20 In Section 15.4 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)).
- 15.1.21 Although responses have been categorised according to the different consultee strands, they have all been analysed and considered in the same way.

### Statistical summary of responses

- 15.1.22 There were 2299 responses to the Local Refinement Consultation. Plate 15.1 provides a breakdown of the types of responses received.

**Plate 15.1 Breakdown of response type**

#### Breakdown of response type



- 15.1.23 For ease of reporting, all responses were assigned a consultee category. The categories were:
  - a. Prescribed statutory bodies under section 42(1)(a) of the Planning Act 2008
  - b. 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. Persons with an interest in land (PILs) under section 42(1)(d)

- e. Members of the public and other non-statutory organisations under section 47

15.1.24 Table 15.3 indicates the number of responses received for each category.

**Table 15.3 Breakdown of consultee category**

Consultee type	Count
S42(1)(a) – prescribed statutory organisations	25
S42(1)(aa) – the Marine Management Organisation	0
S42(1)(b) – local authorities	12
S42(1)(c) – the Greater London Authority	0
S42(1)(d) – PILs	134
S47 and S48 – Public	2128
<b>Total</b>	<b>2299</b>

15.1.25 Table 15.4 includes the names of the section 42 prescribed consultees and local authorities (as defined in Section 42(1)(a)-(b) 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)(aa) and s42(1)(c) consultee strands are not included in Table 15.4, since there was no response received from either the Marine Management Organisation or the Greater London Authority.

**Table 15.4 Section 42(1)(a)-(c) consultees who responded to the consultation**

Organisation	Consultee strand
Canal and River Trust	s42(1)(a)
Cobham Parish Council	s42(1)(a)
Environment Agency	s42(1)(a)
Forestry Commission	s42(1)(a)
Forestry England	s42(1)(a)
Health and Safety Executive	s42(1)(a)
Higham Parish Council	s42(1)(a)
Historic England	s42(1)(a)
HS1 Ltd	s42(1)(a)
Kent Downs AONB Unit	s42(1)(a)
Metropolitan Police Service	s42(1)(a)
National Grid Electricity Transmission PLC	s42(1)(a)
National Grid Gas PLC	s42(1)(a)
NATS Ltd	s42(1)(a)
Natural England	s42(1)(a)

<b>Organisation</b>	<b>Consultee strand</b>
Network Rail	s42(1)(a)
Tilbury London Limited	s42(1)(a)
Port of London Authority	s42(1)(a)
Royal Mail	s42(1)(a)
Shorne Parish Council	s42(1)(a)
Southern Water	s42(1)(a)
Transport for London	s42(1)(a)
UK Health Security Agency	s42(1)(a)
UK Power Networks	s42(1)(a)
Brentwood Borough Council	s42(1)(b)
Dartford Borough Council	s42(1)(b)
Dover District Council	s42(1)(b)
Essex County Council	s42(1)(b)
Essex County Council – Place Services	s42(1)(b)
Kent County Council	s42(1)(b)
London Borough of Havering	s42(1)(b)
Maidstone Borough Council	s42(1)(b)
Medway Council	s42(1)(b)
Thurrock County Council	s42(1)(b)
Tonbridge and Malling Borough Council	s42(1)(b)

- 15.1.26 The names of the organisations categorised as section 47 consultees that responded to the Local Refinement Consultation are included in Appendix I of the Consultation Report.
- 15.1.27 The Woodland Trust organised an email campaign that enabled respondents to submit a statement prepared by the Trust about the Project as well as comments provided by the individual respondent. Plate 15.2 provides a copy of the statement prepared by the Woodland Trust.
- 15.1.28 In total, the consultation received 1,436 responses through this channel.

## Plate 15.2 Woodland Trust campaign response

Dear National Highways,

I object to the proposals put forward for the Lower Thames Crossing scheme in their present form, as part of this consultation and previous consultations.

I consider the direct loss of ancient woods and veteran trees, as well as the deterioration of these habitats from indirect impacts, such as increased disturbance and pollution, to be unacceptable. I am also concerned for the Woodland Trust's own Ashenbank Wood, which appears to be impacted by the proposals.

Many of these ancient woods are designated as Sites of Special Scientific Interest (SSSI). They are priceless on account of their uniqueness and importance to special plants, like bluebell and wood anemone, and wildlife in the form of hazel dormouse, brown long-eared bat and deadwood-loving beetles.

This scheme has the potential to result in massive environmental damage through direct and indirect impacts to natural habitats, including through fragmentation and nitrogen pollution. It would also be responsible for emitting a huge amount of carbon that is expected to be amongst the highest volumes of any new road currently planned in England. However, this consultation has once again failed to deliver the information needed for the community to understand the true impact of the scheme on the environment.

During a nature and climate crisis, it is simply not acceptable for new road schemes to be resulting in significant carbon emissions and loss of irreplaceable habitat.

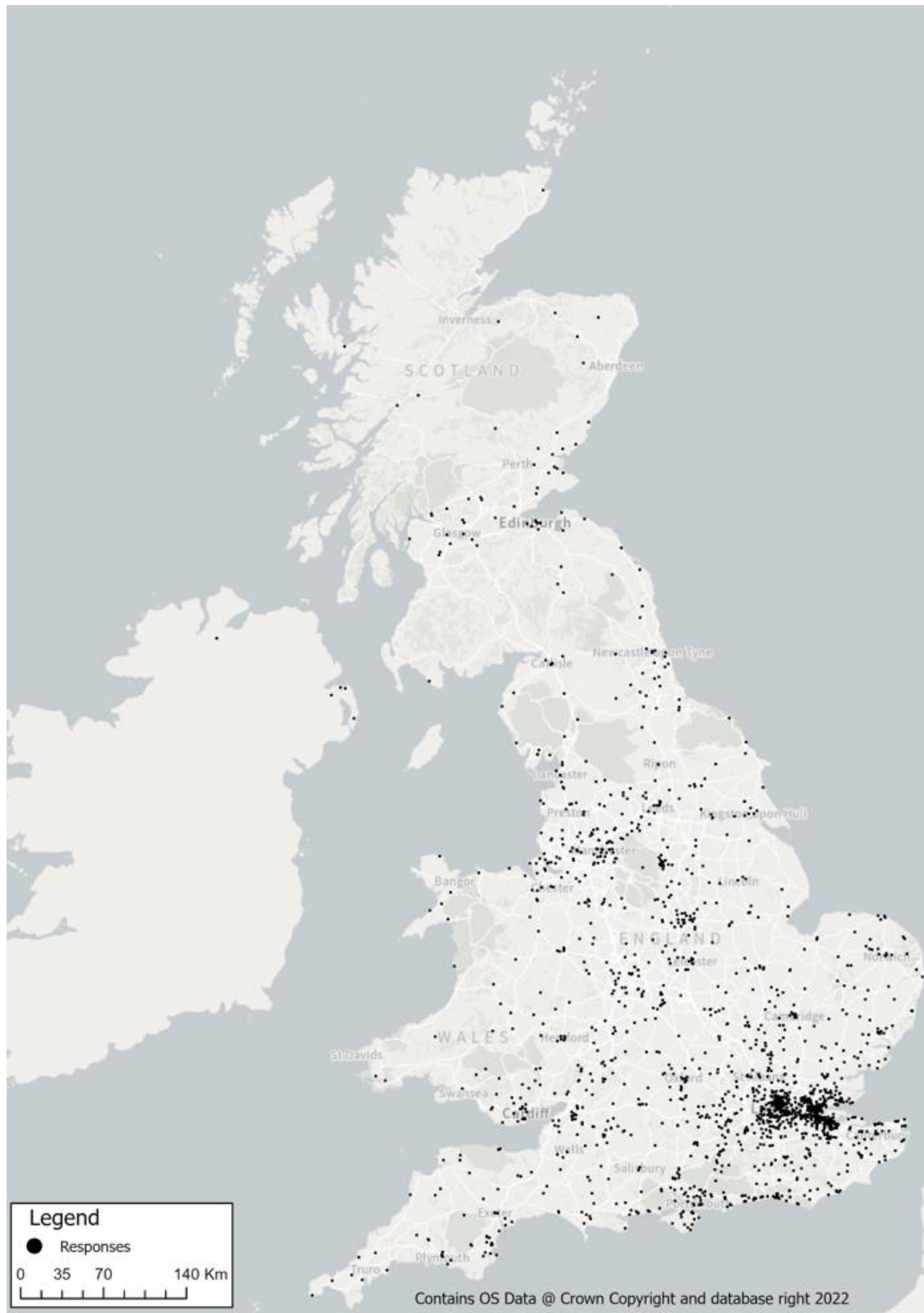
National Highways must come clean about the true impacts of this scheme on the natural environment and climate. The inadequacy of information and lack of transparency from both this and previous consultations is deeply concerning.

## 15.2 Geographical distribution of responses

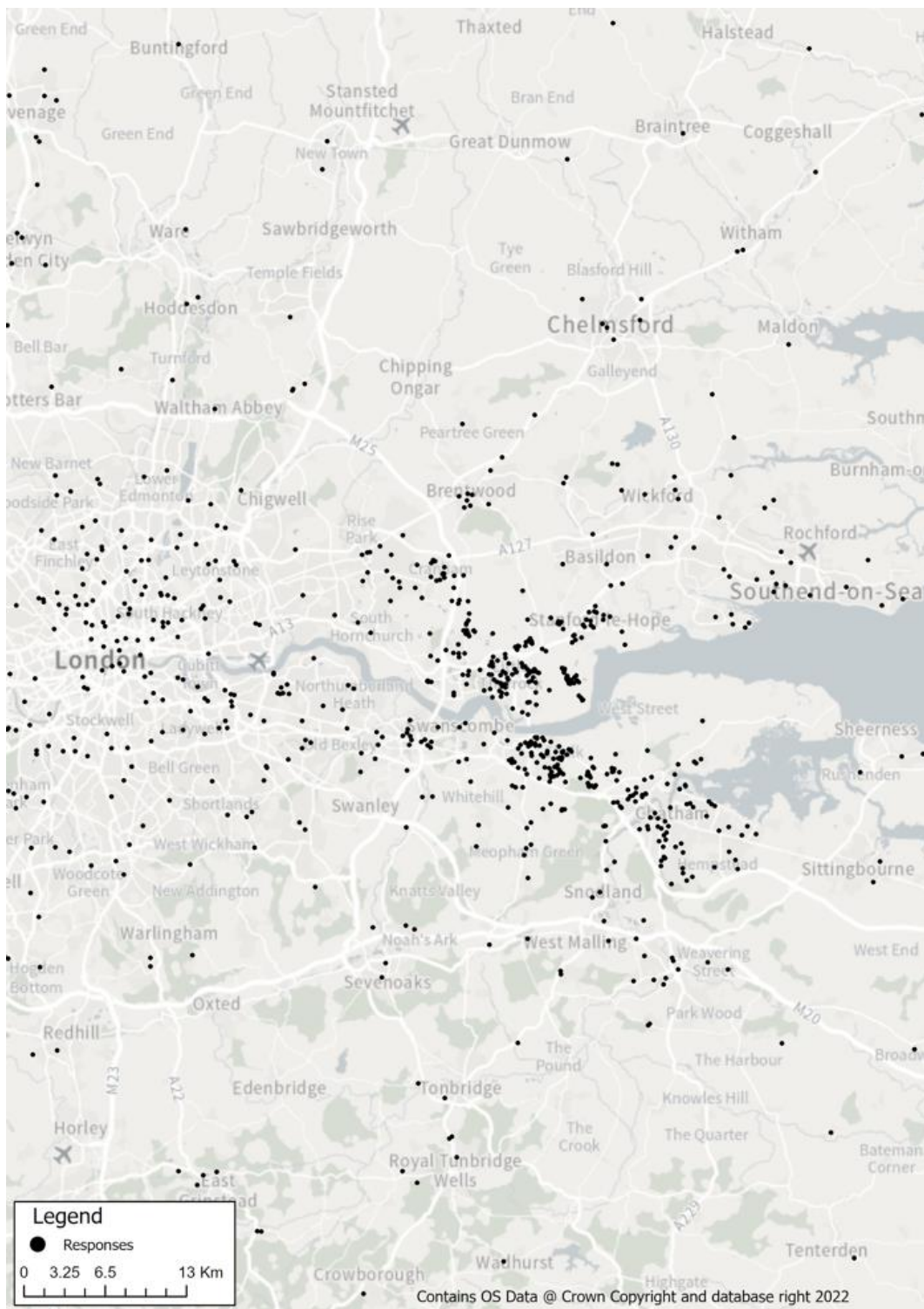
- 15.2.1 The consultation response form asked consultees to provide their postcode to enable a better understanding of where interest in the proposals was strongest as well as the way in which attitudes towards the Project changed from place to place. It was possible to respond to the consultation without providing a postcode. Approximately 2,000 respondents provided a valid UK postcode.
- 15.2.2 Plate 15.3 shows the distribution of responses at a national level and Plate 15.4 shows the distribution of responses in the south east region of the UK.



**Plate 15.3 Geographical distribution of responses: nationwide**



**Plate 15.4 Geographical distribution of responses: regional (in the vicinity of the proposed location for the Project)**



## 15.3 Data from respondents

15.3.1 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.

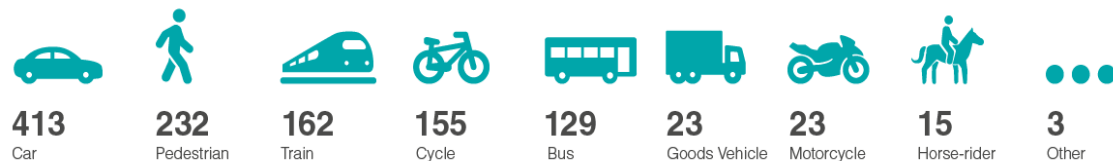
### Identification questions

15.3.2 The response form included a series of identification questions, with the first five questions covering the names and addresses of respondents 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. Some respondents chose not to provide a response. Plate 15.5 shows the results of that question.

**Plate 15.5 How respondents use the transport network in the area that may be affected by the Lower Thames Crossing**

#### Identification question 6:

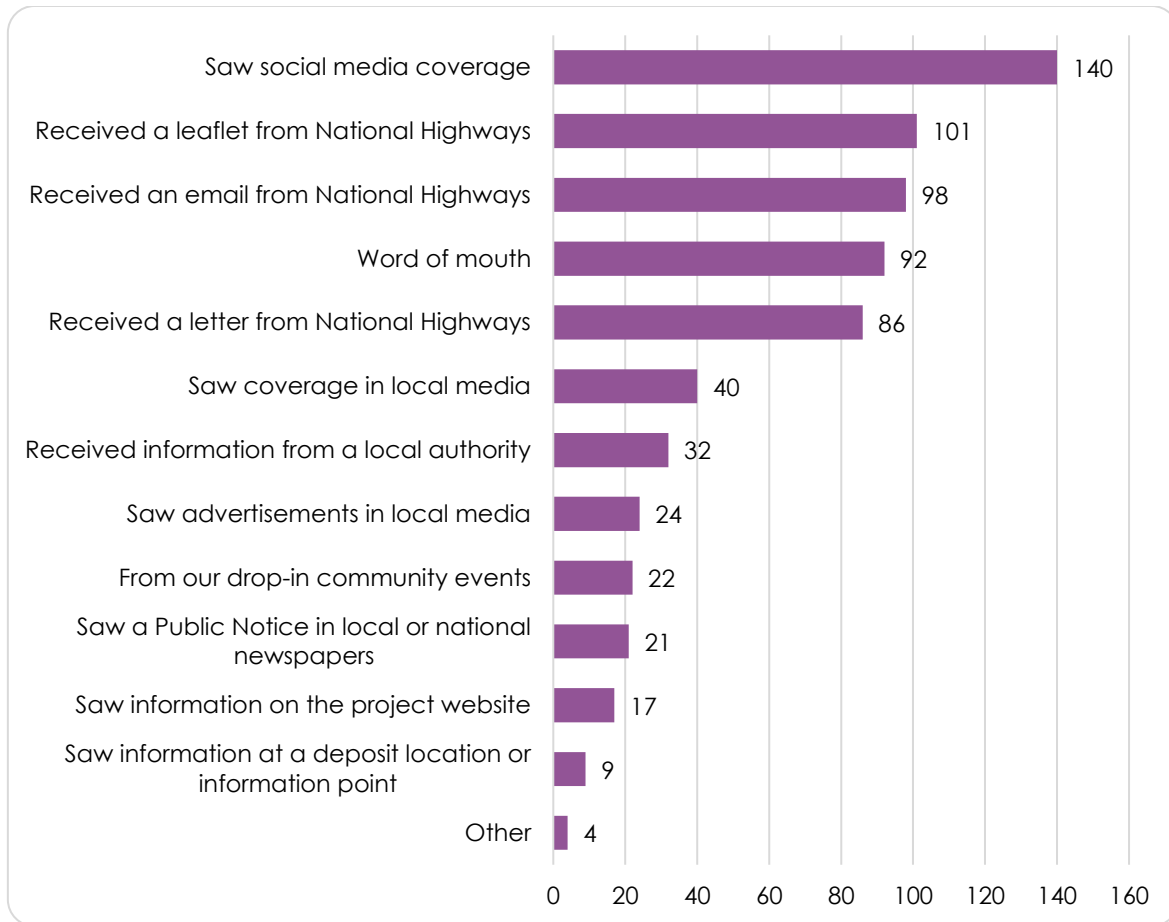
“If you use the transport network in the area that may be affected by the Lower Thames Crossing, please tell us how you do so by ticking one or more of the following boxes.”



15.3.3 Respondents selecting the ‘Other’ option were invited to explain the way in which they use the surrounding transport network.

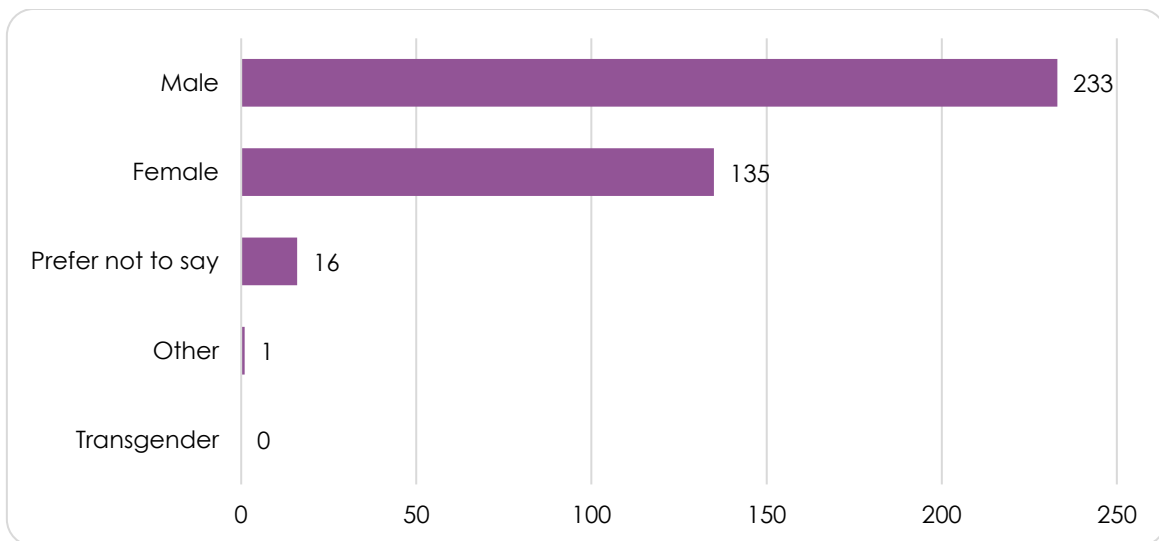
15.3.4 Question 7 in the identification section of the response form stated, ‘Please let us know how you heard about this consultation by ticking one or more of the following boxes’ and provided a series of options. Plate 15.6 shows the results of that question.

**Plate 15.6 How respondents heard about the consultation**



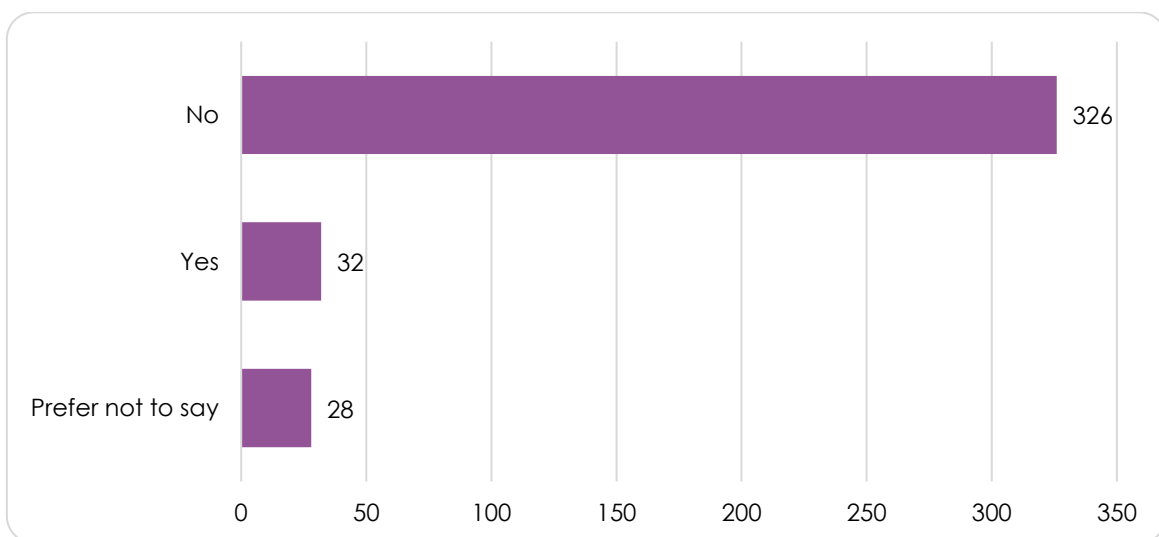
- 15.3.5 Respondents choosing the ‘Other’ option were invited to state the way in which they heard about the consultation. Respondents indicated that they had heard about the consultation from a local community group or elected representative, and social media.
- 15.3.6 The response form included an ‘equality and diversity’ section, which began with a tick box option for respondents to confirm that they gave their consent for the Applicant to process the ‘special category data’ provided in response to the subsequent questions. In total, 391 respondents ticked this consent box and provided answers to some or all of the equality and diversity questions.
- 15.3.7 The answers provided to a question asking for respondents’ gender identity is provided in Plate 15.7.

**Plate 15.7 Gender identity of respondents**



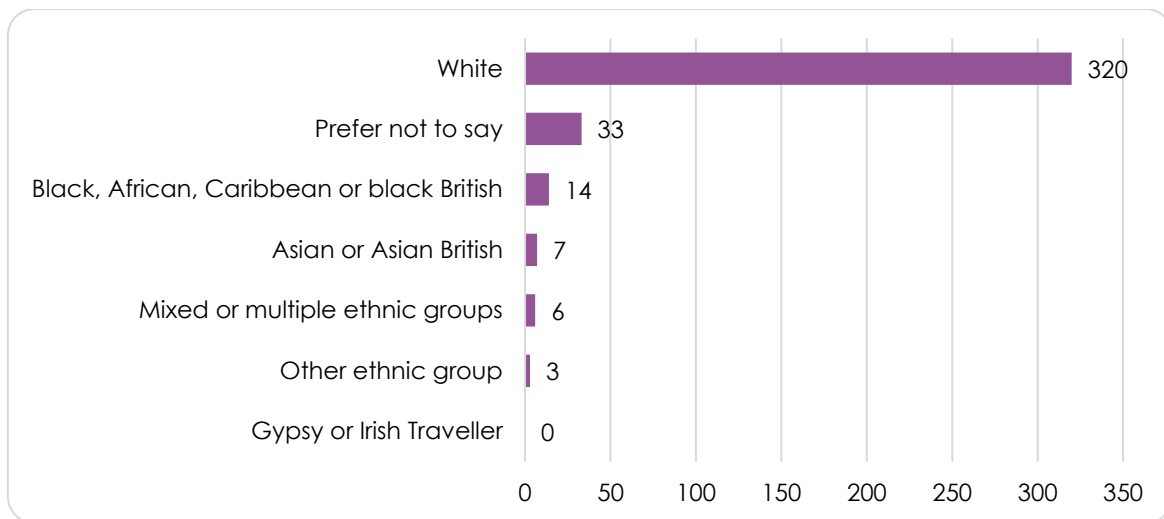
15.3.8 Respondents were asked to state whether they considered themselves to be ‘a person with a disability’ by selecting an answer from a list. The results of that question are provided in Plate 15.8.

**Plate 15.8 Disability status of respondents**



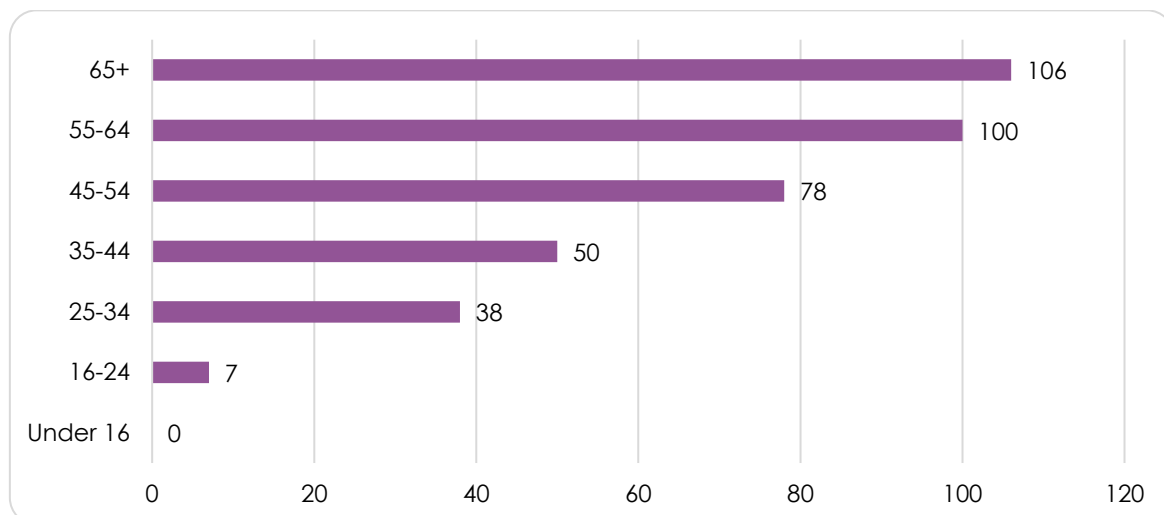
15.3.9 The next question in the equality and diversity section of the response form asked respondents to indicate their ethnic background by choosing from a list of options. The results are presented in Plate 15.9.

**Plate 15.9 Ethnic background of respondents**



15.3.10 The final question in the equality and diversity section of the response form asked respondents to indicate their age range by selecting an option from a list. The results are presented in Plate 15.10.

**Plate 15.10 Age range of respondents**



### Levels of agreement

15.3.11 There were seven closed questions on the consultation response form dealing with different aspects of the delivery of the consultation, for example the location of event venues. It was possible to answer these questions by selecting the appropriate option from 'Very good', 'Good', 'Average', 'Poor', 'Very poor', or 'Not applicable'. There was an accompanying open question in which it was possible to provide comments on any of the seven aspects of the consultation or any other topic related to the consultation. Issues raised in response to that question are addressed in Section 15.4.

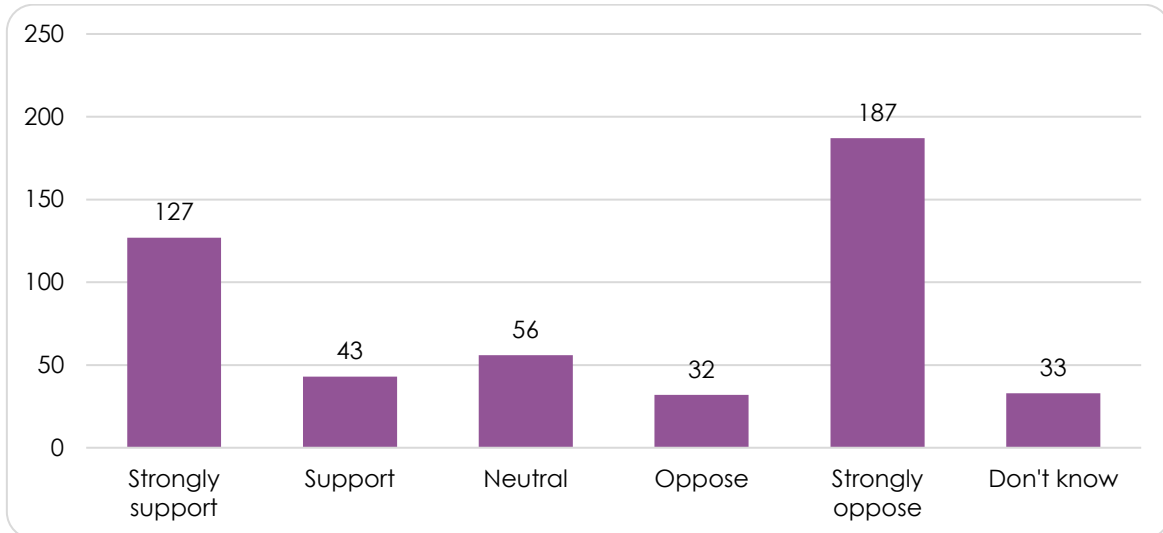
15.3.12 The following plates provide a breakdown of the answers to the closed questions. For each closed question there are three sets of answers: one based on all members of the public and non-prescribed organisations who answered the question; another for all section 42(1)(d) PIL respondents; and another for

all s42(1)(a)-(c) prescribed consultees and local authorities. Each plate title provides a figure corresponding to the number of respondents that had provided an answer to the relevant question, for example “(n=478)”.

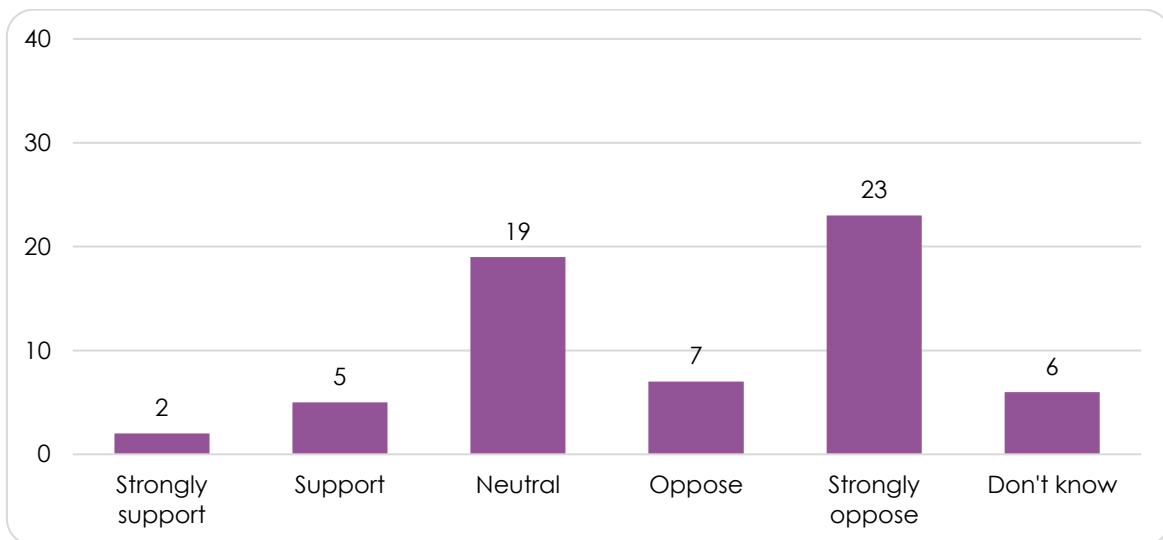
15.3.13 Q1a asks: ‘Do you support or oppose the proposed changes to the section of the route: the A2/M2 corridor?’

15.3.14 In total 546 respondents answered this question.

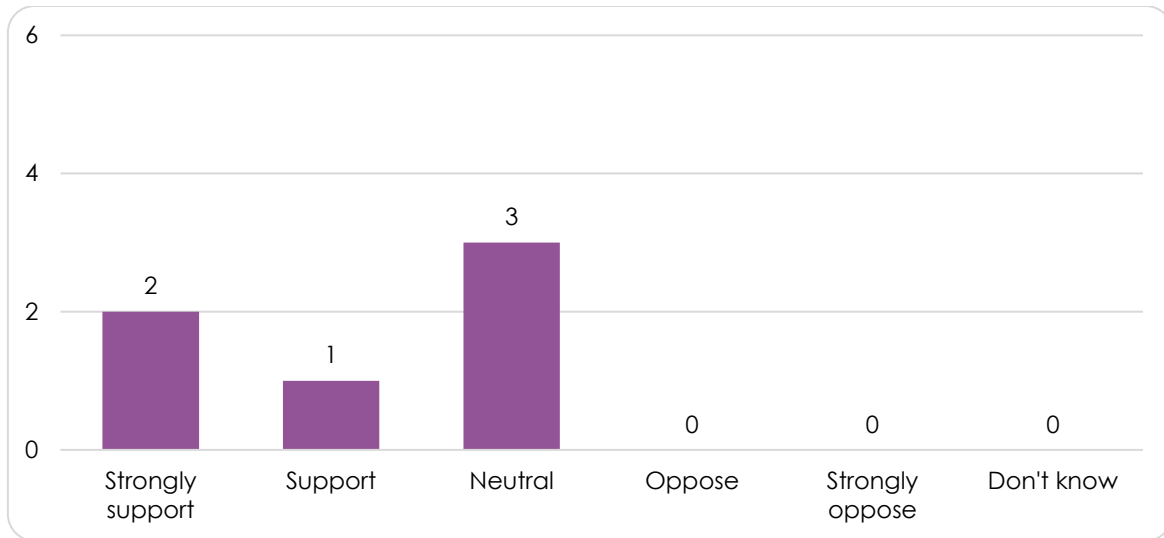
**Plate 15.11 Answers from members of the public and other non-prescribed organisations to Q1a (n=478)**



**Plate 15.12 Answers from people with interest in land (PIL) to Q1a (n=62)**



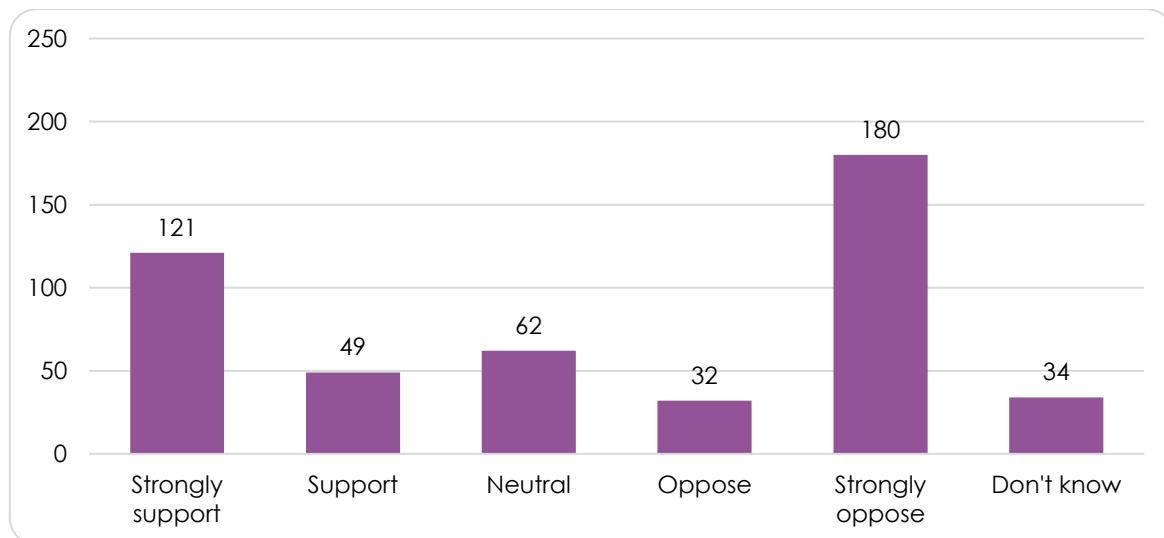
**Plate 15.13 Answers from prescribed consultees and local authorities to Q1a (n=6)**



15.3.15 Q1b asks: 'Do you support or oppose the proposed changes to the section of the route: south of Gravesend (A2/Cyclopark)?'

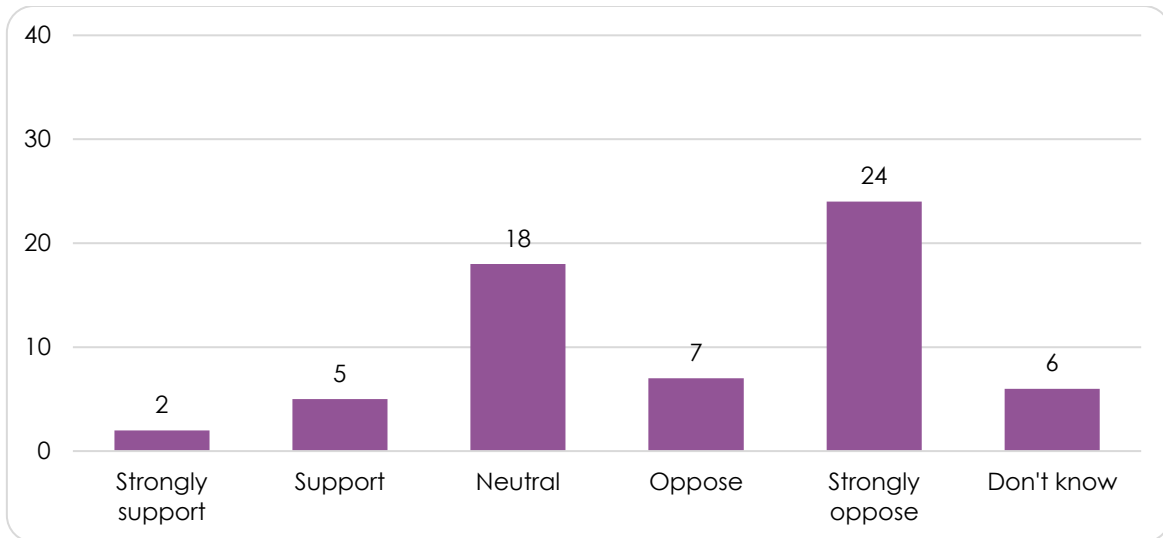
15.3.16 In total 546 respondents answered this question.

**Plate 15.14 Answers from members of the public and other non-prescribed organisations to Q1c (n=478)**

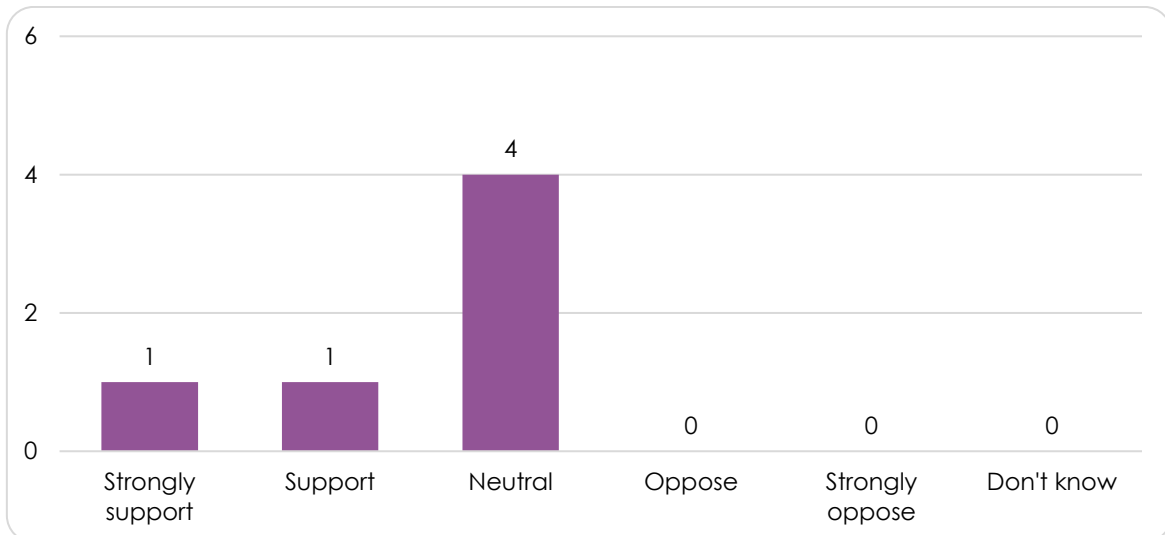




**Plate 15.15 Answers from people with interest in land to Q1b (PIL) (n=62)**



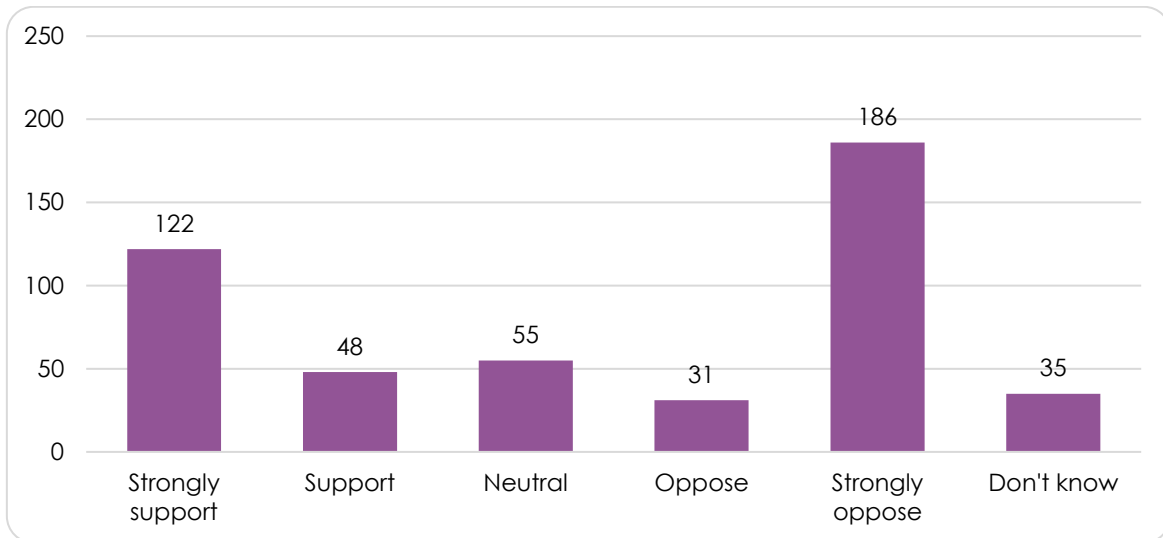
**Plate 15.16 Answers from prescribed consultees to Q1b (n=6)**



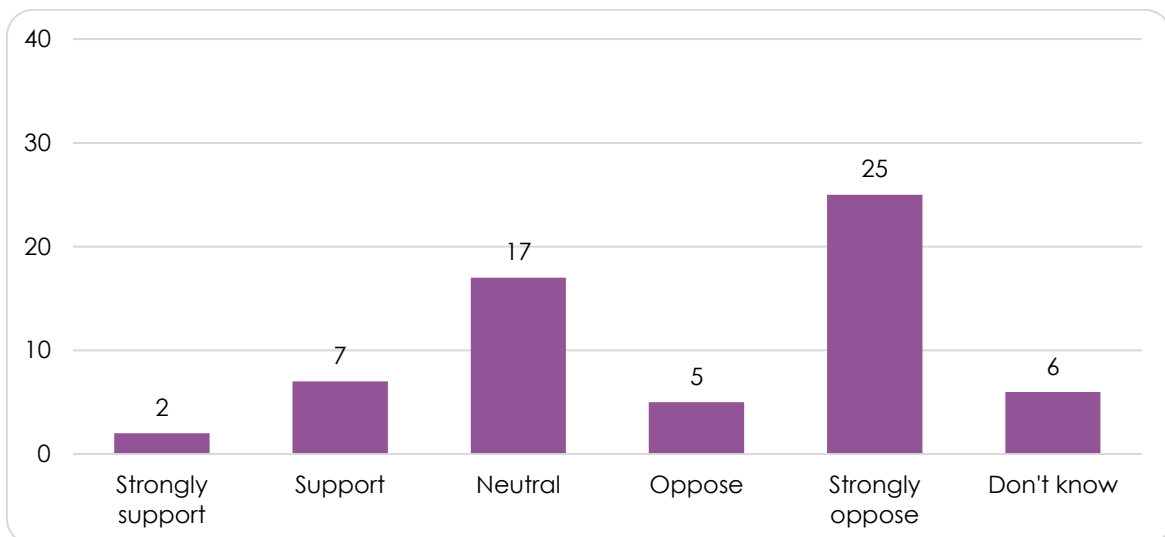
15.3.17 Q1c asks: ‘Do you support or oppose the proposed changes to the section of the route: south of the River Thames/southern tunnel entrance?’

15.3.18 In total 545 respondents answered this question.

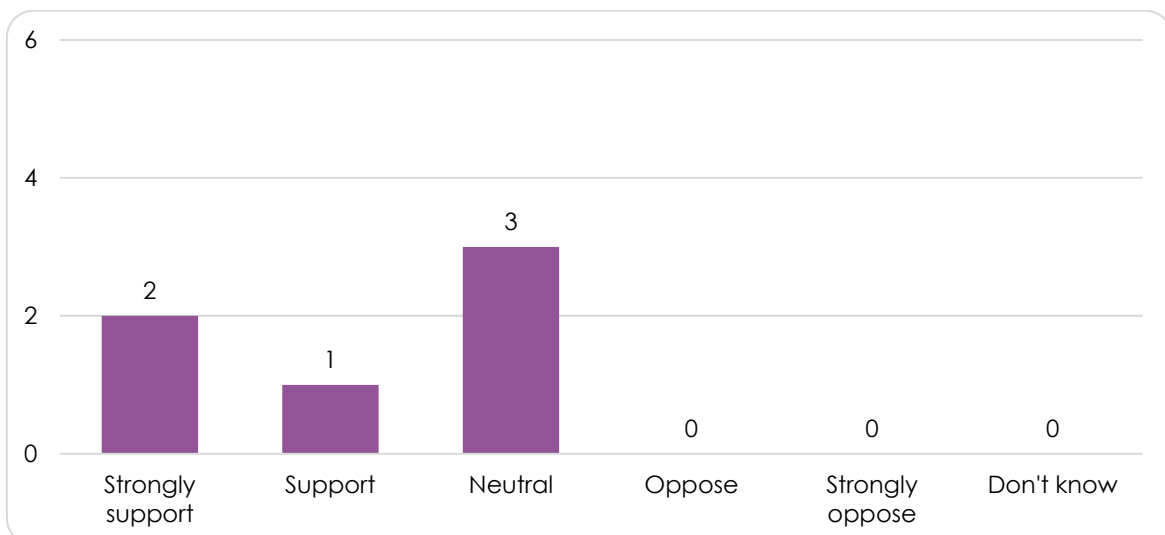
**Plate 15.17 Answers from members of the public and other non-prescribed organisations to Q1c (n=477)**



**Plate 15.18 Answers from people with interest in land (PIL) to Q1c (n=62)**



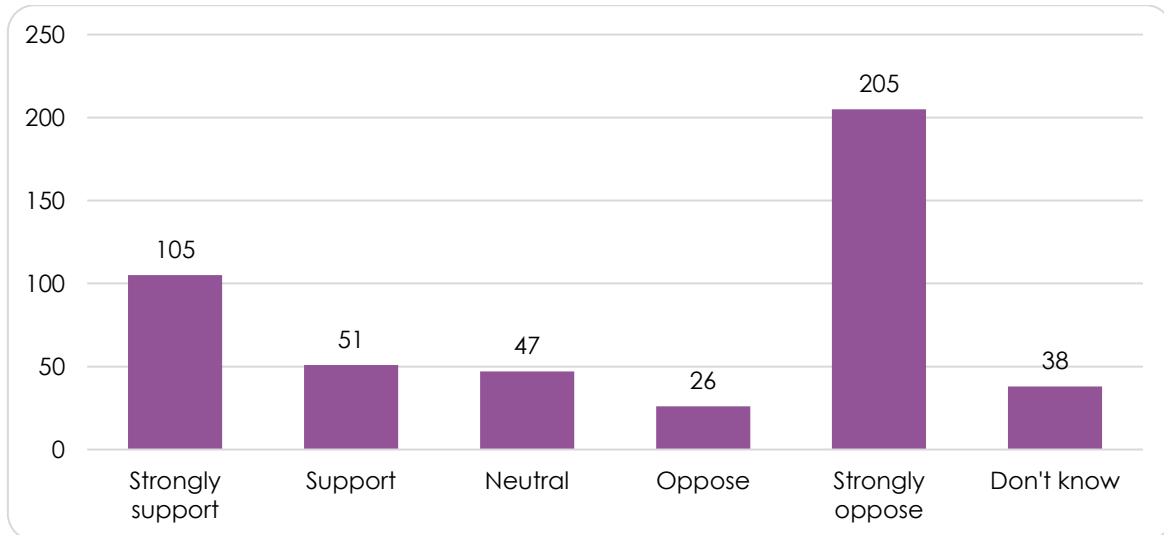
**Plate 15.19 Answers from prescribed consultees to Q1c (n=6)**



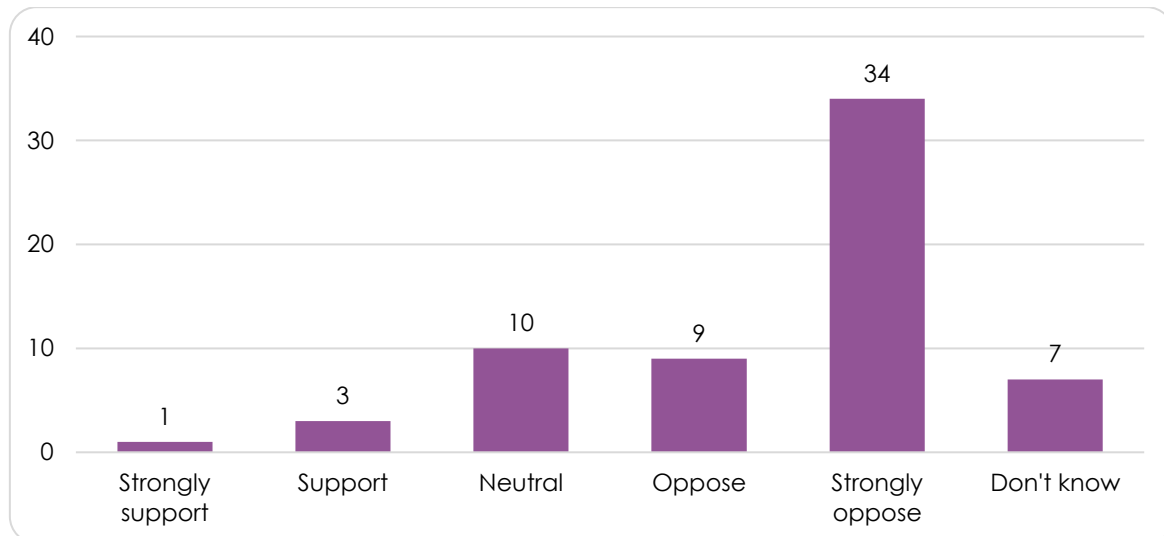
15.3.19 Q1e asks: ‘Do you support or oppose the proposed changes to the section of the route: the Tilbury area?’

15.3.20 In total 542 respondents answered this question.

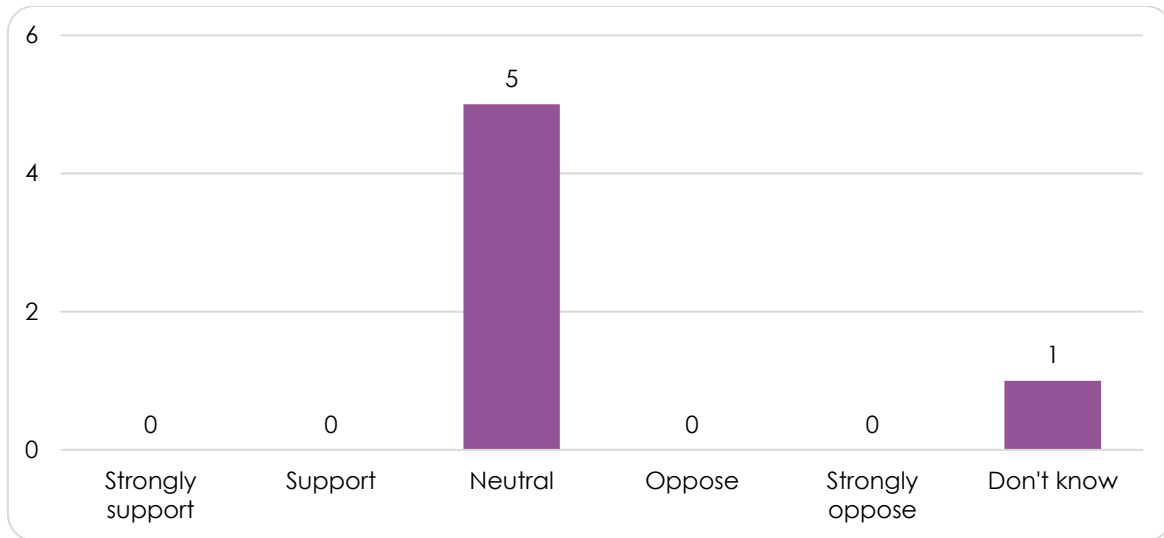
**Plate 15.20 Answers from members of the public and other non-prescribed organisations to Q1e (n=472)**



**Plate 15.21 Answers from people with interest in land (PIL) to Q1e (n=64)**



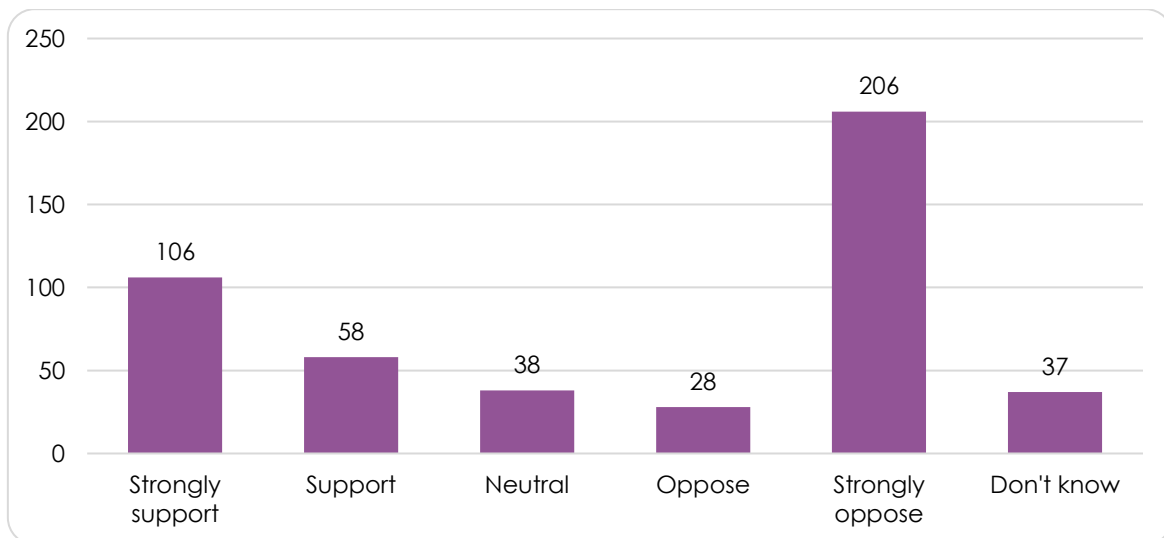
**Plate 15.22 Answers from prescribed consultees to Q1e (n=6)**



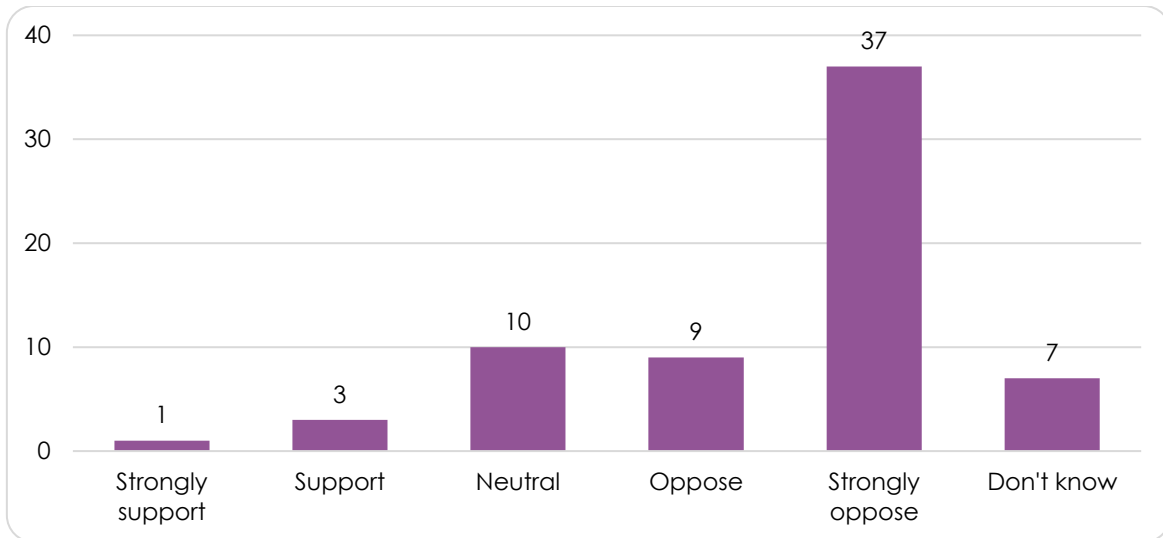
15.3.21 Q1f asks: 'Do you support or oppose the proposed changes to the section of the route: A13/A1089 junction?'

15.3.22 In total 546 respondents answered this question.

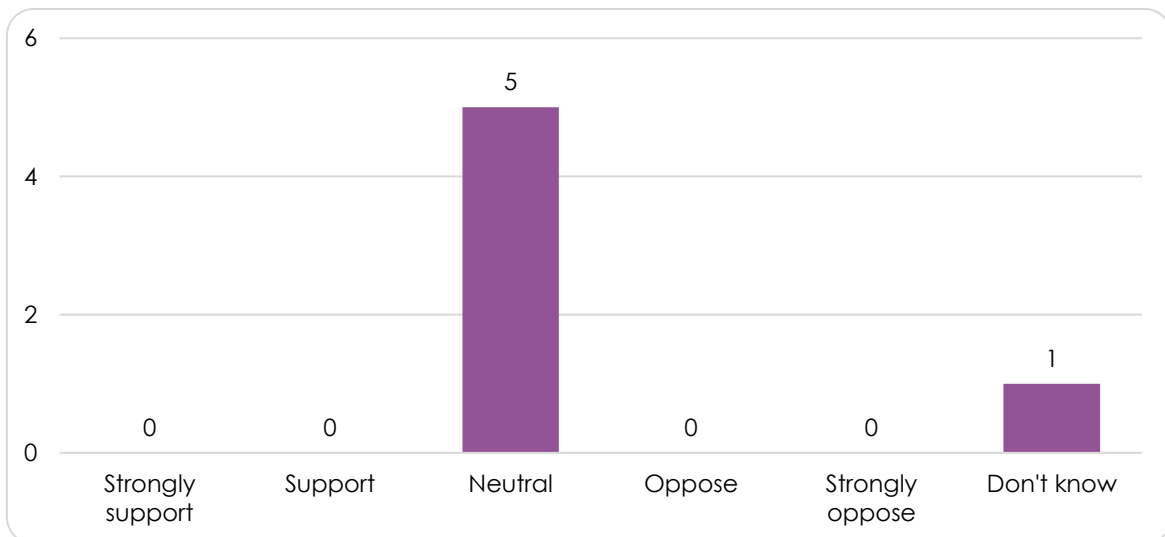
**Plate 15.23 Answers from members of the public and other non-prescribed organisations to Q1f (n=473)**



**Plate 15.24 Answers from people with interest in land (PIL) to Q1f (n=67)**



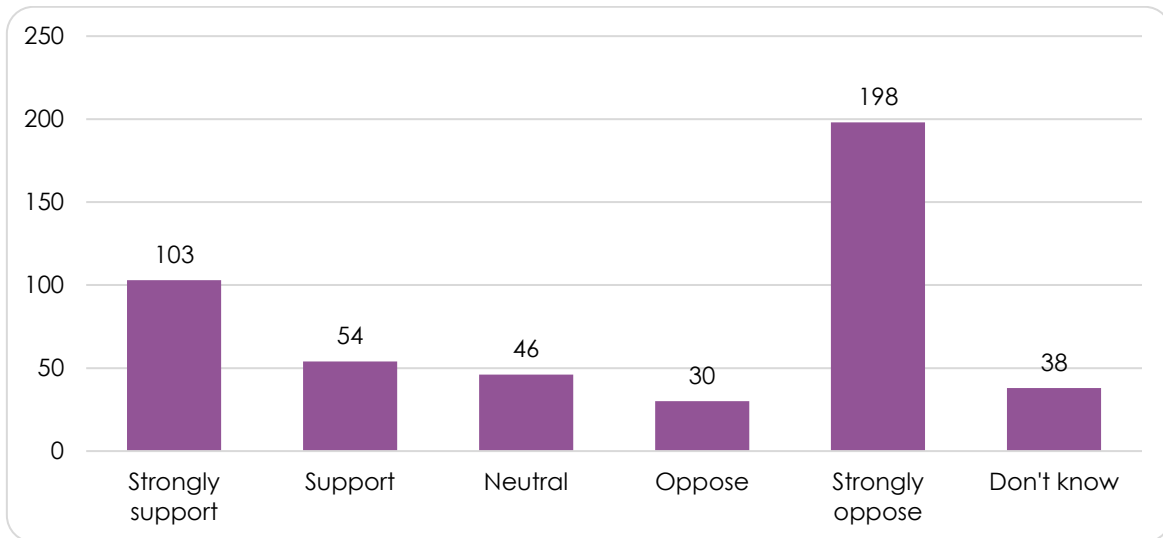
**Plate 15.25 Answers from prescribed consultees and local authorities to Q1f (n=6)**



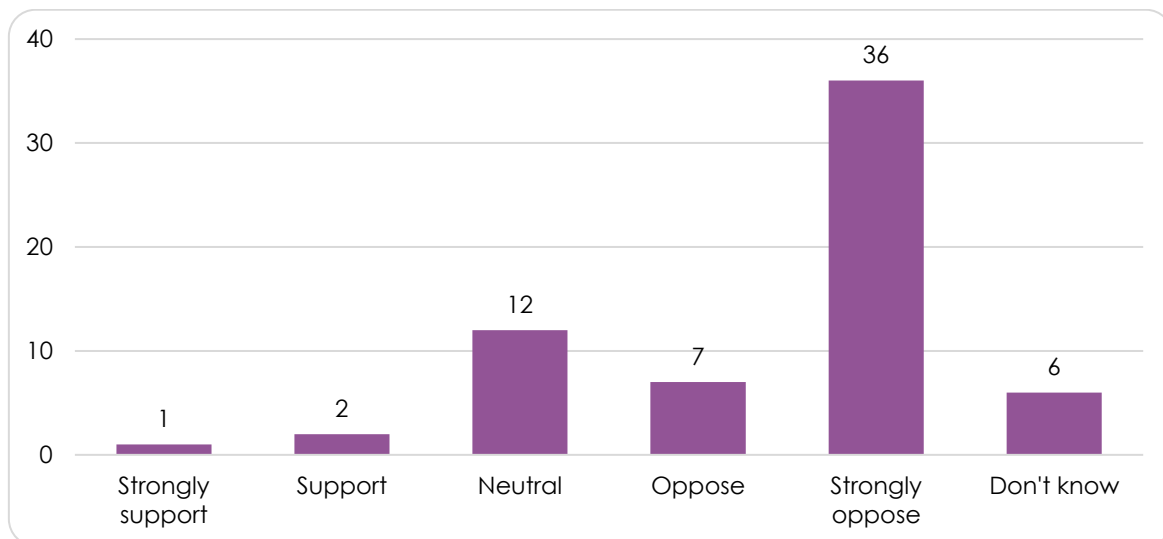
15.3.23 Q1g asks: ‘Do you support or oppose the proposed changes to the section of the route: Mardyke Valley/North Road?’

15.3.24 In total 539 respondents answered this question.

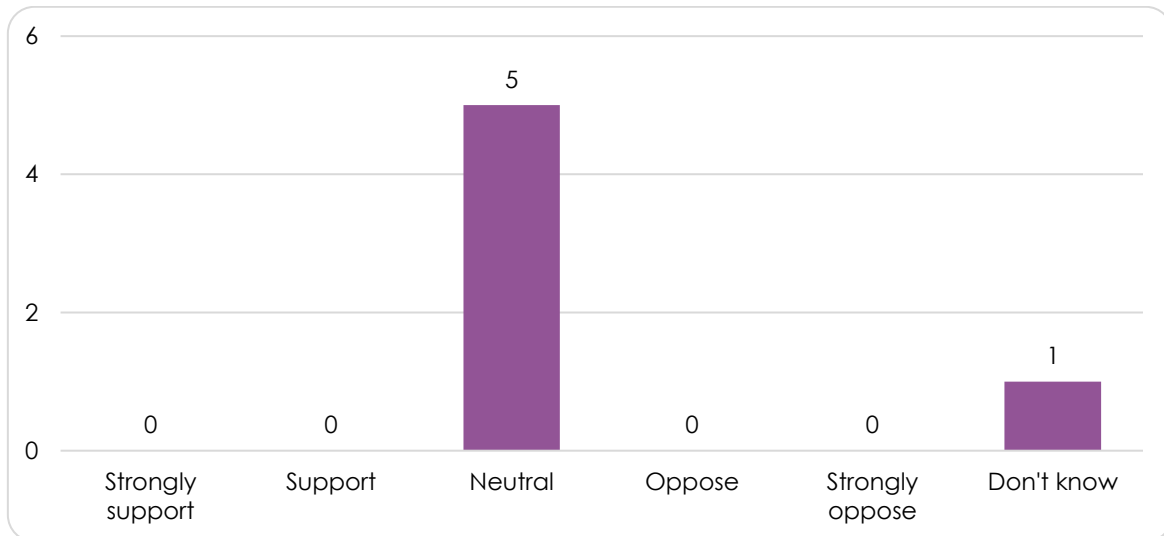
**Plate 15.26 Answers from members of the public and other non-prescribed organisations to Q1g (n=469)**



**Plate 15.27 Answers from people with interest in land (PIL) to Q1g (n=64)**



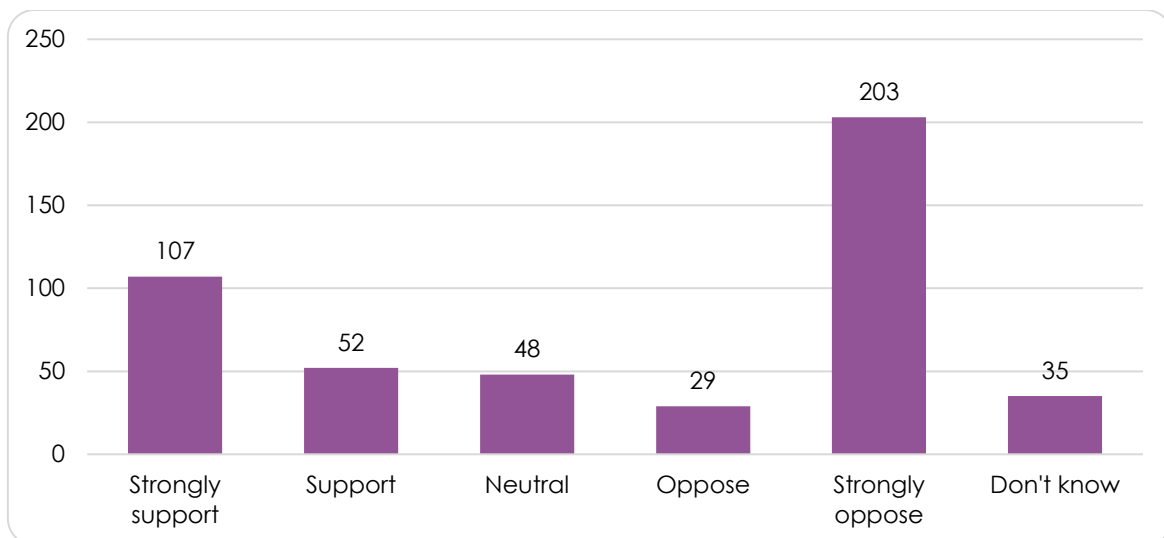
### Plate 15.28 Responses to Q1g from prescribed consultees and local authorities (n=6)



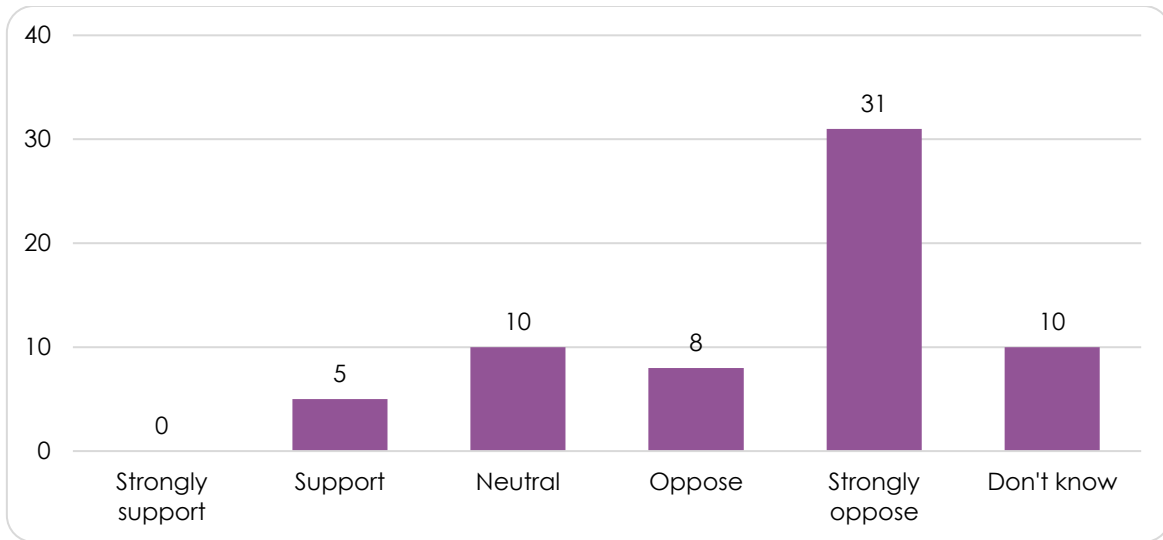
15.3.25 Q1h asks: 'Do you support or oppose the proposed changes to the section of the route: M25 junction 29?'

15.3.26 In total 544 respondents answered this question.

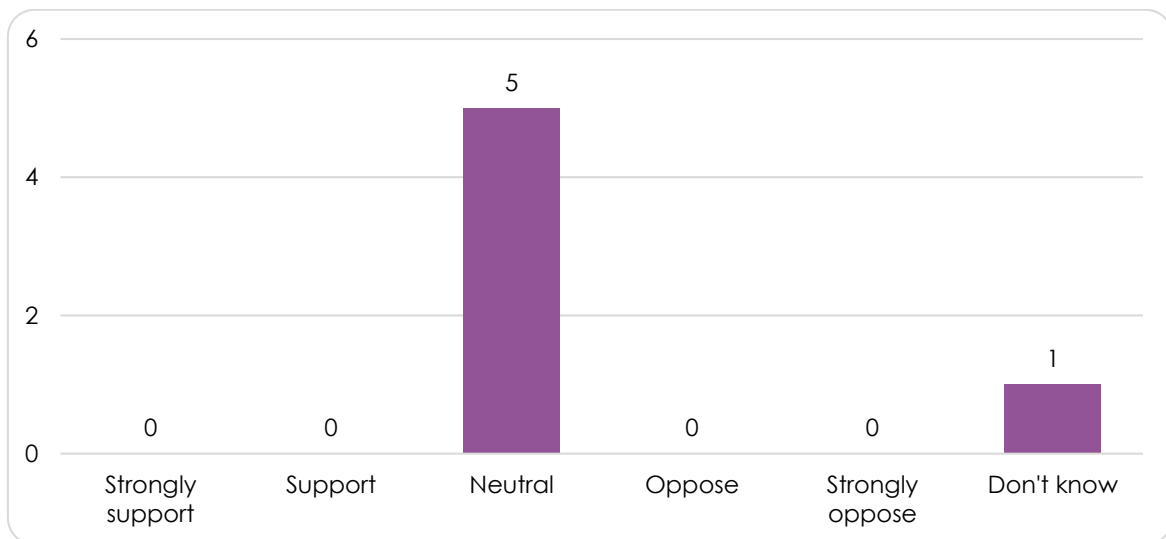
### Plate 15.29 Responses to Q1h from members of the public and non-prescribed organisations (n=474)



**Plate 15.30 Responses to Q1h from PILs (n=64)**



**Plate 15.31 Responses to Q1h from prescribed consultees and local authorities (n=6)**

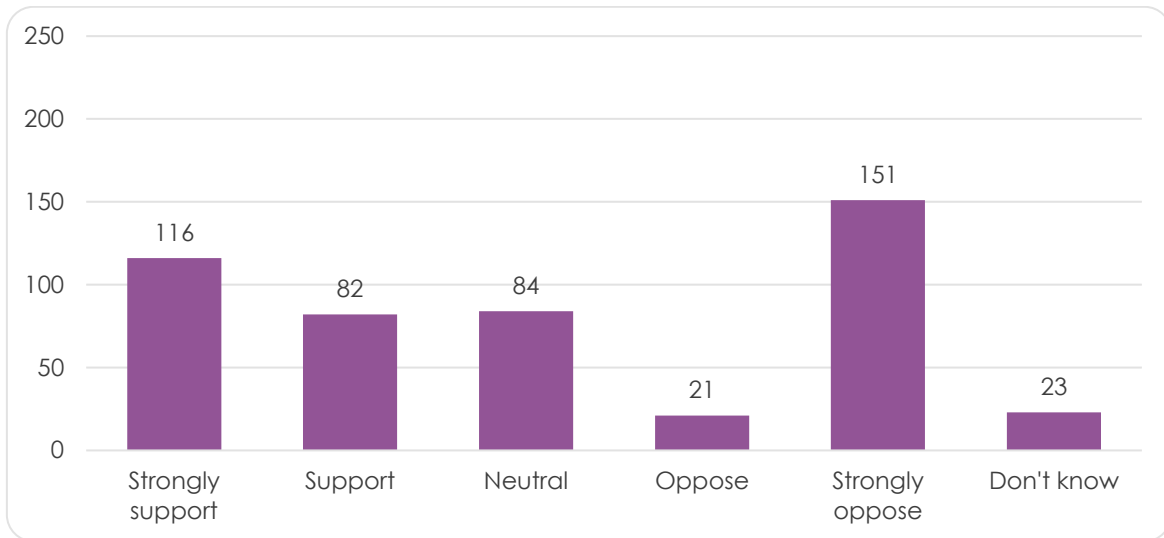


15.3.27 Q2a asks: 'Do you support or oppose the proposed changes to our plans for walking, cycling and horse-riding routes?'

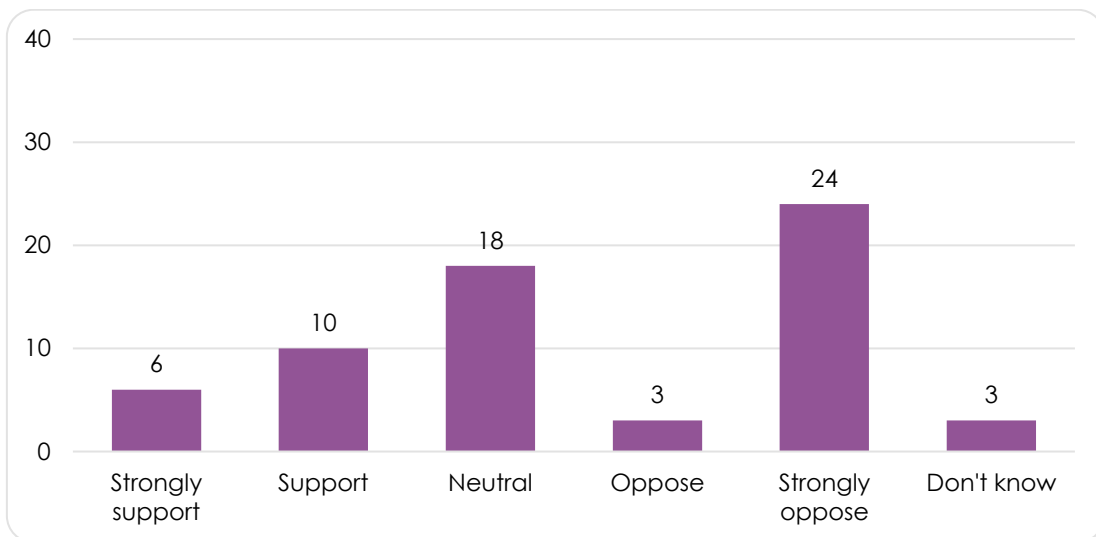
15.3.28 In total 547 respondents answered this question.



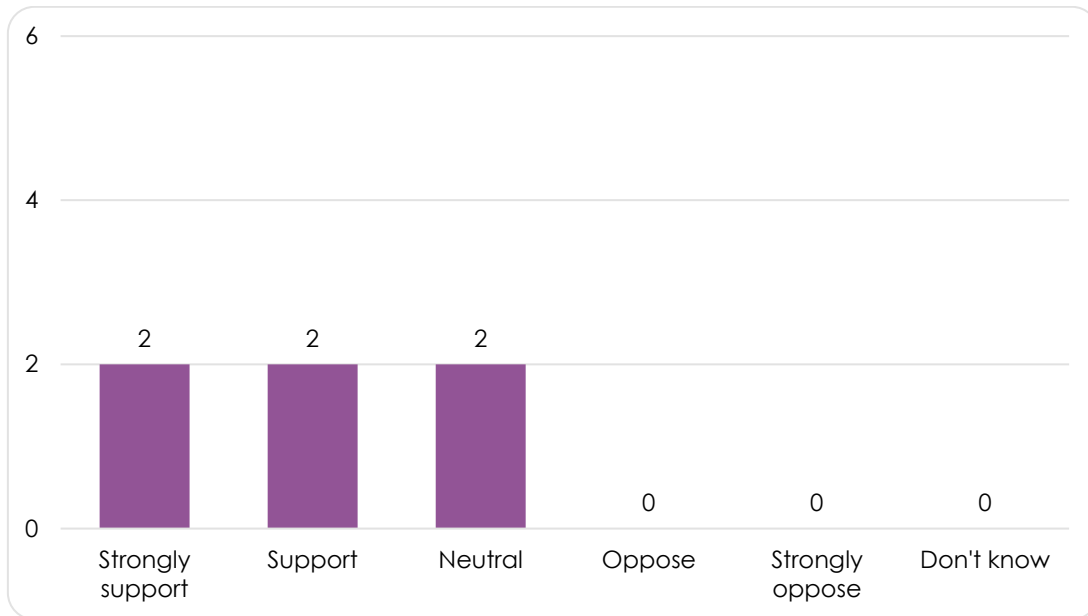
**Plate 15.32 Responses to Q2a from members of the public and non-prescribed organisations (n=477)**



**Plate 15.33 Responses to Q2a from PILs (n=64)**



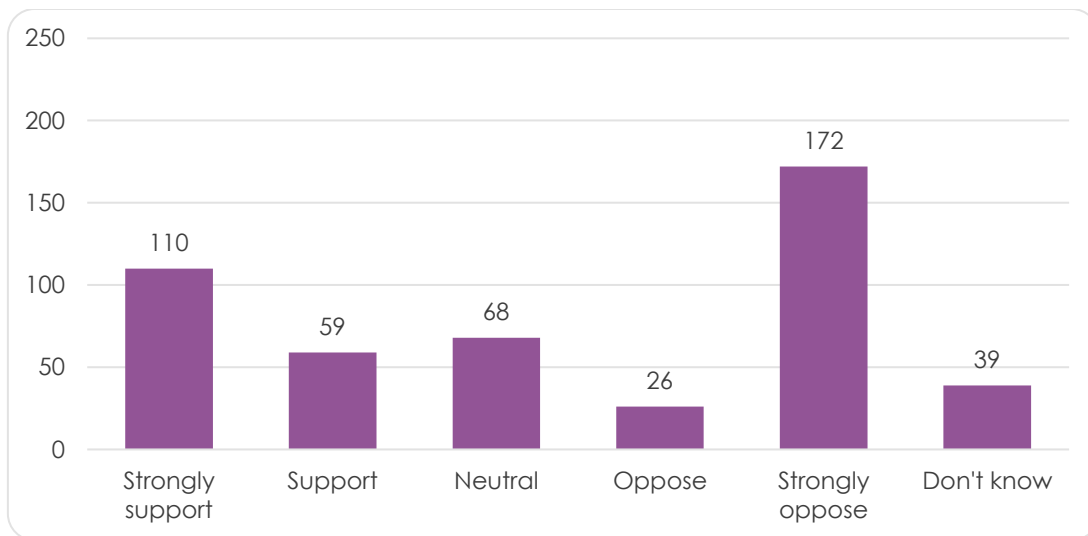
**Plate 15.34 Responses to Q2a from prescribed consultees and local authorities (n=6)**



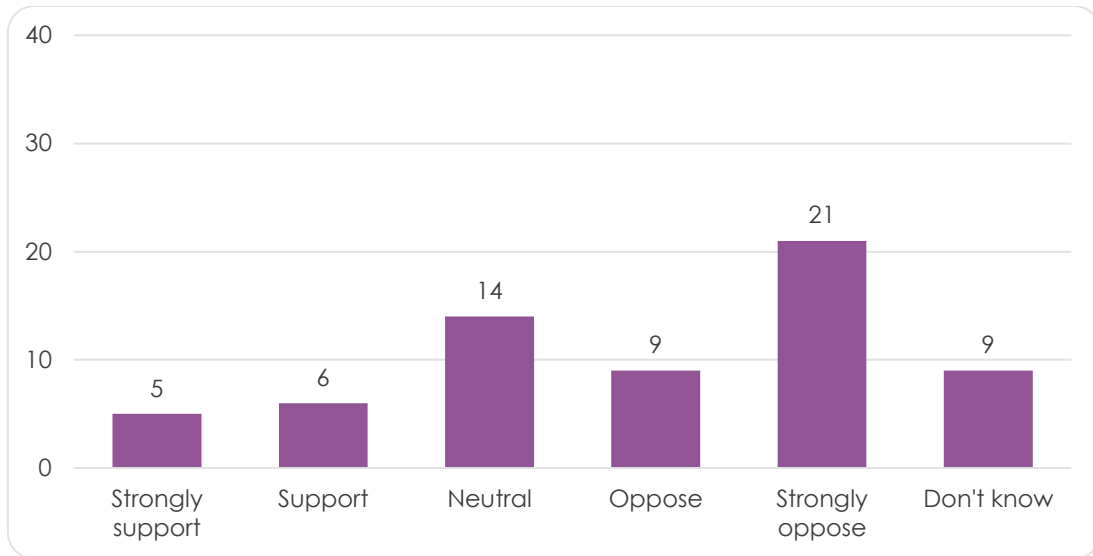
15.3.29 Q3a asks: 'Do you support or oppose our initial proposals for compensation area: M2 corridor and Blue Bell Hill?'

15.3.30 In total 545 respondents answered this question.

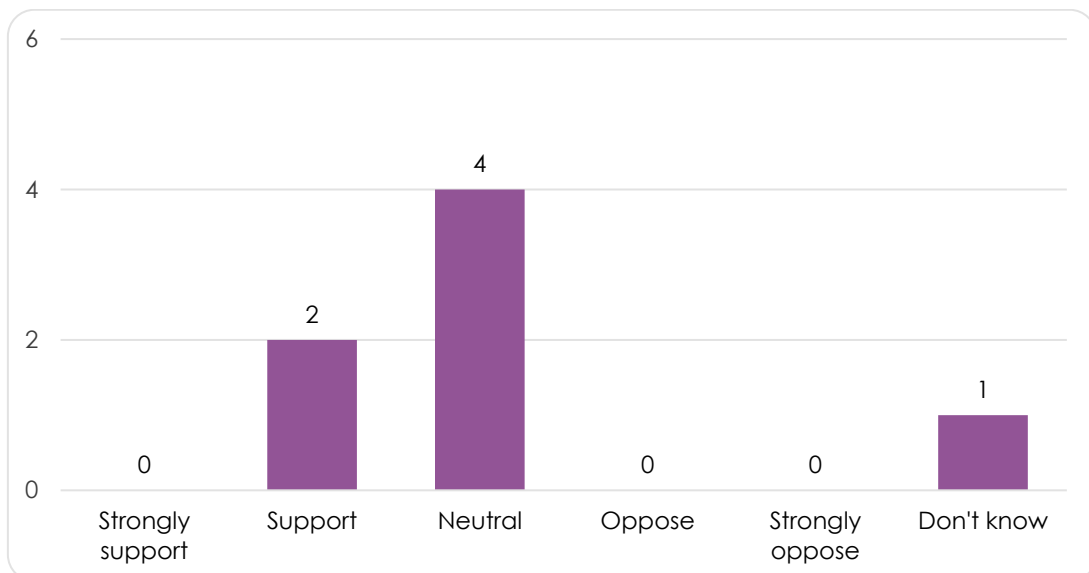
**Plate 15.35 Responses to Q3a from members of the public and non-prescribed organisations (n=474)**



**Plate 15.36 Responses to Q3a from PILs (n=64)**



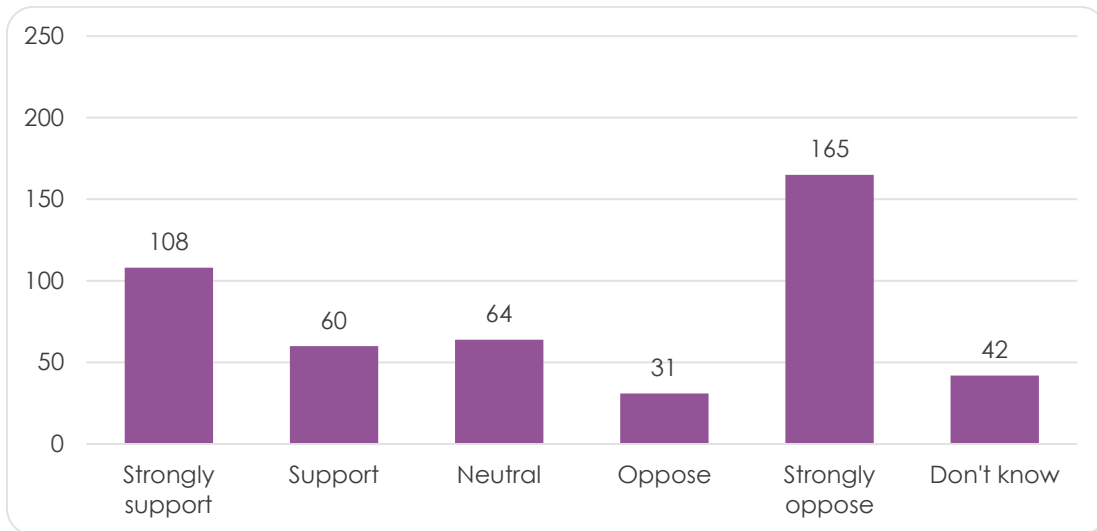
**Plate 15.37 Responses to Q3a from prescribed consultees and local authorities (n=7)**



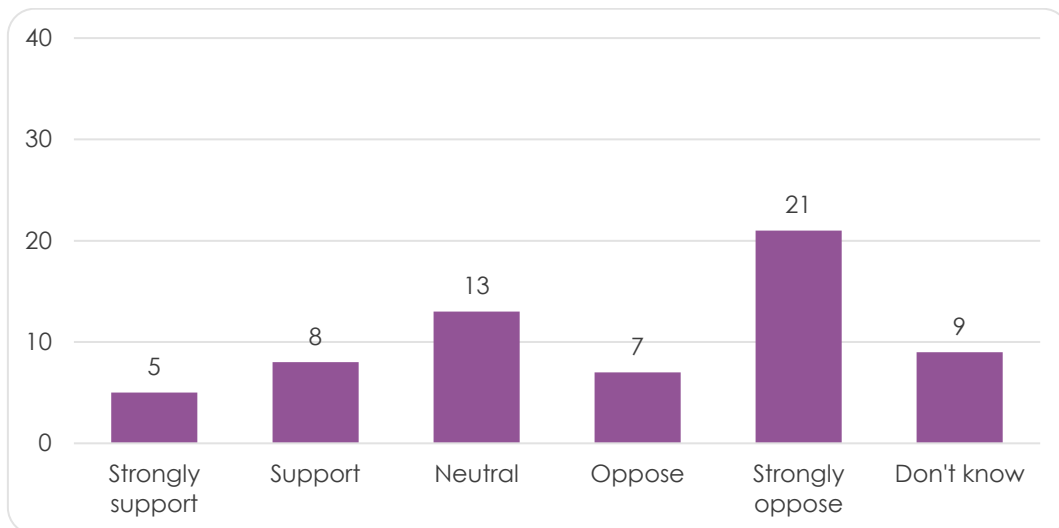
15.3.31 Q3b asks: ‘Do you support or oppose our initial proposals for compensation area: Gravesham and Shorne Woods?’

15.3.32 In total 539 respondents answered this question.

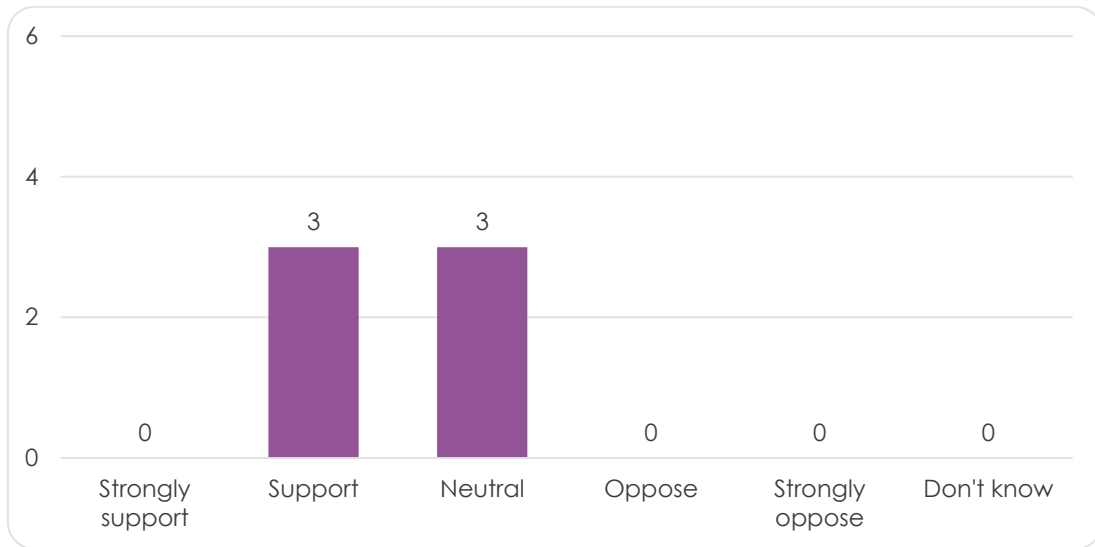
### Plate 15.38 Responses to Q3b from members of the public and non-prescribed organisations (n=470)



### Plate 15.39 Responses to Q3b from PILs (n=63)



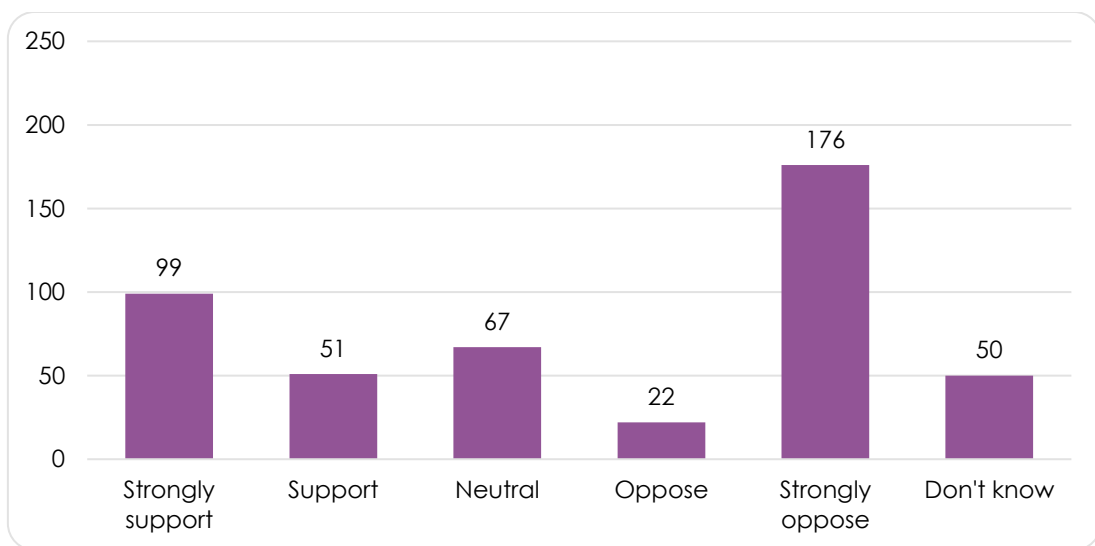
**Plate 15.40 Responses to Q3b from prescribed consultees and local authorities (n=6)**



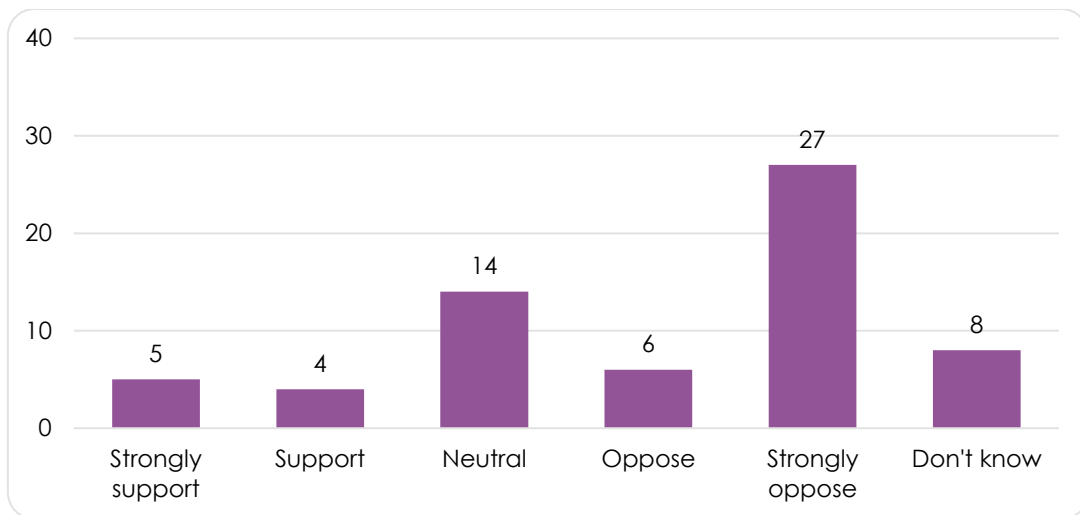
15.3.33 Q3c asks: ‘Do you support or oppose our initial proposals for compensation area: Southfields, Thurrock?’

15.3.34 In total 535 respondents answered this question.

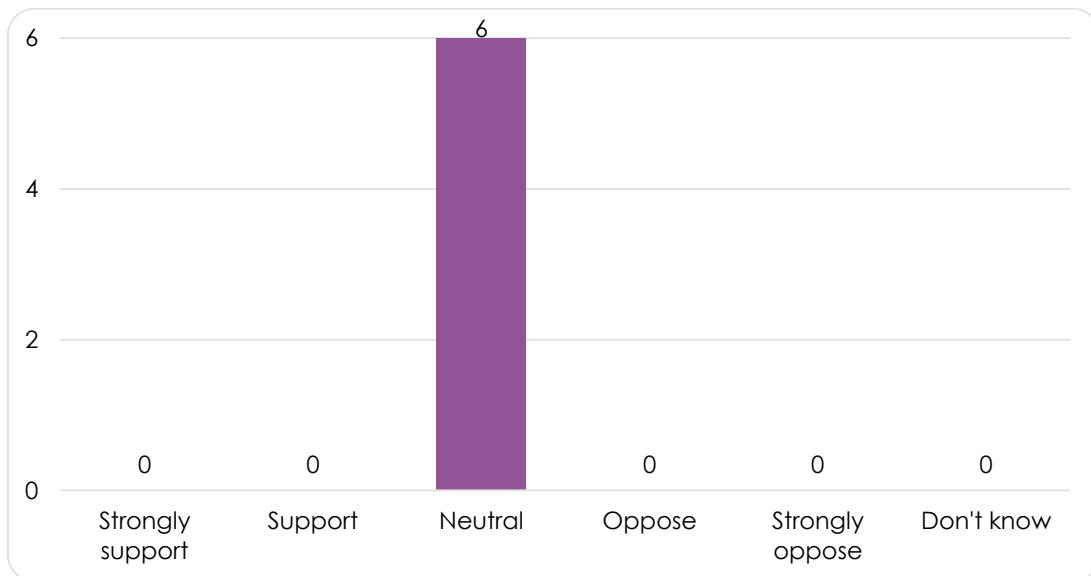
**Plate 15.41 Responses to Q3c from members of the public and non-prescribed organisations (n=465)**



**Plate 15.42 Responses to Q3c from PILs (n=64)**



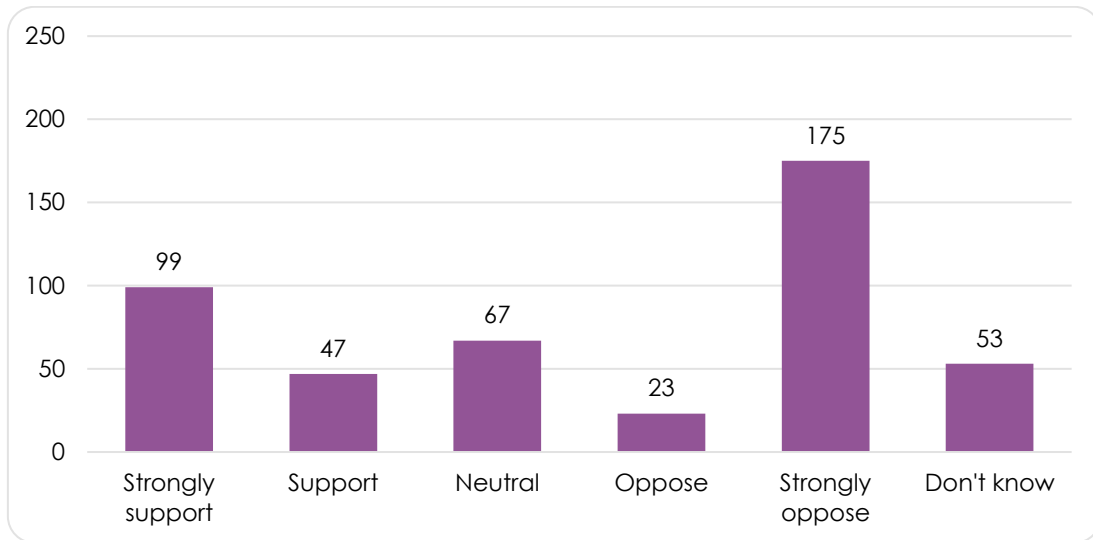
**Plate 15.43 Responses to Q3c from prescribed consultees and local authorities (n=6)**



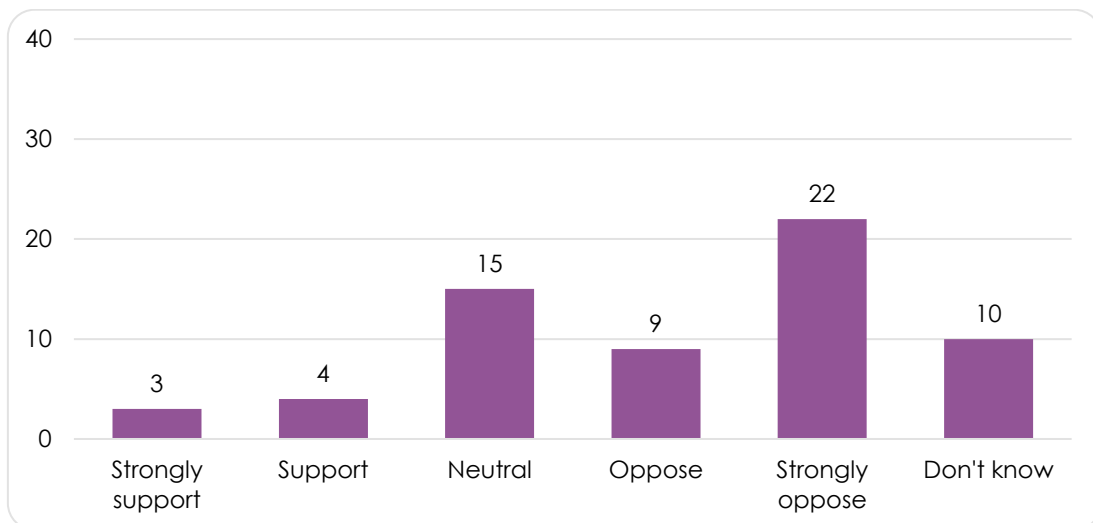
15.3.35 Q3d asks: 'Do you support or oppose our initial proposals for compensation area: Hole Farm, Brentwood?'

15.3.36 In total 533 respondents answered this question.

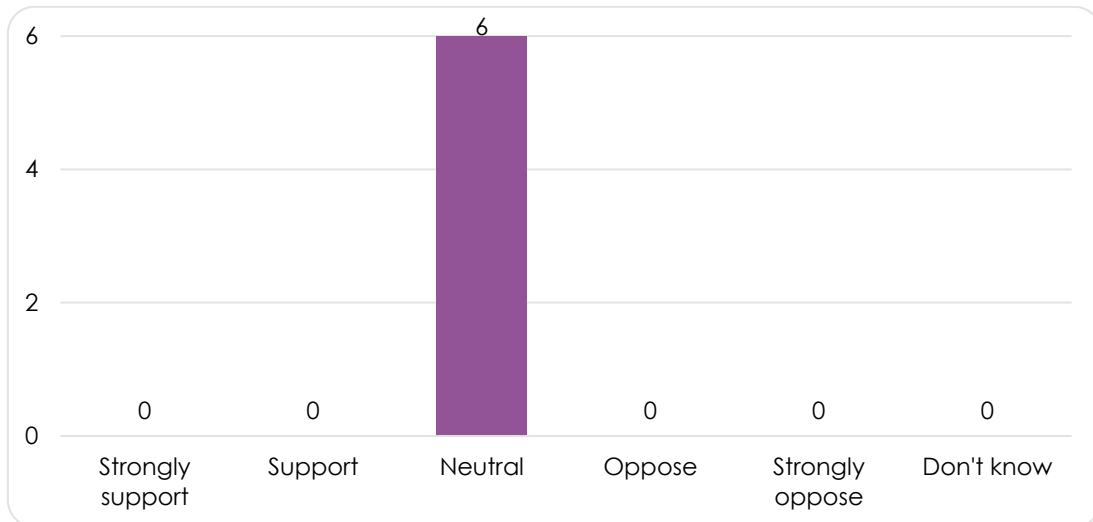
### Plate 15.44 Responses to Q3d from members of the public and non-prescribed organisations (n=464)



### Plate 15.45 Responses to Q3d from PILs (n=63)



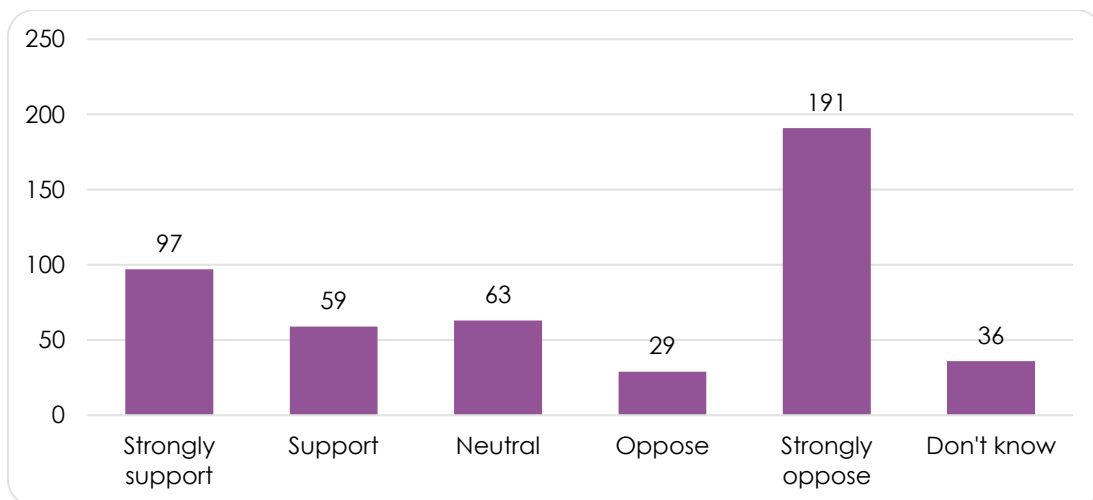
**Plate 15.46 Responses to Q3d from prescribed consultees and local authorities (n=6)**



15.3.37 Q3e asks: 'Do you support or oppose our proposed methodology for addressing the potential impacts of nitrogen?'

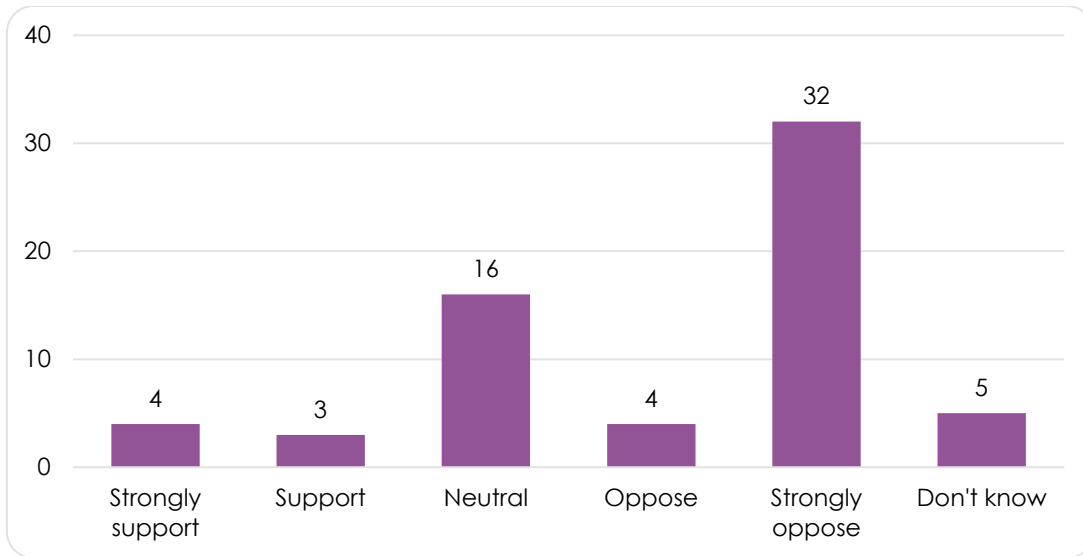
15.3.38 In total 545 respondents answered this question.

**Plate 15.47 Responses to Q3e from members of the public and non-prescribed organisations (n=475)**

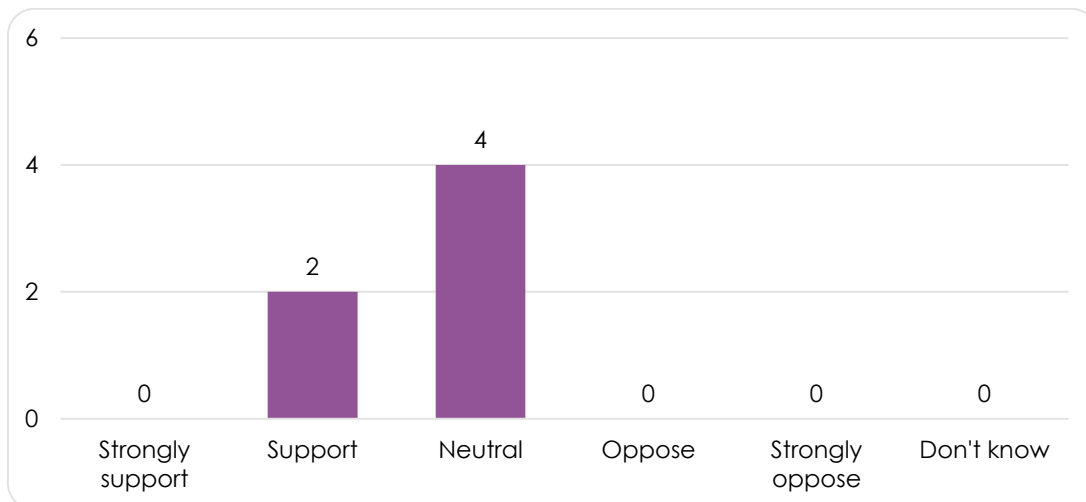




**Plate 15.48 Responses to Q3e from PILs (n=64)**



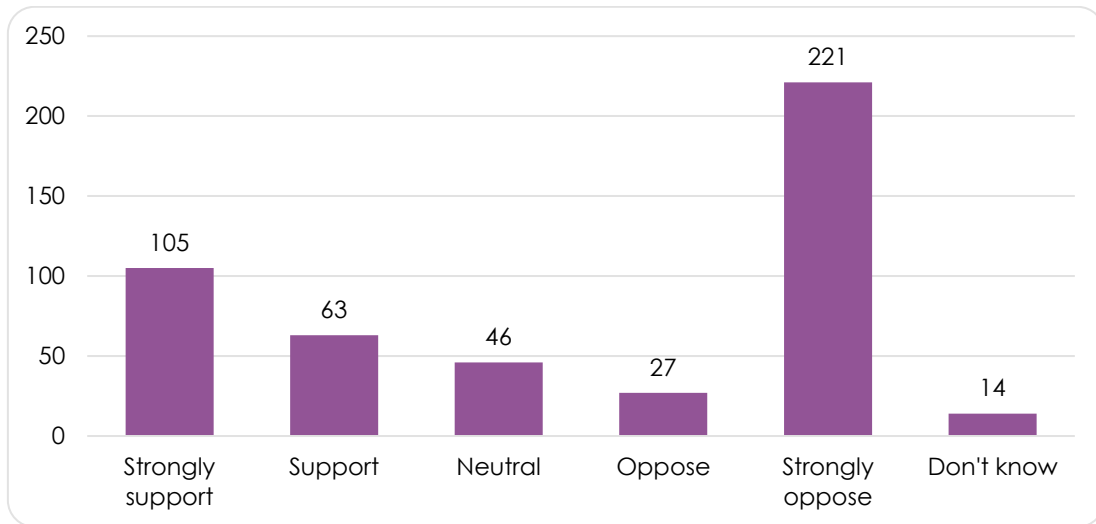
**Plate 15.49 Responses to Q3e from prescribed consultees and local authorities (n=6)**



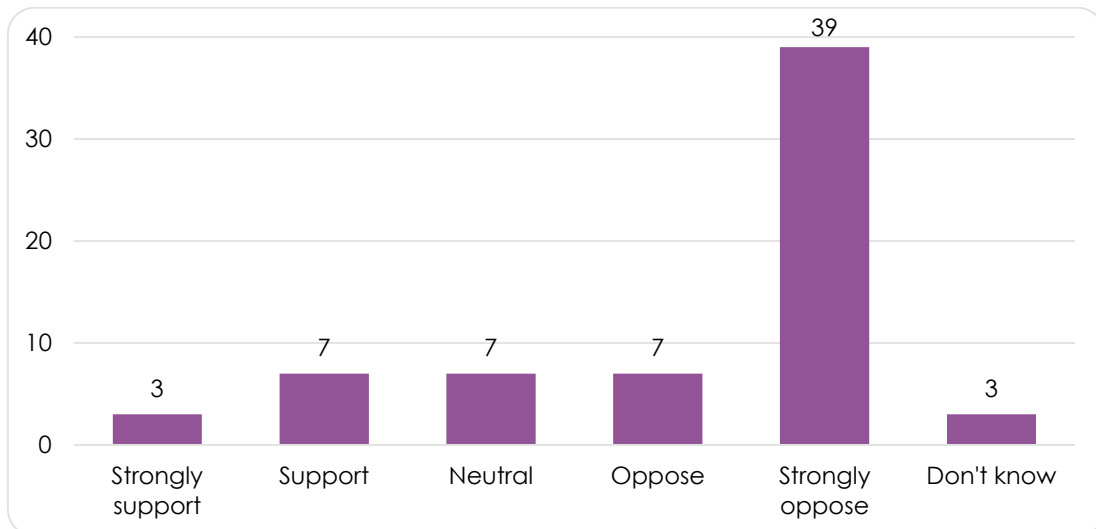
15.3.39 Q4a asks: 'Do you support or oppose the changes to the proposed area of land that would be needed to build the Lower Thames Crossing?'

15.3.40 In total 548 respondents answered this question.

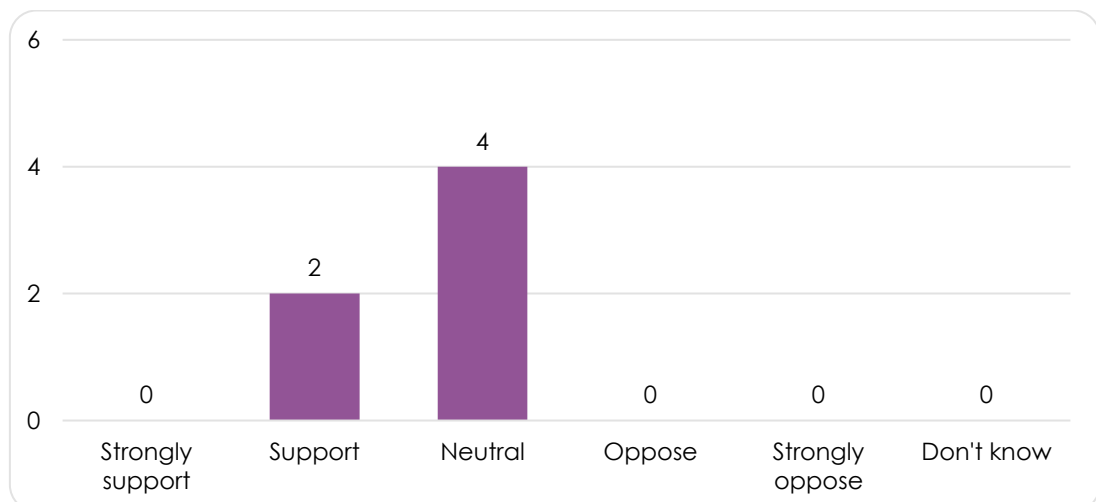
**Plate 15.50 Responses to Q4a from members of the public and non-prescribed organisations (n=476)**



**Plate 15.51 Responses to Q4a from PILs (n=66)**



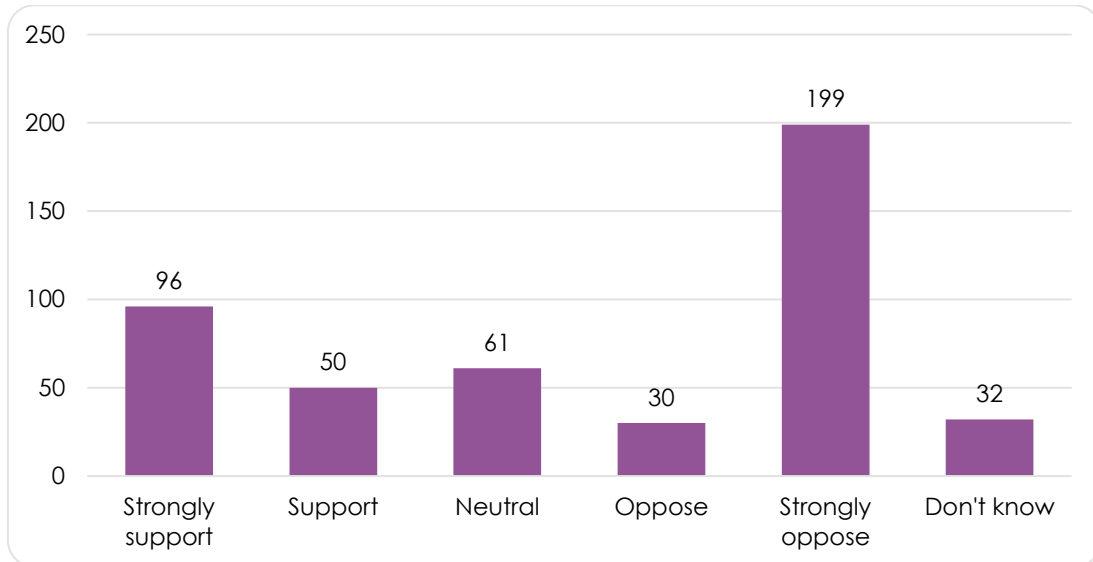
**Plate 15.52 Responses to Q4a from prescribed consultees and local authorities (n=6)**



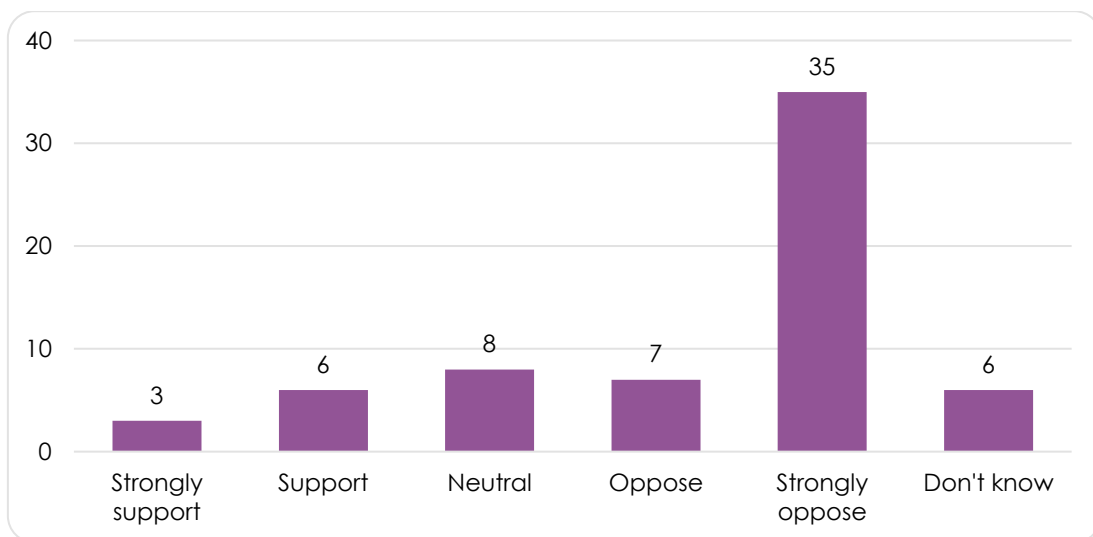
15.3.41 Q4b asks: 'Do you support or oppose the changes proposed regarding special category land?'

15.3.42 In total 538 respondents answered this question.

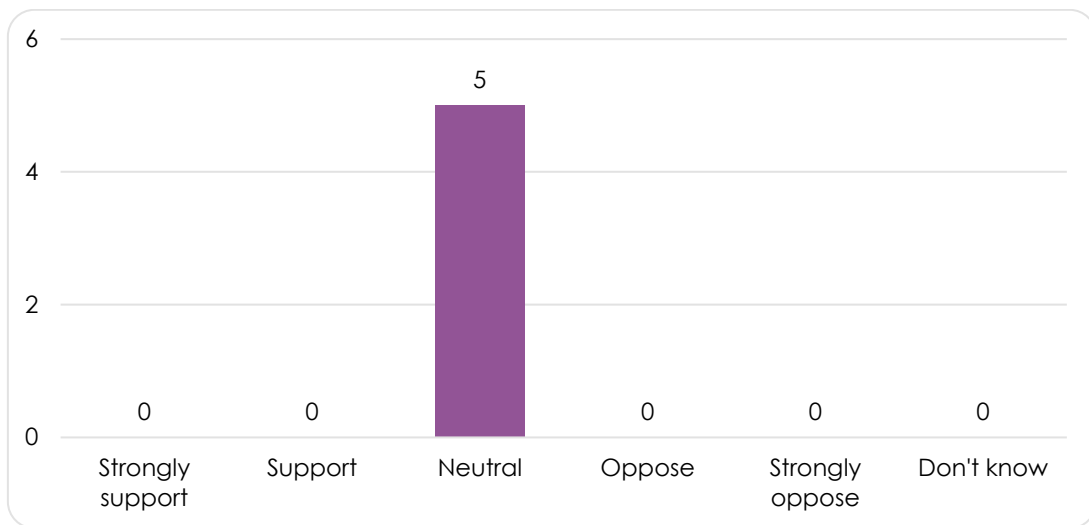
**Plate 15.53 Responses to Q4b from members of the public and non-prescribed organisations (n=468)**



**Plate 15.54 Responses to Q4b from PILs (n=65)**



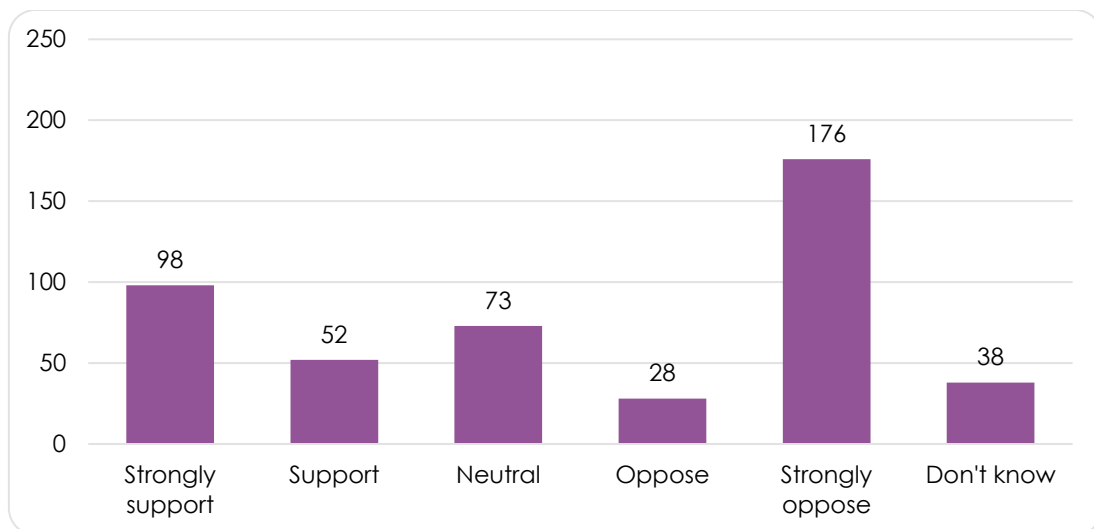
### Plate 15.55 Responses to Q4b from prescribed consultees and local authorities (n=5)



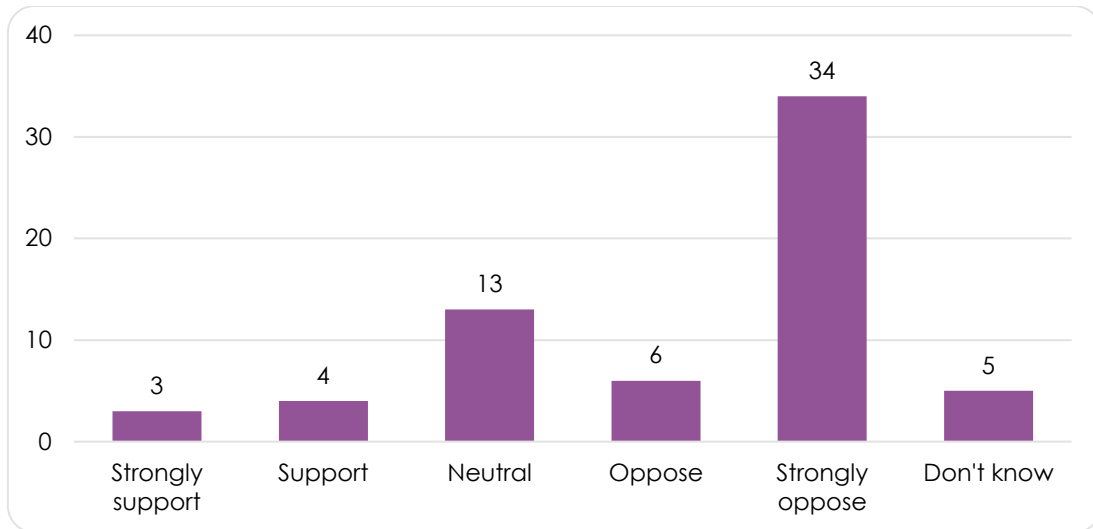
15.3.43 Q4c asks: ‘Do you support or oppose the changes proposed regarding private recreational facilities?’

15.3.44 In total 535 respondents answered this question.

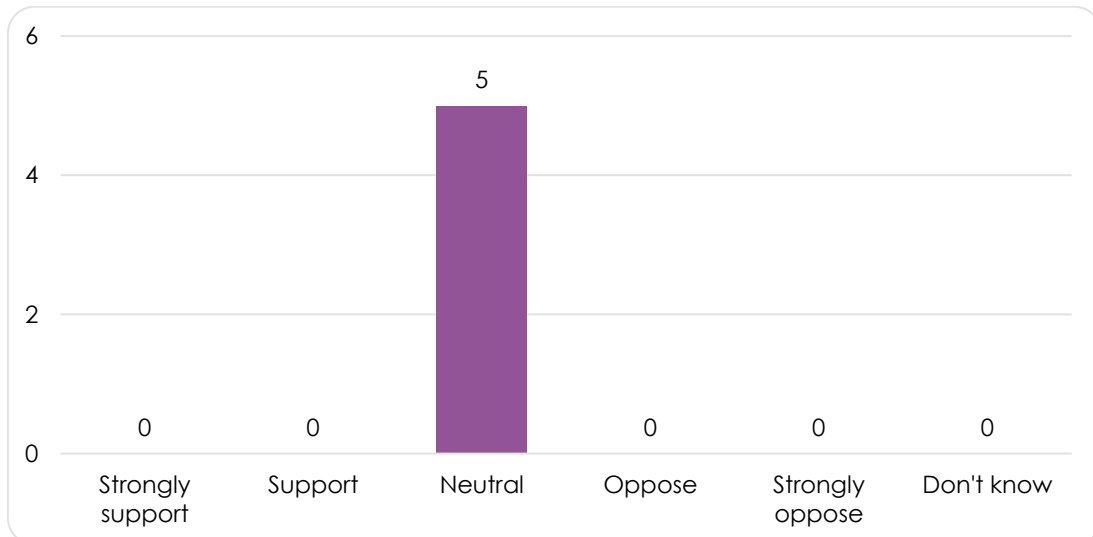
### Plate 15.56 Responses to Q4c from members of the public and non-prescribed organisations (n=465)



**Plate 15.57 Responses to Q4c from PILs (n=65)**

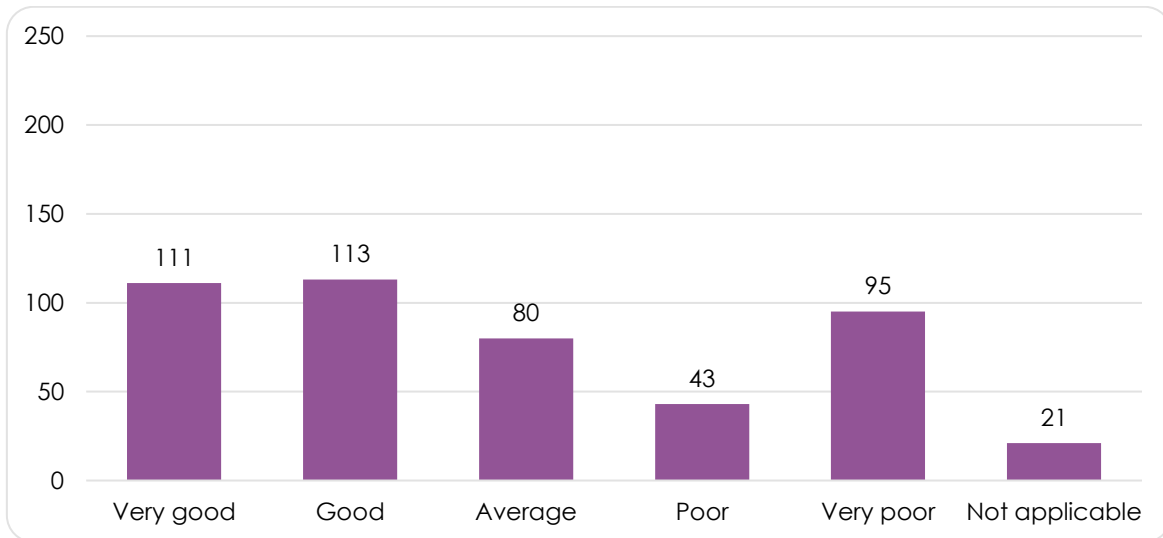


**Plate 15.58 Responses to Q4c from prescribed consultees and local authorities (n=5)**

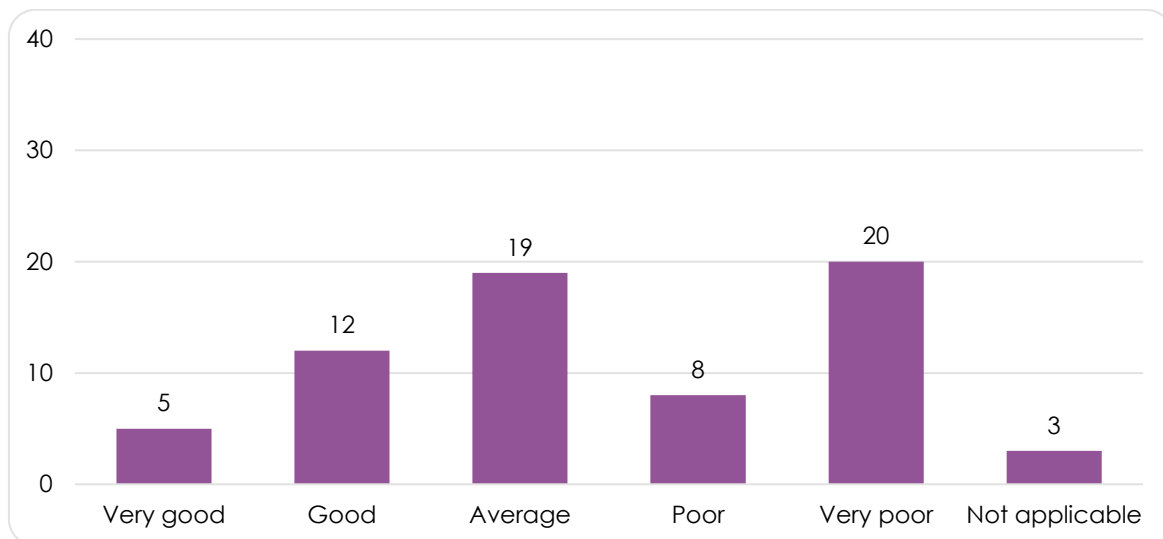


- 15.3.45 Question 6 sought answers to a series of questions on the delivery of the consultation process.
- 15.3.46 Q6a asks: 'Was the information presented clearly?'
- 15.3.47 In total 535 respondents answered this question.

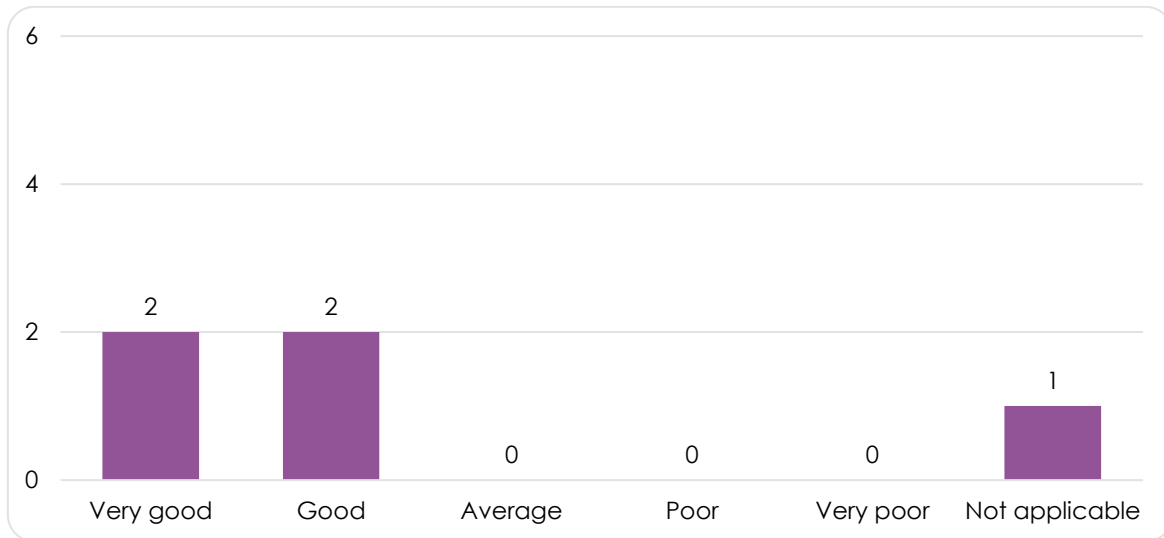
**Plate 15.59 Responses to Q6a from members of the public and non-prescribed organisations (n=463)**



**Plate 15.60 Responses to Q6a from PILs (n=67)**



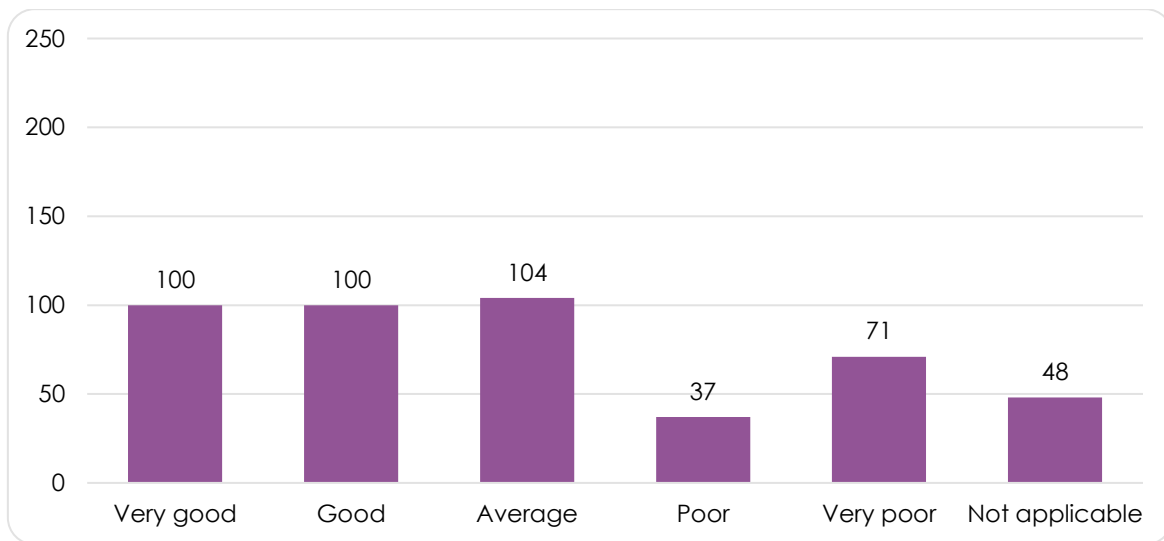
**Plate 15.61 Responses to Q6a from prescribed consultees and local authorities  
(n=5)**



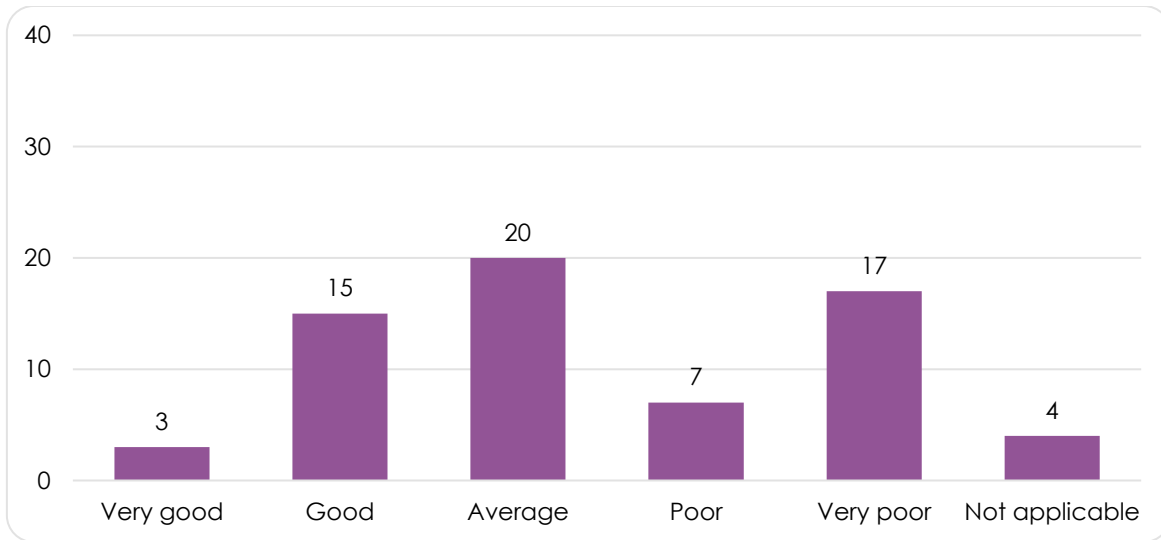
15.3.48 Q6b asks: 'Was the website easy to navigate?'

15.3.49 In total 531 respondents answered this question.

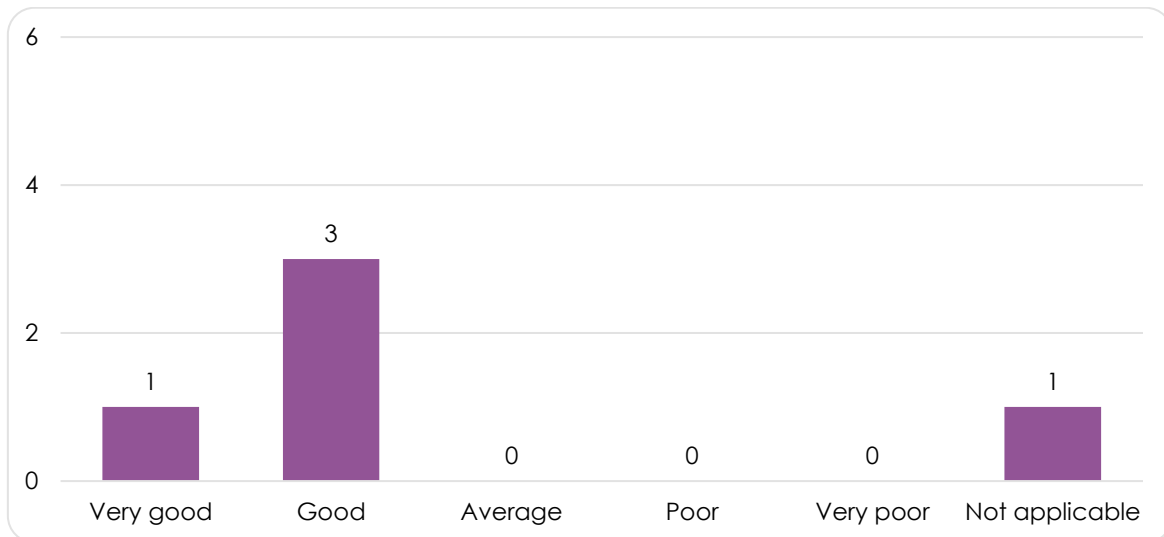
**Plate 15.62 Responses to Q6b from members of the public and non-prescribed organisations (n=460)**



**Plate 15.63 Responses to Q6b from PILs (n=66)**



**Plate 15.64 Responses to Q6b from prescribed consultees and local authorities (n=5)**

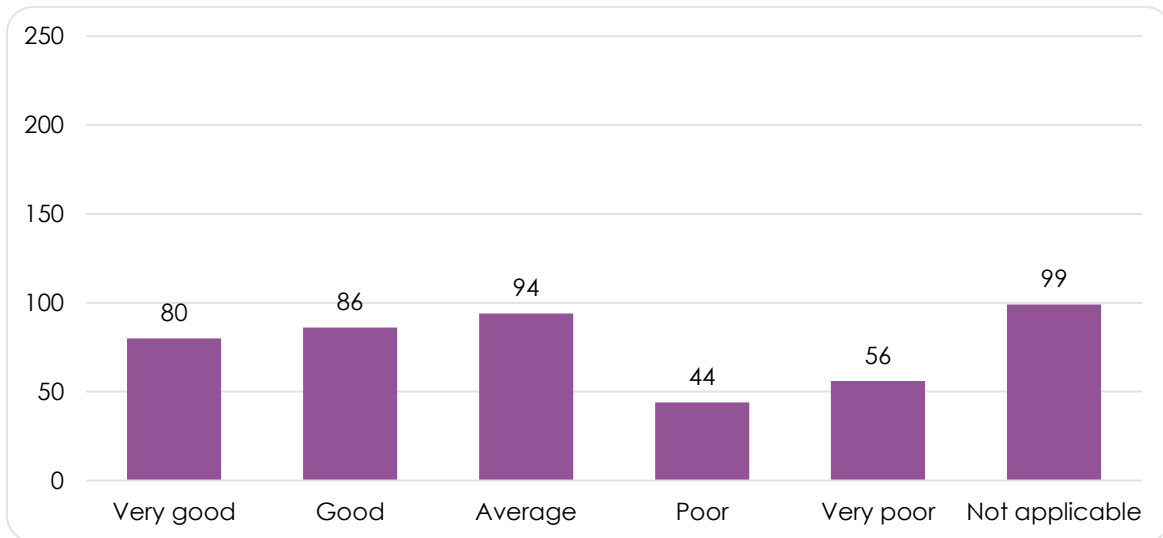


15.3.50 Q6c asks: 'Were the information videos useful for understanding our latest proposals?'

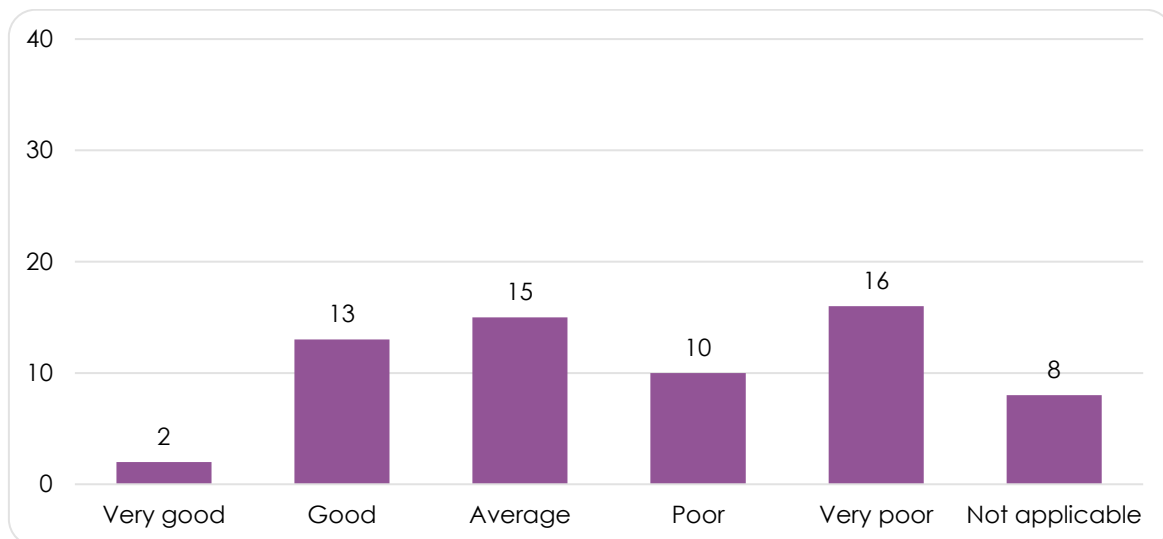
15.3.51 In total 528 respondents answered this question.



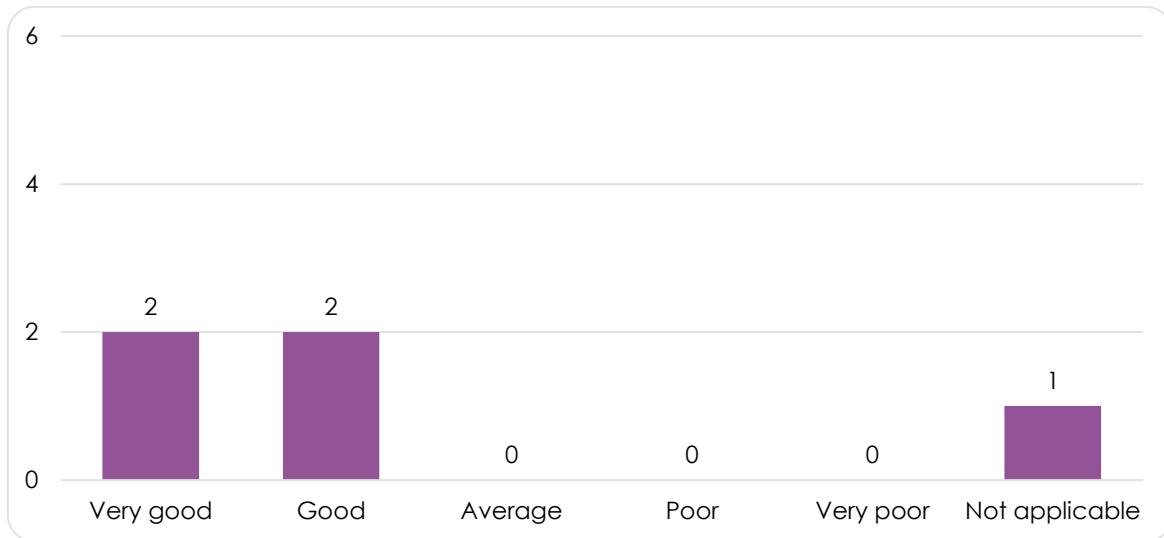
### Plate 15.65 Responses to Q6c from members of the public and non-prescribed organisations (n=459)



### Plate 15.66 Responses to Q6c from PILs (n=64)



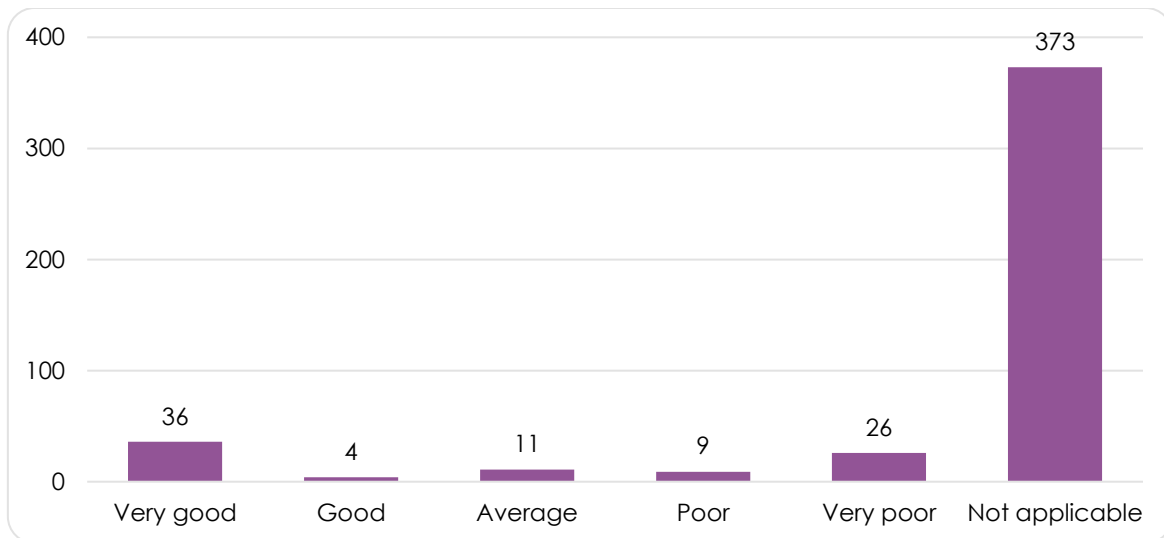
**Plate 15.67 Responses to Q6c from prescribed consultees and local authorities  
(n=5)**



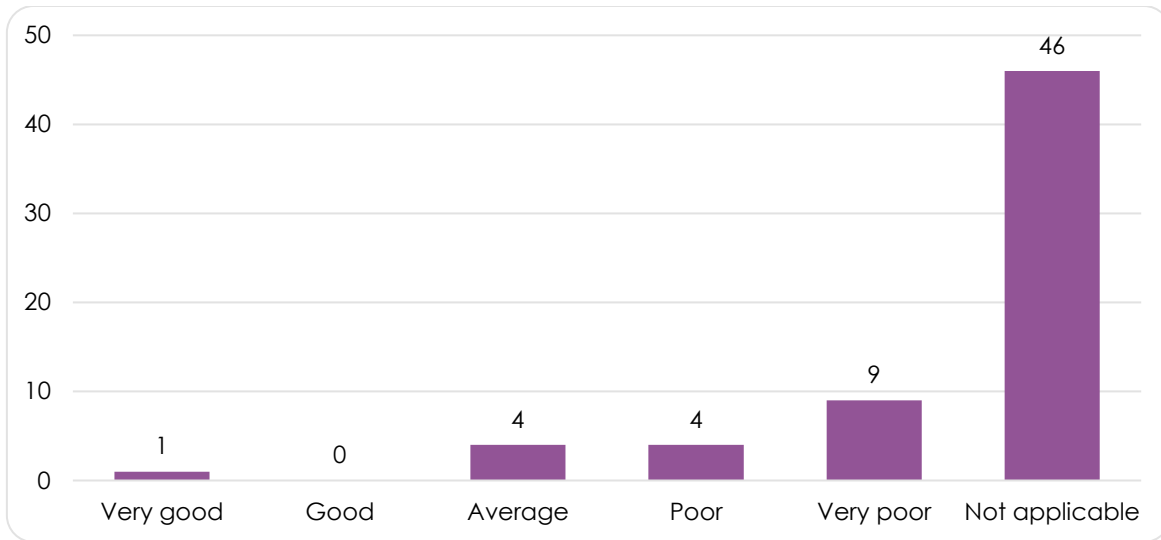
15.3.52 Q6d asks: ‘Did the telephone surgery answer your questions about our latest proposals?’

15.3.53 In total 528 respondents answered this question.

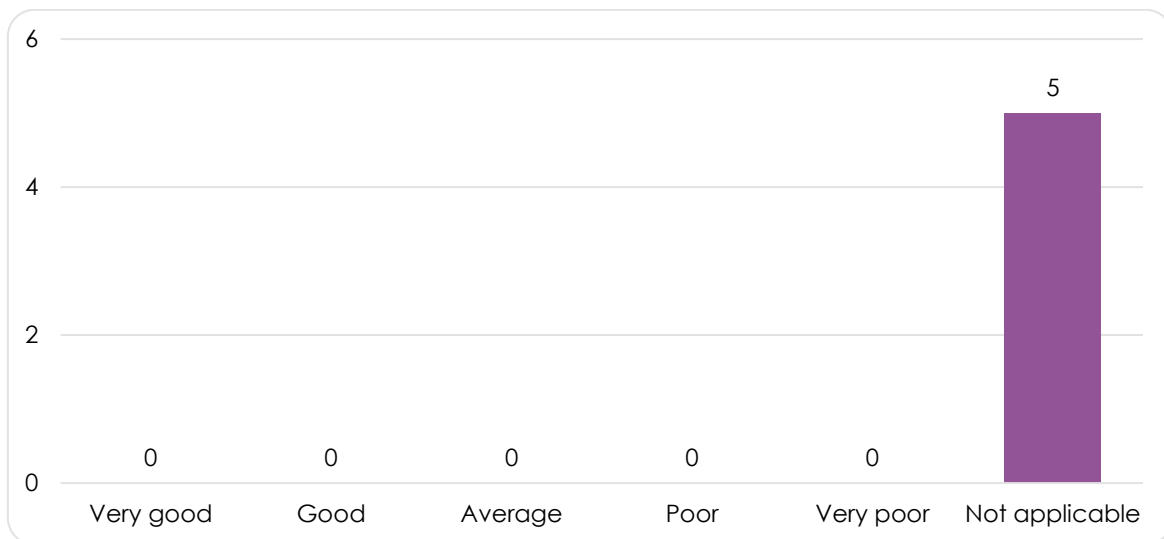
**Plate 15.68 Responses to Q6d from members of the public and non-prescribed organisations (n=459)**



**Plate 15.69 Responses to Q6d from PILs (n=64)**



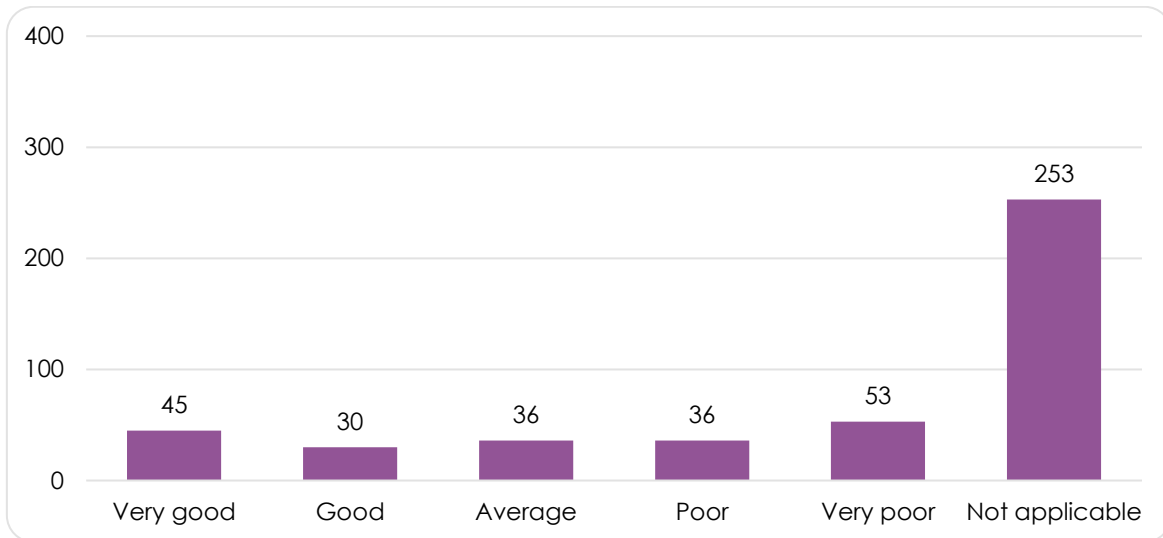
**Plate 15.70 Responses to Q6d from prescribed consultees and local authorities (n=5)**



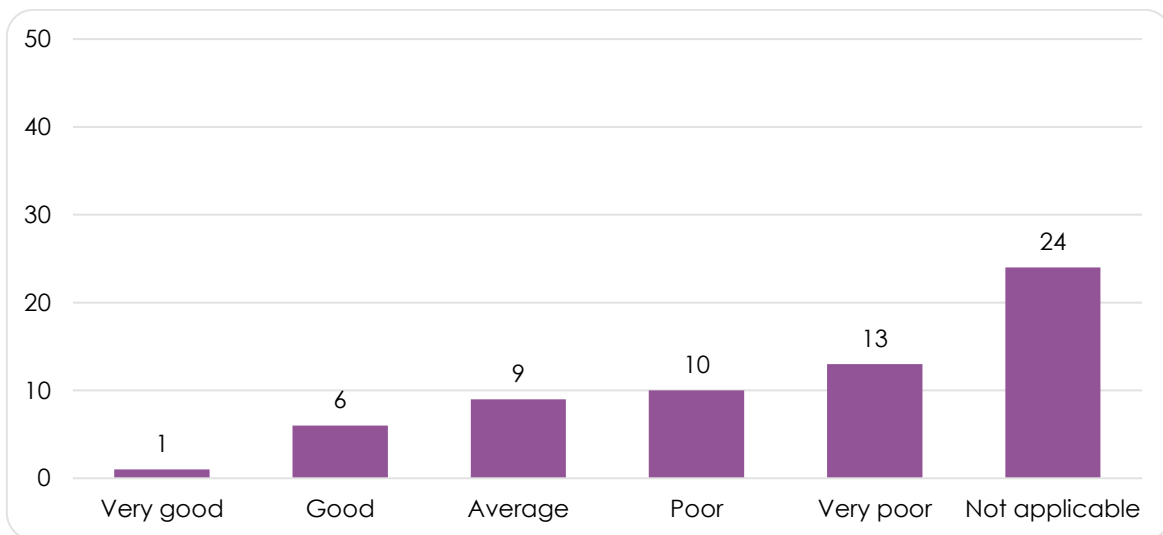
15.3.54 Q6e asks: 'Were the physical events of good quality?'

15.3.55 In total 521 respondents answered this question.

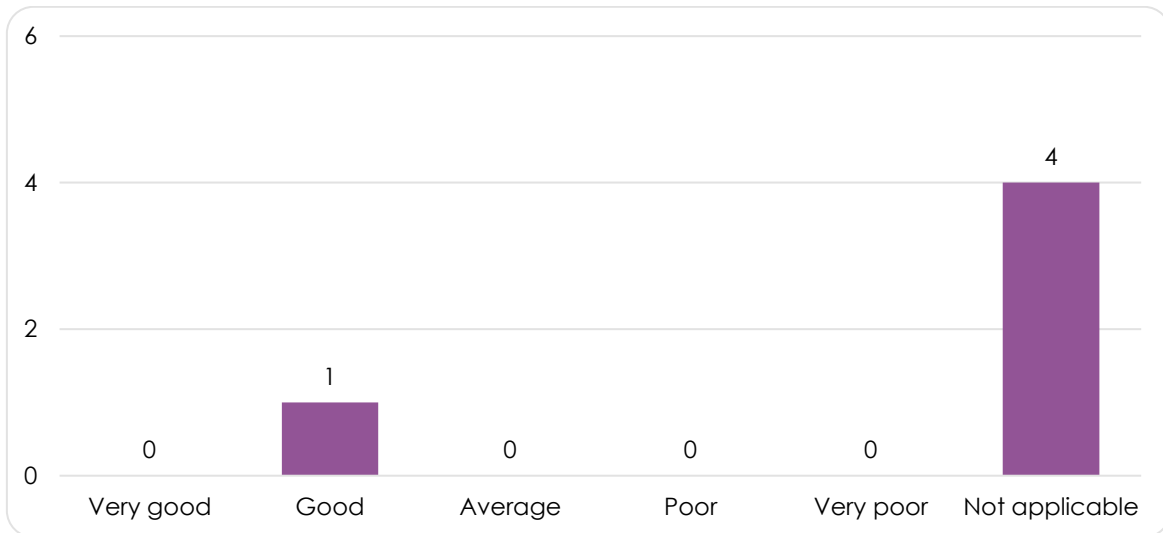
### Plate 15.71 Responses to Q6e from members of the public and non-prescribed organisations (n=453)



### Plate 15.72 Responses to Q6e from PILs (n=63)



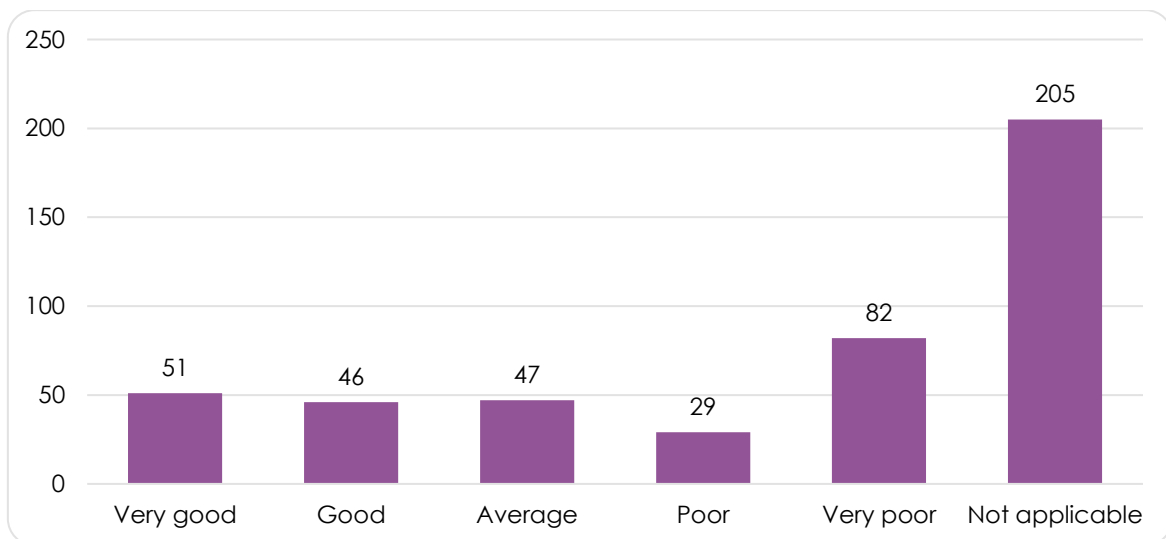
**Plate 15.73 Responses to Q6e from prescribed consultees and local authorities  
(n=5)**



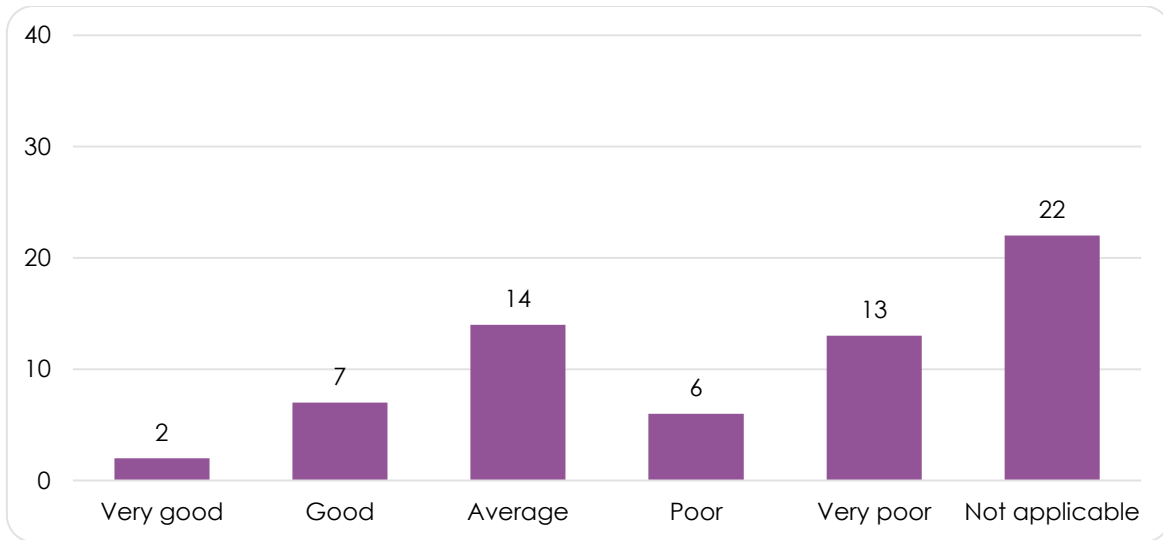
15.3.56 Q6f asks: 'Were the physical events suitably located?'

15.3.57 In total 529 respondents answered this question.

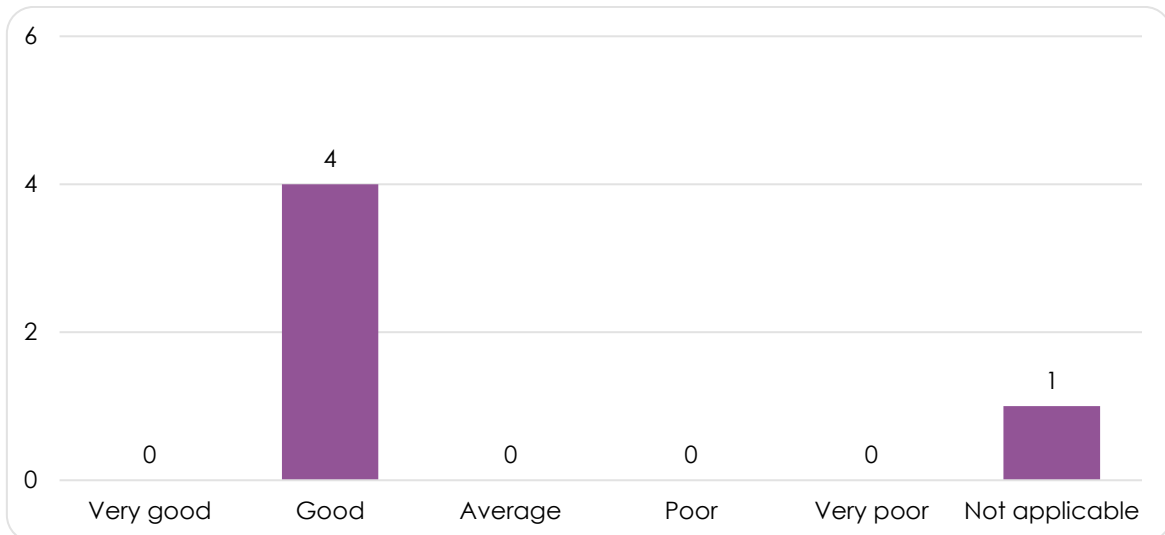
**Plate 15.74 Responses to Q6f from members of the public and non-prescribed organisations (n=460)**



**Plate 15.75 Responses to Q6f from PILs (n=64)**



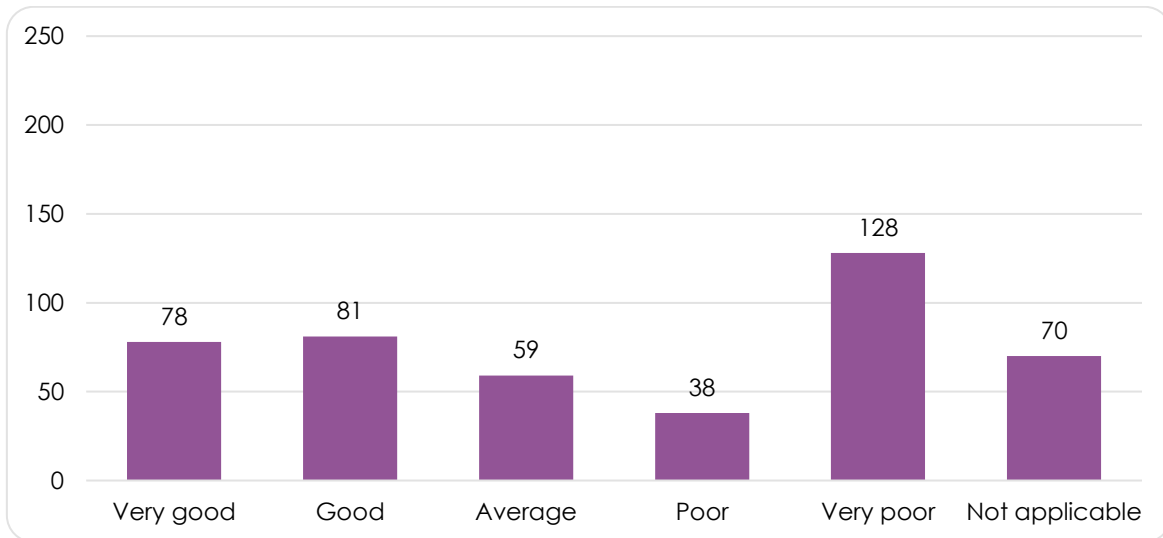
**Plate 15.76 Responses to Q6f from prescribed consultees and local authorities (n=5)**



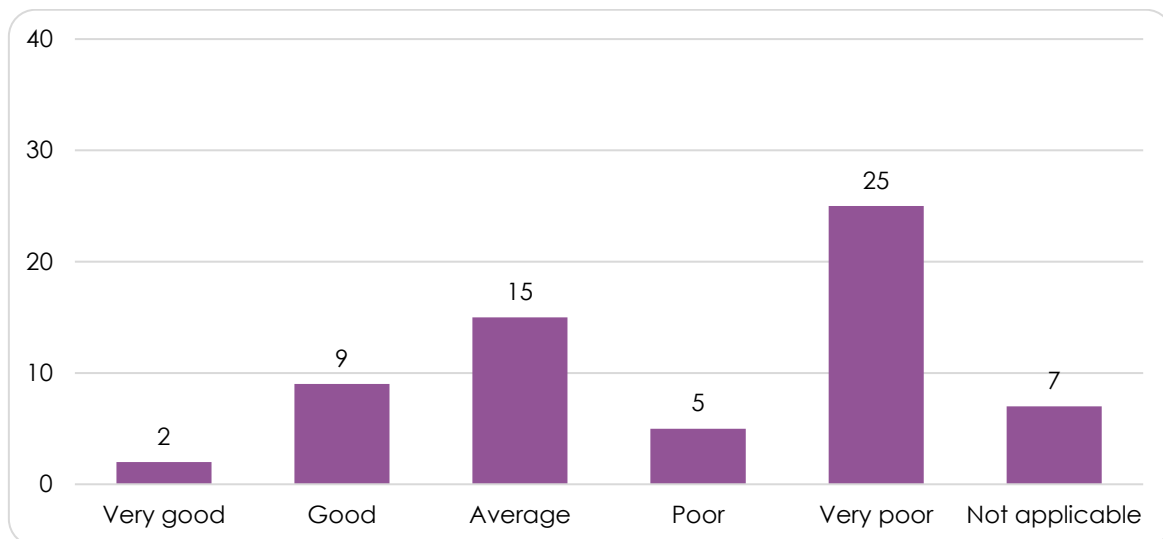
15.3.58 Q6g asks: ‘Was the consultation promoted well and to the right people?’

15.3.59 In total 522 respondents answered this question.

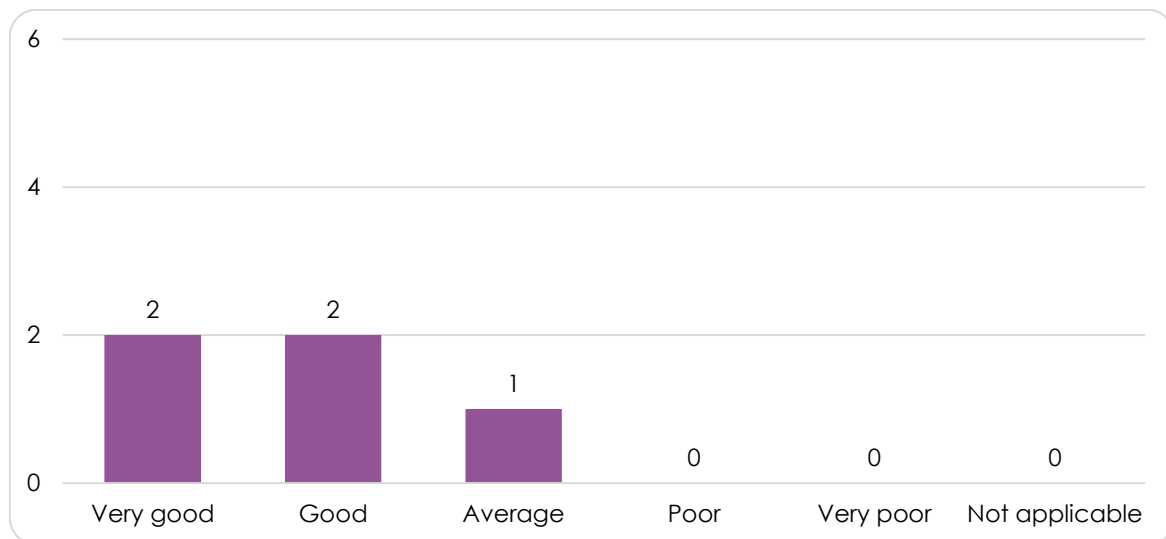
**Plate 15.77 Responses to Q6g from members of the public and non-prescribed organisations (n=454)**



**Plate 15.78 Responses to Q5g from PILs (n=63)**



**Plate 15.79 Responses to Q6g from prescribed consultees and local authorities (n=5)**



## 15.4 The Applicant’s responses to issues raised during the Local Refinement Consultation

- 15.4.1 The response form published during the Local Refinement Consultation provided a set of questions that invited feedback from consultees on the proposals presented during consultation. The response form included 23 closed questions and 13 open questions, with closed questions offering respondents a choice of fixed answers and open questions inviting respondents to provide feedback in any words they chose. The response form can be found in Appendix T of this report. More information about the closed questions and the answers provided to them can be found in Section 15.3 of this report.
- 15.4.2 There are 13 tables in this chapter that present the issues raised during consultation, with each relating to the theme addressed by an open question in the response form. Table 15.5 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.
- 15.4.3 It was possible to respond to the consultation without reference to the questions in the response form. For example, some respondents chose to submit a letter or email instead. Comments in responses submitted in this way were grouped into themes in the same way as responses that were submitted to questions in the response form. For example, if comments in an email raised concerns about the proposed compensation areas in Gravesham and Shorne Woods, then one or more codes from the GSW theme (see Table 15.5 below) would be applied to them. For more information about the way responses were analysed and grouped into themes, see Section 15.1 of this report.
- 15.4.4 Every response received during the Local Refinement Consultation was read and analysed to identify the issues raised. Although this consultation was non-statutory, the analysis of the responses was carried out using the same methodology as for Statutory Consultation (see Chapter 4 of this report).



**Table 15.5 The 13 tables setting out the responses to issues raised during the Local Refinement Consultation**

<b>Table</b>	<b>Open question</b>	<b>Theme</b>	<b>Code</b>
Table 15.6	Q1d	Changes south of the River Thames	CSR
Table 15.7	Q1i	Changes north of the River Thames	CNR
Table 15.8	Q2a	Changes to walking, cycling and horse riding	WCH
Table 15.8	Q3a	Proposed compensation areas in the M2 corridor and Blue Bell Hill	M2C
Table 15.9	Q3b	Proposed compensation areas in Gravesham and Shorne Woods	GSW
Table 15.10	Q3c	Proposed compensation areas in Southfields, Thurrock	SOT
Table 15.11	Q3d	Proposed compensation area at Hole Farm, Brentwood	HOF
Table 15.12	Q3e	Nitrogen deposition methodology	NDP
Table 15.13	Q4a	Changes to the Order Limits	OLM
Table 15.14	Q4b	Changes to special category land	SCL
Table 15.15	Q4c	Changes to private recreational facilities	REC
Table 15.16	Q5	General comments	GNC
Table 15.17	Q6	Comments on the Local Refinement Consultation	LRC

## Issues raised in response to open Question 1d

- 15.4.5 Table 15.6 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:
- 15.4.6 *Q1d: Please let us know the reasons for your response and any other comments you have on the proposed changes south of the river. If you're providing feedback on specific changes or sections of the route, please refer to these in your response to this question.*
- 15.4.7 For reference, the open Question 1d above referred to closed questions 1a–1c which were as follows:
- 15.4.8 *Q1a: Do you support or oppose the proposed changes to the section of the route: the M2/A2 corridor?*
- 15.4.9 *Q1b: Do you support or oppose the proposed changes to the section of the route: south of Gravesend (A2/Cyclopark)?*
- 15.4.10 *Q1c: Do you support or oppose the proposed changes to the section of the route: south of the River Thames/southern tunnel entrance?*
- 15.4.11 For more information about Q1a–1c and how consultees responded to them and the other closed questions in the consultation response form, see Section 15.3 of this report.
- 15.4.12 The issues raised that relate to changes south of the River Thames are summarised in Table 15.2 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.
- 15.4.13 The Applicant has fully considered all of the responses received, Table 15.6 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.
- 15.4.14 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to with a combined response.

## Information presented in Table 15.6

- 15.4.15 The information presented in Table 15.6 is the following:
- 'Code' is a unique code assigned to each issue for reference purposes.
  - 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to 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.

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

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

- 15.4.16 Table 15.6 below summarises the issues raised relating to the proposals for south of the River Thames and the Applicant's responses to those issues raised.

**Table 15.6 Summary of issues raised relating to the proposals south of the River Thames and the Applicant’s responses**

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant’s response	Project change
CSR1	<p>Comments expressing concern that the latest proposals for the Project south of the River Thames would result in disruption to local communities.</p> <p>Consultees say the latest refinements to the Project would result in additional traffic on local roads, the destruction of local woodlands, and cause vehicles to park on Thong Lane.</p>	-	Gravesham Borough Council	2	11	<p>The revisions to the Project south of the River Thames presented during the Local Refinement Consultation in May 2022 are expected to have positive impacts on the local community and are not expected to negatively impact people’s health or wellbeing.</p> <p>For example, the latest walking, cycling and horse riding proposals south of the River Thames would remove the previously proposed equestrian access through Michael Gardens to avoid horse riders passing close to a children’s playground, while walking and cycling access would be allowed. Elsewhere, new sections of bridleway south of the River Thames would improve horse riding access in the area. These changes are in line with feedback received during previous consultations.</p>	No
CSR2	<p>Comments expressing concern that the latest proposals for the Project south of the River Thames would have negative impacts on local people’s health and wellbeing, compared with the previous proposals.</p> <p>Specific concerns include nitrogen deposition at the South Portal and that disabled people would have difficulty accessing the new public recreational land at Chalk Park.</p>	-	-	0	12	<p>The utility works on Roman Road have been revised to avoid the need to close the existing National Cycle Route (NCR)177 at this location for a prolonged period. The extension of the proposed open space provision at Chalk Park would provide a larger publicly accessible recreational area once the Project is complete, offering additional community benefits.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>The new land added to the Order Limits to compensate for the predicted impacts of nitrogen deposition is being acquired for its biodiversity benefits, but some of this land may be made accessible to local people for recreation, if this is considered appropriate. The revised assessment for nitrogen deposition found there would be some predicted impacts on habitats within designated sites, but it would not negatively impact human health.</p> <p>None of the latest proposals for the Project south of the River presented during the Local Refinement Consultation are expected to add traffic to local roads, nor to see woodlands being removed, compared with the proposals presented previously.</p> <p>For the operational phase, the Applicant initially proposed a new car park on the east side of Thong Lane near the green bridge over the Project during the Design Refinement Consultation in July 2020. This proposal was added to the Project after discussions with Gravesham Borough Council in order to address a shortfall of parking in this area for users of Shorne Woods Country 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>Following discussions with stakeholders, the Applicant relocated the car park to the west side of Thong Lane, near to the A2/M2, with a signalised crossing for walkers, cyclists and horse riders providing access to Shorne Woods Country Park. This revised proposal was presented during the Community Impacts Consultation in July 2021.</p> <p>During the construction phase, parking would be provided in the A2 compound. Furthermore, the Applicant and the appointed Contractor would encourage the workforce to use shuttle buses and active travel where practicable, as outlined in the Framework Construction Travel Plan (Application Document 7.13), reducing the likelihood of workers requiring parking in the compound or elsewhere.</p> <p>There were no changes to these proposals during the Local Refinement Consultation, and the Applicant does not consider any recent changes to the Project would affect the parking situation on Thong Lane during the Project's construction or operation.</p> <p>The Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>There is currently no dedicated parking, disabled or otherwise, proposed for the new area of public recreational land at Chalk Park, with the land being accessed via a new and upgraded Public Rights of Way, suitable for walking, cycling and horse riding. Some of these paths may not be suitable for some people with limited mobility due to their vertical alignment.</p>	
CSR3	<p>Comments expressing concern about the latest proposals for the Project south of the River Thames. Consultees say the changes would not make the Project acceptable or welcome to local people.</p>	-	-	0	12	<p>At the Local Refinement Consultation in May 2022, the Applicant consulted on a number of localised changes south of the River Thames. The changes would increase the amount of open space by adding land to the east of Chalk Park, refine plans for environmental compensation, and update proposals for walking, cycling and horse riding provision. The proposals were developed following feedback received at the Community Impacts Consultation in July 2021, ongoing engagement with landowners and stakeholders, design work and a greater understanding of technical constraints.</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-</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						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).	
CSR4	Comments expressing concern that the latest proposals for the Project south of the River Thames would negatively impact properties in the area. Consultees say the Project would lower house prices, making it hard for people to move. Particular concerns are that the compulsory purchase price offered by the Applicant is too low.	-	-	4	5	<p>Since the Preferred Route Announcement in 2017, owner-occupiers of residential properties within the Order Limits have been able to ask the Applicant to purchase their properties by serving a Blight Notice under the Town and Country Planning Act 1990 (as amended). The Applicant has received a number of Blight Notices and is processing these. More information about the blight process can be found in the document Your Property and Blight (National Highways, 2022).</p> <p>Persons with an interest in land who would be affected by the land acquisition powers contained within the application for development consent, would be entitled to make a claim for compensation.</p> <p>Each claim for compensation would be considered on its own merits, in line with the Compensation Code. 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</p>	No



Code	Summary of issue(s) raised	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 of a property has been affected by the Project.</p> <p>The Applicant has also written to residents near the Project regarding compensation that may be available to them due to the effects on their property from the Project once it has opened and has been in operation for a year.</p> <p>Further information about the compensation of this type can be found in the following National Highways document How to Claim for the Effects on Your Property of New or Altered Roads (Part 1 Compensation).</p>	
CSR5	Comments expressing concern that the latest proposals for the Project south of the River Thames would result in the loss of private recreational facilities compared with the previous proposals. Some consultees comment that the latest proposals would have a negative impact on the Southern Valley Golf Club and the Cyclopark.	-	-	2	8	<p>During the Local Refinement Consultation in May 2022, the Applicant consulted on a change to one private recreational facility south of the River Thames, the Southern Valley Golf Club.</p> <p>After further engagement with the landowner and additional design development, the Applicant proposes to permanently acquire the remaining 8ha of Southern Valley Golf Club, providing a larger area of public recreational space east of Chalk Park, near the South Portal.</p> <p>As a result of ongoing engagement with UK Power Networks, following the Community Impacts Consultation in July 2021, the Applicant made changes to the proposal to lay an underground power cable along Roman Road, north of the A2. The utility works would not impact the Cyclopark</p>	No
CSR6	Comments expressing concern that the latest proposals for the Project south of the River Thames lack provision for walkers and cyclists. There is	-	-	0	12		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	particular concern about the changes to Cyclopark.					<p>facility, only affecting the nearby access routes. The latest proposals would avoid the need for a prolonged closure of the National Cycle Route (NCR)177 near Pepper Hill as previously proposed.</p> <p>For more information about the Project's impacts on private recreational facilities, see Appendix G of the Planning Statement (Application Document 7.2).</p> <p>The latest proposals involve other changes to walking, cycling and horse riding routes, including a new crossing over the A226 Gravesend Road. These changes are minor but would complement existing proposals for enhancing the walking, cycling and horse riding network near the Project south of the River Thames.</p> <p>For more information about the proposals, see the Project Design Report (Application Document 7.4).</p>	
CSR7	Comments expressing concern about the latest proposals and how they would impact the Project's construction south of the River Thames. Consultees say the revisions would result in construction taking too long and causing more noise, air pollution and congestion than the previous proposals.	-	-	1	18	<p>The revisions to the Project south of the River Thames presented during the Local Refinement Consultation in May 2022, are not expected to have significant impacts on how the Project is constructed compared with previous proposals.</p> <p>For example, new land was added to the Order Limits during the Local Refinement Consultation to compensate for the predicted impacts of nitrogen deposition. While this land encompasses some large areas, the construction impacts 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>expected to be low because creating new habitats is not a construction-intensive activity.</p> <p>Similarly, the addition of new land to Chalk Park and the revised location of the compensatory planting near Shorne Ifield Road would not have significant construction impacts. The minor changes to walking, cycling and horse riding routes would have no significant construction impacts compared with the previous proposals.</p> <p>Utility works near Roman Road would see fewer construction impacts than previously proposed, with the National Cycle Route (NCR)177 remaining open during construction at this location. In addition, 300m of vegetation along the roadside that screens it from nearby houses would now be retained, with only a 20m section having to be removed.</p> <p>The Applicant's 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, including measures to reduce the impacts on local people during construction.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
CSR8	Comments expressing concern that the latest proposals for the Project south of the River Thames would not improve connectivity compared with previous proposals.	-	Gravesham Borough Council	1	8	<p>There were no changes to design of the road network south of the River Thames presented during the Local Refinement Consultation in May 2022.</p> <p>There were some changes to walking, cycling and horse riding routes, including a new crossing over the A226 Gravesend Road. These changes are minor but would complement existing proposals for enhancing the walking, cycling and horse riding network near the Project south of the River Thames.</p> <p>Overall, the Applicant's proposals for 60km of new and upgraded routes provide a significant improvement in quantity and quality over the current facilities for walking, cycling and horse riding near the Project, improving connectivity.</p> <p>For more information about the proposals, see the Project Design Report (Application Document 7.4).</p>	No
CSR9	Comments expressing concern about the design of the latest proposals for the Project south of the River Thames. Consultees say there has been a reduction in the number of lanes on the A2/M2 corridor.	-	Gravesham Borough Council	2	4	<p>At the Local Refinement Consultation in May 2022, the Applicant consulted on a number of localised changes south of the River Thames. The changes would not affect the planned highway design and would maintain the proposed number of lanes in the A2/M2 corridor, which would be greater than the current number of lanes.</p> <p>For more information about the Project design in the A2/M2 corridor, see the</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						Project Design Report (Application Document 7.4).	
CSR10	Comments expressing concern that the latest proposals for the Project south of the River Thames would make the route more dangerous. Consultees express concern that the proposed M2/A2/A122 Lower Thames Crossing junction would be dangerous.	Cobham Parish Council	-	1	8	<p>The Project proposals submitted for our application for development consent, including the M2/A2/A122 Lower Thames Crossing junction, have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (Highways England, 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 our appointed Contractors in accordance with the DMRB standards published at the time of detailed design.</p> <p>These design standards are updated by the Applicant regularly based on knowledge gained from constructing and operating major road schemes and would ensure the Project operates safely. Safety has been prioritised during the design of the Project. For example, the Project would include features, such as the parallel connector roads on the A2/M2 and the relocated off-slip linking the M25 northbound traffic to junction 29, which would reduce the likelihood of unsafe lane changes (weaving).</p> <p>The Project would also feature the latest available safety systems, including variable mandatory speed limits, red-X lane signalling to support incident management,</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>emergency areas, stopped vehicle detection systems, CCTV, and emergency areas for road users to access in case of an incident. Incident-management plans and protocols would play a key part in minimising the impact of incidents.</p> <p>Speed limits within the tunnel and along the route would be enforced using the latest available technology. On the open road sections of the Project, enforcement is expected to be via speed detection cameras and police patrols.</p> <p>For more information about the Project design, see the Project Design Report (Application Document 7.4).</p>	
CSR11	<p>Comments expressing concern that the latest proposals for the Project south of the River Thames would require too much land. Consultees say there are areas where the amount of land required has increased compared with the previous proposals. Areas mentioned include the land required as compensation for nitrogen deposition, which would impact agricultural land.</p>	-	-	1	15	<p>The Applicant consulted on revisions to the Project during the Local Refinement Consultation in May 2022. These included changes to Public Rights of Way, revised utility works, new landscaping and a package of compensatory land to offset the predicted impacts of nitrogen deposition.</p> <p>Many of these changes consulted on, particularly the changes to utility works, involved removing land from the Order Limits. The measure most substantially adding land to the Order Limits was the proposals for the nitrogen deposition compensatory land, which added 279ha of land to the Order Limits (159ha south of the River Thames), contributing to an overall</p>	No

Code	Summary of issue(s) raised	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 the Order Limits from 22.20km<sup>2</sup> to 24.35km<sup>2</sup>.</p> <p>The majority of the 215ha increase in land is accounted for by the new areas of compensatory planting to offset the impacts of nitrogen deposition. This land would take the form of new habitats, including woodland planting, in areas that are currently agricultural land and landfill. As such, the Applicant's acquisition of this land would provide biodiversity benefits for the area.</p> <p>Following the Local Refinement Consultation, the Applicant removed 33ha of nitrogen compensation land from the Order Limits.</p> <p>The Applicant has carried out Agricultural Land Classification surveys, the results of which are described in Environmental Statement (ES) Chapter 10: Geology and Soils (Application Document 6.1). These surveys assess the Project's impact on the 'best and most versatile land' (Grades 1, 2 and 3a) and explain how impacts on farmland would be minimised.</p> <p>The Applicant has also assessed the impact of the Project on the viability of farm businesses (see ES Chapter 13: Population and Human Health (Application Document 6.1)), including aspects such as the proportion of land taken (temporarily or permanently), changes to access routes, and disruption to drainage and water supplies.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						For more information about the compensatory land proposals, see ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).	
CSR12	<p>Comments expressing concern that the latest proposals for the Project south of the River Thames would increase levels of air pollution compared with the previous proposals.</p> <p>Some consultees say the new area of Chalk Park would be unpleasant for people to visit because of the levels of air pollution.</p>	-	-	5	22	<p>During the Local Refinement Consultation in May 2022, the Applicant presented a revised assessment of the impact of changes to nitrogen deposition on nearby designated sites resulting from changes to traffic flow when the Project is open. To offset the predicted impacts of nitrogen deposition from the precautionary assessment, the Applicant proposed a package of new compensatory habitats, which would be established. These would maintain and enhance the area's biodiversity to compensate for the potential degradation of existing habitats as a result of nitrogen deposition. The revised air quality assessment presented during consultation did not predict any changes in impacts on human health.</p> <p>In line with previous assessments, the Applicant's assessment of the air quality impacts on human health for the area around Chalk Park shows that there would be a minimal increase in pollutants as a result of Project-related changes in traffic flows. There would be some reduction in air quality where the Project is immediately adjacent to the proposed site for Chalk Park, but the levels in these areas would still comply with national air quality standards. These assessed impacts would</p>	No



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						<p>not require additional air quality monitoring or other mitigation measures once the Project is operational.</p> <p>None of the other proposals for south of the River Thames presented during the Local Refinement Consultation are predicted to have an impact on air quality during construction or operation.</p> <p>For more information about the Applicant's assessments of air quality impacts during construction and operation, see Environmental Statement (ES) Chapter 5: Air Quality (Application Document 6.1). The assessment considers impacts on designated habitats as well as human health and sets out the appropriate mitigation in each case.</p>	
CSR13	Comments expressing concern that the latest proposals for the Project south of the River Thames would have adverse impacts on carbon emissions and climate change.	-	-	0	3	<p>The revised proposals for south of the River Thames presented during the Local Refinement Consultation in May 2022 are not expected to have any significant impact on the Project's greenhouse gas emissions.</p> <p>As part of the Development Consent Order application, the Applicant has explained how the relevant legislative and policy requirements in relation to climate change impacts are met. An Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 15, Climate (Application Document 6.1), assesses the Project's impact on climate change,</p>	No

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						<p>including greenhouse gas emissions during construction and operation, and sets out the proposed mitigation measures, including those measures that are secured through the outline 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.</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</p>	

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						<p>before construction begins to explore ways of achieving greater reductions in emissions. The outline 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 outline 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, 2021). 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 Department for the Environment, Food and Rural Affairs' Emissions Factors Toolkit.</p>	

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CSR14	Comments expressing concern that the latest proposals for the Project south of the River Thames would increase the potential for flood risk in the local area.	-	-	0	4	<p>The Applicant consulted on changes south of the River Thames during the Local Refinement Consultation in May 2022. None of the changes are expected to have an impact on flood risk either locally or for the wider Project.</p> <p>One of the selection criteria for the nitrogen deposition compensatory land was to ensure that no land parcels were in existing flood risk areas. This would reduce the risk of any proposed habitats being damaged by future flooding, while also reducing the risk of changes to the land increasing flood risk.</p> <p>In accordance with national policy, the Project would not increase flood risk during construction or operation.</p> <p>The impacts on flood risk and water management during construction and operation are assessed in 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.</p>	No

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CSR15	General comments expressing concern that the latest proposals for the Project south of the River Thames and the Project in general would have a negative impact on the environment compared with the previous proposals.	-	-	1	6	The predicted environmental impacts of the changes proposed during the Local Refinement Consultation in May 2022, compared with the previous proposals, were set out in Chapter 4 of the Guide to Consultation (see Appendix T of this report). Most of the changes would have mainly positive impacts on the environment, such as reduced impacts on areas of archaeological importance, or biodiversity benefits as a result of creating new habitats and linking existing ones.  More information about the environmental impacts of the Project, including areas south of the River Thames, can be found in the Environmental Statement (Application Documents 6.1, 6.2 and 6.3).	No
CSR16	Comments expressing concern that the latest proposals for the Project south of the River Thames would result in loss and damage to existing land and green spaces.  Consultees say agricultural land would be lost. Some consultees mention the loss of food security as a result of changing agricultural land to new habitats.	Higham Parish Council	Gravesham Borough Council	1	22	The Applicant consulted on revisions to the Project during the Local Refinement Consultation in May 2022. South of the River Thames, these included changes to Public Rights of Way, revised utility works, updated planting around Shorne Ifield Road, and a package of compensatory land to offset the predicted impacts of nitrogen deposition.  Most of the changes consulted on were broadly neutral with regards to amount of land required, with the only measure substantially adding land to the Order Limits being the proposals for the nitrogen deposition compensatory land, which added	No

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						<p>279ha of land to the Order Limits, with 159ha of this south of the River Thames.</p> <p>Following the Local Refinement Consultation, the Applicant removed approximately 36ha of land south of the river from the nitrogen deposition areas, and the Order Limits, resulting in an increase of 123ha south of the River Thames. This overall reduction reduces the impact on some of the landowners' while continuing to offset the environmental impacts of nitrogen deposition.</p> <p>The sites for the compensatory land were selected in order that the Applicant would be able to maximise the increase in biodiversity by creating new habitats, such as woodlands. The current usage of each site is agricultural, meaning the sites currently have a low biodiversity value and provide little amenity for the public. The Applicant's acquisition of this land would provide biodiversity benefits for the area and the Applicant would aim to provide public access to the compensatory land where this is practicable and would not interfere with the land's primary purpose.</p> <p>The Applicant has carried out Agricultural Land Classification surveys, the results of which are described in the Environmental Statement (ES) Chapter 10: Geology and Soils (Application Document 6.1). These surveys assess the Project's impact on the 'best and most versatile land' (Grades 1, 2</p>	

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						<p>and 3a) and explain how impacts on farmland would be minimised.</p> <p>The Applicant has also assessed the impact of the Project on the viability of farm businesses (see ES Chapter 13: Population and Human Health (Application Document 6.1), including aspects such as the proportion of land taken temporarily or permanently, changes to access routes, and disruption to drainage and water supplies.</p> <p>The Project would result in the loss of areas of best and most versatile (BMV) agricultural land, resulting in a negative impact that cannot be mitigated. The Applicant notes that BMV land is determined solely by soil and land characteristics, but high-grade land is not necessarily being farmed to its full potential, although its loss precludes its future potential.</p> <p>The Applicant considers the Project is justified by its objective to relieve the congested Dartford Crossing and approach roads, improve resilience of River Thames crossings and the major road network, and improve safety. The Project has the potential to strengthen and improve the efficiency of road links between food producers (in the UK and further afield) and consumers.</p>	

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CSR17	Comments expressing concern that the latest proposals for the Project south of the River Thames would result in more noise and vibration. Consultees express concern about the removal of the noise barrier at Park Pale and the potential for noise impacts on nearby properties.	Shorne Parish Council	Gravesham Borough Council	2	22	<p>None of the proposals for south of the River Thames presented during the Local Refinement Consultation in May 2022 are predicted to have a significant negative impact on noise. The proposal to use a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads would reduce noise during the Project's operation. 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 also proposed the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>During the 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) Unit. 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</p>	No



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						<p>removing this noise barrier and found that there would be no significant noise impacts as a result of the change.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see Environmental Statement (ES) Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.7 (Application Document 6.2). These include information about other noise mitigation measures such as earthworks and noise barriers.</p>	
CSR18	Comments expressing concern that the latest proposals for the Project south of the River Thames would have adverse visual impacts on the landscape compared with previous proposals.	Shorne Parish Council, Natural England	Gravesham Borough Council	0	6	<p>The Applicant consulted on changes to the Project during the Local Refinement Consultation in May 2022, including changes south of the River Thames. Some of the proposals would have impacts on the landscape compared with the previous proposals for this area.</p> <p>The new areas of compensatory habitats would change the way the landscape looked by creating new areas of woodland, where there is currently agricultural land.</p> <p>An area of proposed tree planting near Shorne Ifield Road was moved during the Local Refinement Consultation. Moving this area of proposed compensatory tree planting would deliver the same amount of woodland planting as previously proposed during Statutory Consultation, but it would be located in two areas north and south of Shorne Ifield Road.</p>	No

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						The Applicant has considered landscape and visual impacts across the Project, including during construction and operation. These assessments are detailed in Environmental Statement (ES) Chapter 7: Landscape and Visual (Application Document 6.1) which also includes the proposed mitigation measures. For more information about the design of the southern route, see the Project Design Report (Application Document 7.4) and the Design Principles (Application Document 7.5). The Applicant consulted on the draft Design Principles during the Community Impacts Consultation in July 2021.	
CSR19	Comments expressing concern that the latest proposals for the Project south of the River Thames would have an adverse impact on wildlife and habitats. Consultees highlight the loss and damage to sensitive habitats. Concerns are raised about nitrogen deposition, with consultees saying the impacts are not clear.	-	-	2	29	<p>During the Local Refinement Consultation in May 2022, the Applicant consulted on a set of refinements to the Project south of the River Thames. Each refinement included an assessment of its environmental impact. Most of the changes were assessed as having no significant impacts on biodiversity compared with the previous proposals.</p> <p>One of the refinements that would impact wildlife and habitats is the package of compensation land for the impacts of nitrogen deposition, which was presented for the first time.</p> <p>The newly proposed 159ha of habitats south of the River Thames were chosen to maximise their positive impacts, linking existing habitats, as well as creating new</p>	No

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						<p>ones. The Applicant's robust assessments predict the latest proposals would provide a biodiversity benefit, even accounting for the impacts of nitrogen deposition, which has been assessed for the worst-case scenario. In response to feedback received during the Local Refinement Consultation, 32ha of land in the Blue Bell Hill compensation area has been removed from the Order Limits, while a smaller piece of land, near to Burnham, totalling 9ha has been added. Another 12.7ha of land has also been removed from the Order Limits near Shorne Woods. The total amount of compensatory land has been reduced from 279ha to 246ha, which the Applicant is satisfied would provide sufficient compensatory habitats to offset the predicted impacts of nitrogen deposition as a result of changes to traffic flows once the new road is open. As well as Environmental Statement (ES) Chapter 5: Air Quality, and Chapter 8: Terrestrial Biodiversity (Application Document 6.1), more information about the assessments of the impacts of nitrogen deposition can be found in the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p> <p>During the Local Refinement Consultation, in line with feedback received from landowners during the Community Impacts Consultation, the Applicant proposed moving the 12.5ha of compensatory</p>	

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						woodland planting to the south of Shorne Ifield Road. This proposed new woodland habitat would have no net change in biodiversity compared with its previously proposed location, but it would mean the new woodland would avoid an area newly assessed as having increased archaeological value.	
CSR20	Comments expressing concern that the latest proposals for the Project south of the River Thames would have adverse environmental impacts through the removal of parts of some Sites of Special Scientific Interest (SSSI), including Shorne and Ashenbank Woods SSSI and Great Crabbles Wood SSSI.	-	-	0	4	<p>The Applicant's latest proposals for the Project south of the River Thames do not propose removing parts of any Sites of Special Scientific Interest (SSSIs). The Applicant has assessed that changes in vehicle emissions as a result of the Project opening are predicted to deteriorate some designated sites.</p> <p>To offset the impacts of nitrogen deposition, the proposals would create new habitats, some of which would reconnect existing woodland across the Shorne Woods area that has been subject to severance and isolation in the past.</p> <p>The proposals to the north of the A2/M2 include three parcels of agricultural land totalling approximately 29ha next to Shorne and Ashenbank Woods SSSI, Great Crabbles Wood SSSI and ancient woodlands.</p> <p>Another site is located south of the A2/M2 and is close to Ashenbank Woods, totalling approximately 9ha. This area has been identified due to its proximity to an impacted site and it is also next to proposed</p>	No

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						<p>woodland planting that would be 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>Overall, the proposals for a compensatory package of new habitats are expected to have a net positive impact on biodiversity south of the River Thames. For more information, see Environmental Statement (ES) Chapter 5: Air Quality, and Chapter 8: Terrestrial Biodiversity (Application Document 6.1), while more information about the assessments of the impacts of nitrogen deposition can be found in the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	
CSR21	Comments expressing concern that the latest proposals for the Project south of the River Thames would negatively affect heritage assets.	-	-	1	5	<p>The Applicant consulted on changes to the Project during the Local Refinement Consultation in May 2022, including changes south of the River Thames. None of the proposals are predicted to have significant negative impacts on cultural heritage assets compared with the previous proposals in this area.</p> <p>For example, one of the selection criteria for the new areas of compensatory habitats was that they would not be located in areas that potentially had archaeological value.</p> <p>An area of proposed tree planting near Shorne Ifield Road was moved during the Local Refinement Consultation. Moving this</p>	No

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						<p>area of proposed compensatory tree planting would avoid a significant impact on the buried archaeology associated with a Medieval settlement that has been discovered north of Shorne Ifield Road, while delivering the same level of woodland planting compensation as previously proposed during Statutory Consultation.</p> <p>The Applicant has considered cultural heritage across the Application Site, including designated and non-designated assets, and their settings. These assessments are detailed in Environmental Statement (ES) Chapter 6: Cultural Heritage (Application Document 6.1) which also includes the proposed mitigation measures.</p>	
CSR22	Comments expressing concern that the latest proposals for the Project south of the River Thames would not offer sufficient mitigation compared with previous proposals.	-	Tonbridge and Malling Borough Council, Gravesham Borough Council	1	8	<p>At the Local Refinement Consultation in May 2022, the Applicant consulted on a number of localised changes south of the River Thames. The changes would increase the amount of open space by adding land to the east of Chalk Park, refine plans for environmental compensation, and update proposals for walking, cycling and horse riding provision.</p> <p>In line with advice from Natural England, the Applicant refined the way it assesses the impacts of nitrogen, so it includes ammonia being emitted from vehicle exhausts, as well as nitrogen oxides (NOx). As a result of the Applicant's revised assessments of the impacts on habitats, 279ha of additional compensation land was</p>	No

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						<p>added to the Project during the Local Refinement Consultation. The Applicant consulted on two compensation areas south of the River Thames. Along the M2 corridor and at Blue Bell Hill approximately 104ha would form one large area for habitat creation. In Gravesham and Shorne Woods approximately 55ha of compensatory land would be added.</p> <p>Following the Local Refinement Consultation, the Applicant completed assessments and refined its compensation proposals, including in the A2/M2 corridor and Blue Bell Hill compensation area, and the Shorne Wood and Gravesham compensation area, with 246ha of land now proposed. This package of land would be sufficient to offset the impacts of nitrogen deposition across the Project.</p> <p>For more information, see Environmental Statement (ES) Chapter 5: Air Quality, and Chapter 8: Terrestrial Biodiversity (Application Document 6.1), while more information about the assessments of the impacts of nitrogen deposition can be found in the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	
CSR23	Comments expressing concern that the latest proposals for the Project south of the River Thames would result in Chalk Park	-	-	0	3	On completion, Chalk Park would be an attractive, landscaped area, providing new recreational space for the local community and additional habitats to improve biodiversity.	No

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	<p>being used as a site for dumping soil.</p> <p>Some consultees say the existing land is rich with wildlife and this would be removed.</p>					<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 link to the green spaces of 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.</p> <p>The existing area of land that Chalk Park would occupy is either private agricultural land with public access via footpaths, or part of the current site of Southern Valley Golf Club. It is not public open space land, nor is it of high biodiversity value.</p> <p>The proposals would provide increased access to the public and improved habitats for flora and fauna. 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.</p> <p>For more information about Chalk Park, see the Project Design Report (Application Document 7.4). The outline Landscape and Ecology Management Plan (Application Document 6.7) submitted as part of the</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						application for development consent provides information about how the Applicant would manage existing habitats and create new ones.	
CSR24	Comments expressing concern that the latest proposals for the Project south of the River Thames would increase traffic and congestion once it is operational.	Cobham Parish Council, Higham Parish Council, Shorne Parish Council	Tonbridge and Malling Borough Council, Kent County Council, Medway Council, Gravesham Borough Council	2	56	At the Local Refinement Consultation in May 2022, the Applicant consulted on a number of localised changes south of the River Thames. The changes would increase the amount of open space by adding land to the east of Chalk Park, refine plans for environmental compensation, and update proposals for walking, cycling and horse riding provision. The latest proposals would have no significant effect on traffic and congestion compared with the previous iteration of the Project consulted on.	No
CSR25	Suggestions for design alterations to the Project south of the River Thames. Suggestions include designing an attractive 'statement' bridge for the National Cycle Route (NCR)177, providing a safe route for NCR177 through the proposed M2/A2/A122 Lower Thames Crossing junction, and widening the already proposed green bridges.	Shorne Parish Council	Gravesham Borough Council	0	7	Once the Project is complete, the National Cycle Route (NCR)177 would be realigned south of the A2/M2 along a new local road, removing the need for overbridges and underpasses through the proposed M2/A2/A122 Lower Thames Crossing junction. The route would cross the A2/M2 west of the proposed junction on the existing footbridge west of Gravesend East junction.  Following the Community Impacts Consultation in July 2021, the Applicant presented 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	No

Code	Summary of issue(s) raised	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 habitats and connectivity for wildlife and provide additional screening of the Project.</p> <p>The green bridge at Thong Lane over the Project was widened to 84m at the Supplementary Consultation in January 2020. The width of the green bridge at Brewers Road is constrained by the desire to create a habitat corridor that integrates with the existing green bridge over the High Speed 1 (HS1) railway. The green bridge carrying Thong Lane over the A2/M2 was widened 10m after the Community Impacts Consultation in July 2021. This would improve habitats and connectivity for wildlife, increase landscape planting, and provide additional screening of the proposed M2/A2/A122 Lower Thames Crossing junction. The Applicant notified the appropriate land interests of this change during the landowner engagement activity in May 2022.</p> <p>For more information about the proposals to improve facilities for walking, cycling and horse riding, including green bridges, see the Project Design Report (Application Document 7.4). For more information 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).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
CSR26	Comment suggesting that the Project should do more south of the River Thames to ensure economic benefits for the local community.	-	Gravesham Borough Council	0	1	<p>The Project has been designed to meet the Scheme Objectives as agreed between the Applicant and the Department for Transport. The Scheme Objectives include the requirement to support sustainable local development and regional economic growth in the medium to long term. 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>Road users in Kent who travel along parts of the A2, A13, M25, and M20 and who use the Dartford Crossing and its approach roads are forecast to experience journey time benefits and reduced congestion as a result of the Project. The improved connectivity would boost the productivity of local businesses by making it easier for them to interact with customers and suppliers, and to retain and attract workers. These business benefits would boost employment and economic growth, with significant long-term benefits from the Project for businesses. For further information on the economic benefits of the Project, including access to jobs, see the Need for the Project (Application Document 7.1) and the Economic Appraisal Package,</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>(Application Document 7.7, Combined Modelling and Appraisal Report, Appendix D).</p> <p>As part of the efforts to generate benefits for local communities, the Applicant intends to provide opportunities for local people that might enable them to work on the construction or operation of the route and would also seek to help local businesses form part of the supply chain that would build and operate the route. The Applicant is working with stakeholders to develop these plans and put them into action. The 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 the local people and environment.</p> <p>Steps being taken to deliver economic benefits for the local community include new skills and training for local residents during the construction phase, work placements and careers advice for local students, a pre-employment support programme for long-term unemployed, and support for local business leaders to bid for this and the future pipeline of investment in the region.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
CSR27	Suggestions for additional mitigation measures to be considered as part of the latest proposals for the Project south of the River Thames. These include creating more parks and nature reserves, increasing woodland planting, and a suggestion that the Project should achieve a biodiversity net gain.	Kent Downs AONB Unit	Kent County Council	1	6	At the Local Refinement Consultation in May 2022, the Applicant consulted on a number of localised changes south of the River Thames. These included an increase to the amount of open space by adding land to the east of Chalk Park, an update to the planting around Shorne Ifield Road, and a package of compensatory land to offset the predicted impacts of nitrogen deposition. The Project includes two proposed areas of publicly accessible open space land at Chalk Park and Tilbury Fields, along with extensive compensatory woodland planting to offset the impacts on ancient woodland, veteran trees, and the predicted effects of nitrogen deposition.	No
CSR28	Suggestions for how the land acquired by the Applicant south of the River Thames could be used by the Applicant, beyond what is currently proposed. Suggestions include making more land accessible to the public and creating new habitats, including woodland.	-	-	0	6	The Project includes two proposed areas of publicly accessible open space land at Chalk Park and Tilbury Fields, along with extensive compensatory woodland planting to offset the impacts on ancient woodland, veteran trees, and the predicted effects of nitrogen deposition. The Applicant is investigating the feasibility of allowing the public to have access to land forming part of the compensatory habitats and this may be provided in cases where access would not interfere with the land's primary biodiversity purpose. Although the construction of the Project would have significant adverse effects on some designated sites and irreplaceable habitats, the Applicant has sought to provide biodiversity gains wherever practicable. The Applicant is not proposing additional woodland planting or habitats beyond those included in the application for development consent.	No

Code	Summary of issue(s) raised	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 assessment of baseline biodiversity value and that achieved by the Project's design post development is presented within the Sustainability Statement (Application Document 7.11).</p> <p>The Applicant's robust assessments predict the latest proposals would provide a biodiversity benefit, even accounting for the impacts of nitrogen deposition, which has been assessed for the worst-case scenario.</p> <p>For more information about the Project's biodiversity balance, see Environmental Statement (ES) Chapter 8: Terrestrial Biodiversity, and Chapter 9: Marine Biodiversity (Application Document 6.1).</p>	
CSR29	Comments expressing support for the latest proposals for the Project south of the River Thames as they would have a positive impact on the environment. These include support for changes around green spaces and that it would be more beneficial for the wildlife than previous proposals.	Kent Downs AONB Unit, Natural England	Gravesham Borough Council	0	13	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
CSR30	General comments expressing support for the latest proposals for the Project south of the River Thames, including those saying they are a significant improvement on those presented previously, with the widening of Thong Lane green bridge being welcomed.	HS1 Ltd, Cobham Parish Council	Kent County Council, Gravesham Borough Council, Medway Council	1	38		No
CSR31	Comments expressing support for the latest proposals for the Project south of the River Thames as they would improve the traffic and congestion currently experienced. Comments include to 'get on with it' as the proposed improvements are long overdue.	HS1 Limited, Higham Parish Council	-	0	14		No
CSR32	Comments supporting the latest proposals for walking, cycling and horse riding south of the River Thames.	-	Kent County Council, Gravesham Borough Council	0	4		No
CSR33	Comments expressing conditional support for the latest proposals for the Project south of the River Thames. Comments include	-	Gravesham Borough Council	2	11		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	that while opposed to the Project overall, the changes are an improvement on the previous consultation, with specific mention of the widening of the green bridge over Thong Lane and the revisions and updates to Chalk Park.						



## Issues raised in response to open Question 1i

- 15.4.17 Table 15.7 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q1i in the consultation response form, which was as follows:
- 15.4.18 *Q1i: Please let us know the reasons for your response and any other comments you have on the proposed changes north of the river. If you're providing feedback on specific changes or sections of the route, please refer to these in your response to this question.*
- 15.4.19 For reference, open Question 1i above referred to closed questions 1e–1h which were as follows:
- 15.4.20 *Q1e: Do you support or oppose the proposed changes to the section of the route: the Tilbury area?*
- 15.4.21 *Q1f: Do you support or oppose the proposed changes to the section of the route: A13/A1089 junction?*
- 15.4.22 *Q1g: Do you support or oppose the proposed changes to the section of the route: Mardyke Valley/North Road?*
- 15.4.23 *Q1h: Do you support or oppose the proposed changes to the section of the route: M25 junction 29?*
- 15.4.24 For more information about Q1e–1h and how consultees responded to them and the other closed questions in the consultation response form, see Section 15.3 of this report.
- 15.4.25 The issues raised that relate to changes north of the River Thames are summarised in Table 15.7 below. Where issues were raised in response to Q1i that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 15.4.26 The Applicant has fully considered all of the responses received, Table 15.7 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.
- 15.4.27 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to with a combined response.

## Information presented in Table 15.7

- 15.4.28 The information presented in Table 15.7 is the following:
- 'Code' is a unique code assigned to each issue for reference purposes.
  - 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q1i or to another question in the response form but covering similar topics.
  - 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.

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

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

15.4.29 Table 15.7 below summarises the issues raised relating to the proposals north of the River Thames and the Applicant's responses to those issues raised.

**Table 15.7 Summary of issues raised relating to the proposals north of the River Thames and the Applicant's responses**

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
CNR1	Comments expressing concern that the latest proposals for the Project north of the River Thames would result in disruption to local communities compared with the previous proposals. Consultees say the latest refinements to the Project, such as the changes at the proposed A13/A1089/A122 Lower Thames Crossing junction, would result in additional traffic on local roads. There were also concerns that Tilbury Fields would become a 'dump' for unwanted materials from construction. Some consultees say raising the road would increase the noise and visual impacts for local people.	-	Thurrock Council	9	40	<p>In developing proposals for the construction and operational phase, the Applicant has considered the impacts on communities and local people at all times, in line with the Project's 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). The assessment of community impacts includes consideration as to how local people's health would be affected.</p> <p>Overall, the revisions to the Project north of the River Thames presented during the Local Refinement Consultation in May 2022, are expected to have some positive impacts on local people and some negative, compared with the previous proposals.</p> <p>The proposal to add a new link from the Orsett Cock junction to the A1089 was provided in response to feedback from the local authority, which included concerns about increased traffic on some local roads if this connection were not retained. Its inclusion would retain the link for motorists to access the A1089, while reducing traffic on the A1013 and the A128 Brentwood Road once the Project is operational. There are also predicted to be reductions in traffic on the A13 west of the Project and the M25</p>	No
CNR2	Comments expressing concern that the latest proposals for the Project north of the River Thames	-	Thurrock Council	9	35		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	<p>would have negative impacts on local people's health and wellbeing, compared with the previous proposals.</p> <p>Specific concerns include nitrogen deposition at the North Portal and that disabled people would have difficulty accessing the new public recreational land at Tilbury Fields.</p>					<p>south of junction 29 compared with the previous proposals. Once the Project is operational, there are also predicted to be increases in traffic, compared with the previous proposals, on Rectory Road/Conways Road between the Orsett Cock junction and the A1089, on Marshfoot Road, on the A1089 southbound, and on the Project between the M25 and the A13.</p> <p>As a result of the provision of the A1089 link, there would also be localised changes in air quality and noise compared with the previous proposals, with adverse changes in noise and air quality where there would be higher traffic flows. More information about the impacts of the proposed A13/A1089/A122 Lower Thames Crossing junction can be found in the Environmental Statement (ES) Chapter 5: Air Quality, and Chapter 12: Noise and Vibration (Application Document 6.1).</p> <p>Tilbury Fields would be a landscaped recreational area providing significant community benefits. While its landforms would be sculpted from recycled excavated material, this would not be apparent once the area is operational. Tilbury Fields would be covered in grasses, shrubs and trees, and would include Public Rights of Way (PRoWs) linking to the existing network. More information about the proposals can be</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>found in the Project Design Report (Application Document 7.4).</p> <p>There is currently no dedicated parking, disabled or otherwise, proposed for the new area of public recreational land at Tilbury Fields, with the land being accessed via new and upgraded PRoWs. Paths would be designed to be accessible, including shallow gradients, so would be suitable for those with restricted mobility.</p> <p>The section of road near North Ockendon that would be raised would not have a negative impact on local communities because the road would be only raised a marginal amount (1.5m) within a false cutting, so the increase would not be visible to local people. The additional landscaping in the area would help screen the Project from nearby properties. This, and the additional landscaping at the proposed A13/A1089/A122 Lower Thames Crossing junction, would mean more excavated material would be used onsite, significantly reducing the number of Heavy Goods Vehicle (HGV) journeys needed to remove the material by road. This would reduce the construction impacts on local people.</p> <p>Hole Farm, Brentwood, has been acquired by the Applicant and will become a community woodland, the largest in the East of England. Some of the woodland would be</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>designated as compensation land for the effects of nitrogen deposition.</p> <p>The rest of the additional land added to the Order Limits north of the River Thames to compensate for the predicted impacts of nitrogen deposition is being acquired for its biodiversity benefits, but some of this land may be made accessible to local people for recreation, if appropriate. The revised assessment for nitrogen deposition found there would be some predicted impacts on habitats within designated sites, but it would not negatively impact human health.</p> <p>The impacts on local communities, including health, have been assessed and are documented in ES Chapter 13: Population and Human Health (Application Document 6.1). As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>of landscaped recreational land at Tilbury Fields, as well as an upgraded network of PRowS. Extensive landscaping also reduces the amount of excavated material that would need to be removed using HGVs 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>Across the Lower Thames area 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>	

Code	Summary of issue(s) raised	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 – for example, due to anxiety around perceived changes in air quality or as a result of changes to noise levels. Longer journey times due to traffic management and road closures, reduced access to green spaces and closures of walking, cycling and horse riding routes could also impact people's health and wellbeing. Some local businesses, including farms, would have land temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of 26 residential properties and one commercial property north of the River Thames.</p> <p>Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse 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>	



Code	Summary of issue(s) raised	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 is proposed.</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>	
CNR3	Comments expressing concern that the latest proposals for the Project north of the River Thames would have a negative impact on air pollution.	-	Thurrock Council	17	62	During the Local Refinement Consultation in May 2022, the Applicant presented a revised assessment of the impact of nitrogen deposition on nearby designated sites resulting from changes to traffic flow when the Project is open. To offset the predicted impacts of nitrogen deposition from the precautionary assessment, the Applicant proposed a package of new compensatory habitats, which would be established. These would maintain and enhance the area's biodiversity to compensate for the potential degradation of existing habitats as a result of nitrogen deposition. The revised air quality assessment presented during consultation did not predict any changes in impacts on human health.	No
CNR4	Comments expressing concern that the latest proposals for the Project north of the River Thames would increase air pollution during the construction phase, compared with previous proposals. One consultee expressed concern that the proposed solar farm near North	-	Thurrock Council	7	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
	Ockendon would be affected by dust pollution.					<p>Other proposed refinements to the proposals were also predicted to have an impact on air quality. The revised access arrangements between Tilbury Viaduct and the North Portal would reduce noise and air quality impacts during construction by aligning the new access road on the western side of the Project with the proposed construction haul road, reducing the overall amount of construction works needed in this area.</p> <p>The newly proposed link between the Orsett Cock junction and the A1089 are predicted to result in localised changes (including increases and decreases) in traffic flows along various affected roads compared with the previous proposals. The air quality impacts of these changes in traffic flows are predicted to be in line with previous predictions for air quality impacts as presented during the Community Impacts Consultation in July 2021.</p> <p>None of the other proposals for north of the River Thames presented during the Local Refinement Consultation are predicted to have a significant impact on air quality during construction or operation compared with previous proposals.</p> <p>For more information about the Applicant's assessments of air quality impacts during construction and operation, see Environmental Statement (ES) Chapter 5: Air Quality (Application Document 6.1). The</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>assessment considers impacts on designated habitats as well as human health and sets out the appropriate mitigation in each case.</p> <p>The performance of solar panels is affected by the accumulation of dust on their surface, which is why commercial solar operations have regular cleaning cycles to keep their panels operating near peak performance. With good practice dust mitigation measures in place during the Project's construction, it is not expected that the Project would have a significant impact on the proposed solar farm's operation. Dust monitoring is also proposed on Project construction worksites in consultation with the relevant local planning authorities, to ensure those mitigation measures are working effectively.</p>	
CNR5	<p>Comments expressing concern that the latest proposals for the Project north of the River Thames would affect the value of local properties, including many that are not in the Order Limits.</p> <p>Concerns include loss of value due to noise and air pollution, reduced visual amenity, increased flood risk, and loss of access to</p>	-	Brentwood Borough Council	17	10	<p>Since the Preferred Route Announcement in 2017, owner-occupiers of residential properties within the Order Limits have been able to ask the Applicant to purchase their properties by serving a Blight Notice under the Town and Country Planning Act 1990 (as amended). The Applicant has received a number of Blight Notices and is processing these. More information about the blight process can be found in the Your Property and Blight (National Highways, 2022).</p> <p>Persons with an interest in land who would be affected by the land acquisition powers</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	homes during the construction phase.					<p>contained within the application for development consent, would be entitled to make a claim for compensation.</p> <p>Each claim for compensation would be considered on its own merits, in line with the Compensation Code. 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, such as from noise and air pollution, reduced visual amenity or increased flood risk.</p> <p>The Applicant has also written to residents near the Project regarding compensation that may be available to them due to the effects on their property from the Project once it has opened and has been in operation for a year.</p> <p>Further information about the compensation of this type can be found in the following National Highways document: How to Claim for the Effects on Your Property of New or Altered Roads (Part 1 Compensation).</p> <p>The Applicant would expect to maintain accesses to businesses and residential</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>properties 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>There would be impacts on some residential roads, however, during construction. More information on road closures and diversions 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 in 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 the road closures would be set out in the 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 phase of the authorised development.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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>The Applicant's engagement with people with an interest in land is described in Chapters 4 and 5 of this consultation 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 persons with an interest in land in Appendix J of this report.</p>	
CNR6	Comments expressing concern that the latest proposals for the Project north of the River Thames would have adverse impacts on the local community during the construction phase, in particular construction traffic and the impact of compounds on the environment and local people.	-	-	14	13	<p>In developing proposals for the construction of the Project, the Applicant has considered the impacts on communities and local people at all times, in line with the Project's Scheme Objectives agreed with the Department for Transport. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>The revisions to the Project north of the River Thames presented during the Local Refinement Consultation in May 2022 are expected to have some positive impacts on the local community during construction. For example, the landscaping and road-level changes are designed to allow more</p>	No
CNR7	Comments expressing concern about the latest	Pinsent Masons LLP	-	8	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>proposals for the Project and how they would impact construction north of the River Thames.</p> <p>Some consultees say the proposed works would impact public vehicle access to Thames Chase Forest Centre, while other consultees express concern about access to Thames Chase while utility works are being carried out.</p>	<p>on behalf of Port of Tilbury London Limited, Forestry England</p>				<p>excavated material to be reused onsite, which would reduce the number of Heavy Goods Vehicle journeys on nearby roads, benefiting local people.</p> <p>The removal of the Dock Road water utility works would reduce construction impacts on people in that area, while other changes, such as the removal of several areas of land from the Order Limits north of the river, with these no longer being required during construction or operation, would reduce the construction impacts locally.</p> <p>Moving the M25 compound south of Moat Lake would be broadly neutral in terms of impacts on local people, while providing biodiversity benefits by moving the compound away from a Site of Nature Conservation Interest. Information about how the impacts of construction compounds would be mitigated can be found in the Applicant's Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement (ES) Appendix 2.2) which 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 ES (Application Documents 6.1, 6.2 and 6.3) includes an assessment of the Project's impact on local communities during construction in ES</p>	

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



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>However, while construction impacts have been mitigated as far as reasonably practicable, there would be temporary negative impacts on communities from construction activities. These could result in mental health impacts on local people – for example, due to anxiety around perceived changes in air quality or as a result of changes to noise levels. Longer journey times due to traffic management and road closures, reduced access to green spaces and closures of walking, cycling and horse riding routes could also impact people's health and wellbeing. Some local businesses, including farms, would have land temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of 26 residential properties and one commercial property north of the River Thames.</p> <p>For more information about the Project's construction and operational impacts on local people, health, wellbeing and equalities, see ES Chapter 13 and the HEqIA.</p> <p>Information about the impacts on local communities, including health impacts, is also presented in the Community Impact Report (Application Document 7.16).</p> <p>Other proposed changes such as the new A1089 link road and the new access arrangement south of the Tilbury Viaduct would have some impacts on 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>activities, but these would occur in areas where major construction works are already proposed, so would not have a significant increase in impact on local communities in terms of noise, air quality or construction traffic.</p> <p>The Applicant has revised the utilities proposals at the Thames Chase Forest Centre to reduce the amount of land required by using more of the existing utilities infrastructure. The proposals mean cables would no longer need to be installed under the M25, using the proposed new walking, cycling and horse riding bridge instead.</p> <p>The Applicant has engaged with Forestry England to develop the proposals and minimise adverse effects from the proposed utility works, including reducing the amount of land required. The Thames Chase Forest Centre would remain open throughout the construction phase.</p> <p>With regards to concerns about the Applicant's access to Thames Chase Forest Centre during the construction phase, the Applicant and Forestry England have discussed the situation and are promoting access for construction traffic through the worksite adjacent to the M25, not through the public vehicle access to Thames Chase Forest Centre via Pike Lane.</p>	

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						Access for users of the Thames Chase Forest Centre to Public Rights of Way and sections of the woodlands, are likely to be limited during some works, such as during the overhead line works, which are scheduled to take place over several weeks. This access for walkers, cyclists and horse riders would be considered during the detailed design stage when further construction plans are received from UK Power Networks' appointed Contractor.	
CNR8	<p>Comments expressing concern that the latest construction proposals for the Project north of the River Thames would have a negative impact on heritage assets.</p> <p>Concerns include Baker Street Windmill and the Old Rectory at Fen Lane. Consultees were also concerned about the impacts of changing the road level near St Mary Magdalene Church and the North Ockendon Conservation Area.</p>	-	-	5	4	<p>The Applicant consulted on changes to the Project north of the River Thames during the Local Refinement Consultation in May 2022. The assessments of impacts presented in the Guide to Consultation set out the impacts on the environment and local people. None of the proposed changes are expected to have a significant negative impact on built heritage or archaeology north of the river.</p> <p>The landscaping changes to the proposed A13/A1089/A122 Lower Thames Crossing junction would be carried out within the existing footprint of the junction, so would not change the setting of existing heritage assets, such as Baker Street Windmill and the Old Rectory, compared with the previous proposals.</p>	No
CNR9	Comments expressing concern that the latest proposals for the	-	Essex County Council	8	8	The changes to the Project's road level west of North and South Ockendon would be implemented within the existing earthworks,	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	operational Project north of the River Thames would be detrimental to heritage assets. Consultees mention the revised earthworks would impact North Ockendon and West Tilbury Conservation Areas, including St Mary Magdalene Church.		Place Services, Thurrock Council			<p>so would not be noticeable from North or South Ockendon. By raising the road in this location, and near the M25, the amount of excavated material being removed by road would be considerably reduced, with positive impacts on local communities during the construction phase.</p> <p>The landscaping proposals near the M25 and North Ockendon would reduce the Project's visual impacts by placing clean excavated material from construction activities in this area, which would provide noise, landscape and visual improvements for some nearby residents compared with the previous proposals.</p> <p>Following the feedback received during the Community Impacts Consultation in July 2021, the Applicant proposed new Public Rights of Way and permissive path links to the heritage sites of Coalhouse Fort and Bowaters Battery, and to East Tilbury. These new connections would provide recreational and heritage benefits for the area.</p> <p>The Applicant has considered cultural heritage across the Order Limits, including designated and non-designated assets, and their settings. These assessments are detailed in Environmental Statement (ES) Chapter 6: Cultural Heritage (Application Document 6.1), which also includes the proposed mitigation measures.</p>	

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CNR10	Comments expressing concern that the latest proposals for the Project north of the River Thames would increase light pollution, both as a result of direct construction activities and because of the proximity of the construction compound to local residencies, and its potential impact to health and wellbeing.	-	-	4	2	<p>The Project's impacts on light pollution during construction are assessed in Environmental Statement (ES) Chapter 7: Landscape and Visual (Application Document 6.1). The chapter sets out the mitigation measures to minimise the landscape and visual effects of the Project, and also summarises all national, regional and local legislation directly or indirectly related to landscape and visual amenity.</p> <p>During construction, night-time lighting would be designed, positioned and directed to prevent or minimise light disturbance to nearby residents. Hoarding would be erected to the boundary where visual screening is required, for example, when the construction area would be visible from or immediately adjacent to visual receptors such as residential properties, Public Rights of Way and recreational areas. Hoarding would typically be 2.4m high but could be higher.</p> <p>These measures are set out in the Code of Construction Practice (CoCP) and the Register of Environmental Actions and Commitments (REAC) (Application Document 6.3, ES Appendix 2.2).</p>	No
CNR11	Comments expressing concern that the latest proposals for the Project north of the River Thames would increase light	-	Thurrock Council	2	4	At the Local Refinement Consultation in May 2022, the Applicant proposed raising the height of the road alignment at two locations north of the River Thames, while maintaining the required headroom clearance beneath	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	<p>pollution in areas previously unaffected due to raising the level of the road near South and North Ockendon. Consultees mention North Road and the Mardyke Valley in particular.</p> <p>Some consultees asked what consideration has been given to the visual impacts of vehicle headlights on unlit sections of the route.</p>					<p>existing structures. The locations were the sections of the route under the North Road crossing (near The Wilderness), and at the proposed M25/A122 Lower Thames Crossing junction (near North Ockendon). The section of the Project near North Road is not planned to have lighting once the Project is operational.</p> <p>By raising the road in these locations, the amount of excavated material being removed by road would be considerably reduced, but the change in road level would be marginal. As such, there would be no significant change in visual impacts for nearby communities during the Project's operation.</p> <p>The Project's impacts on light pollution during operation are assessed in Environmental Statement (ES) Chapter 7: Landscape and Visual (Application Document 6.1). The ES chapter sets out the mitigation measures to minimise the landscape and visual effects of the Project, and also summarises all national, regional and local legislation directly or indirectly related to landscape and visual amenity. The assessment includes consideration of the impact of vehicle lights at night, as set out in the Landscape and Visual Assessment Methodology (Application Document 6.3, ES Appendix 7.2).</p>	

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CNR12	Comments expressing concern that the latest proposals for the Project north of the River Thames would increase noise pollution during the construction phase. Consultees express concern about the additional works needed to build the proposed A1089 link road. The new access arrangements south of Tilbury Viaduct are also mentioned as a concern.	-	Thurrock Council	8	11	The addition of the A1089 link to the Project would not have any significant impact on construction noise and vibration, given the extent of the road, structures and utility works that already form part of the Project in the proposed A13/A1089/A122 Lower Thames Crossing junction area. The same would be the case for the new access arrangements, which would require some additional construction activities, but in an area that would already have construction activities, such as utility diversions and construction of the tunnel and its approach, as well as the new road, viaduct and Tilbury Fields.	No
CNR13	Comments expressing concern that the latest proposals for the Project north of the River Thames would cause additional noise pollution as a result of the newly proposed A1089 link road and due to raising the road near North Ockendon. Some consultees say traffic data and environmental assessments are needed to understand the new noise impacts.	-	Thurrock Council	14	36	During the Local Refinement Consultation in May 2022, the Applicant presented information about the impact of the proposed A1089 link road once the Project is operational. It is predicted that the noise impacts with the link road would be similar to those in the previous proposals without it. The Applicant used traffic modelling and environmental assessments to form this conclusion.  The final assessment of noise and vibration impacts of the Project during construction and operation, along with information about the proposed mitigation measures, can be found in Environmental Statement (ES)	No

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						<p>Chapter 12: Noise and Vibration (Application Document 6.1).</p> <p>The proposed change in road level near North and South Ockendon would only change the road level within a cutting. Raising the road in this location would reduce the amount of excavated material being removed by road, which would reduce construction traffic noise on some roads.</p> <p>The marginal nature of the change in road level within the cutting would mean there would be no significant change in noise or vibration impacts once the Project is operational.</p>	
CNR14	<p>Comments expressing concern that the latest proposals for the Project north of the River Thames would result in Tilbury Fields being used as a 'soil dump', rather than as a recreational open space. Some consultees say the site is not appropriate.</p>	-	Thurrock Council	2	4	<p>On completion, Tilbury Fields would be an attractive, landscaped area, providing new recreational space for the local community and additional habitats to improve biodiversity.</p> <p>Following feedback received during the Community Impacts Consultation in July 2021, and the announcement of the Thames Freeport at Tilbury, the location of Tilbury Fields was changed to accommodate the proposed Thames Freeport.</p> <p>The revised proposals for Tilbury Fields include more recreational Public Rights of Way than previously proposed, with links to existing Public Rights of Way. The current site also increases the amount of mosaic</p>	No



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						<p>habitat proposed and improves connectivity to existing habitats.</p> <p>For more information, see the Design Principles (Application Document 7.5), which provides more information about the proposals to reuse excavated material at Tilbury Fields as well as Project-wide landscaping proposals.</p>	
CNR15	Comments expressing concern that the latest proposals for the Project north of the River Thames would cause an increase in traffic and congestion during the construction phase.	Forestry England, Pinsent Masons LLP on behalf of Port of Tilbury London Limited	Thurrock Council	9	12	<p>The proposals published by the Applicant during the Local Refinement Consultation in May 2022 would have some positive impacts on nearby roads during construction compared with the previous proposals. For example, there would be a reduction in the number of Heavy Goods Vehicle journeys required north of the River Thames during construction due to the proposed changes to landscaping in several locations and the amended road level near North Ockendon. These changes would reduce the amount of excavated material that would have to be removed by road.</p> <p>The removal of the proposed Dock Road water connection from the proposals addresses concerns raised by local people during the Community Impacts Consultation in July 2021. It means that the pipeline connection would no longer take place on Dock Road, a residential road. It also means the associated traffic management measures would be needed for only two months</p>	No

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						<p>instead of nine, while other traffic management measures in the area have been reduced in scale and duration.</p> <p>The Applicant has revised the utilities proposals at the Thames Chase Forest Centre to reduce the amount of land required by using more of the existing utilities infrastructure. The proposals mean cables would no longer need to be installed under the M25, using the proposed new walking, cycling and horse riding bridge instead.</p> <p>The Applicant has engaged with Forestry England to develop the proposals and minimise adverse effects, including reducing the amount of land required. The Thames Chase Forest Centre would remain open throughout the construction phase.</p>	
CNR16	<p>Comments expressing concern that the latest proposals for the construction of the Project north of the River Thames would have an adverse impact on local wildlife, protected and endangered species and habitats.</p> <p>Consultees mention the moving of a construction compound near North Ockendon, saying the Applicant should help meet</p>	-	-	4	2	<p>The Applicant proposed several changes near North Ockendon during the Local Refinement Consultation in May 2022. The proposed location of the M25 compound, which would facilitate widening works on the M25, as well as other construction activities in the area, was moved to the south of Moat Lake Fishing Lake. This was in response to feedback from the London Borough of Havering asking to move the compound away from a Site of Importance for Nature Conservation (SINC). Moving the compound away from the SINC would reduce 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
	its biodiversity objectives by managing and enhancing existing grassland in that area.					<p>potential for construction activities to have a negative impact on the SINC.</p> <p>Other changes proposed at consultation include revised landscaping along the Project and changes to the level of the carriageway within a cutting. This would allow more excavated material from the Project to be reused onsite, reducing the number of Heavy Goods Vehicles needed to transport material on nearby roads. This reduction in construction traffic would have a positive impact on the roads, the environment and local communities.</p> <p>In areas where grassland would be created, such as new landscaped areas that form part of the Project, 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>For more information about the Project's planting and biodiversity strategy, see Environmental Statement (ES) Chapter 8: Terrestrial Biodiversity (Application Document 6.1). For more information about the Project's proposals to reuse excavated materials, see the outline Materials Handling Plan (Application Document 6.3, ES Appendix 2.2, Annex B).</p>	

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CNR17	Comments expressing concern that the latest proposals for the Project north of the River Thames would have negative impacts on wildlife and habitats once the Project is operational, with particular concerns about the impacts of nitrogen deposition on designated sites.	Forestry England, Natural England	Thurrock Council	13	19	<p>During the Local Refinement Consultation in May 2022, the Applicant consulted on a set of refinements to the Project north of the River Thames. Each refinement included an assessment of its environmental impact. Most of the changes were assessed as having no significant impacts on biodiversity compared with the previous proposals.</p> <p>One of the refinements that would impact wildlife and habitats is the package of compensation land for the impacts of nitrogen deposition, which was presented for the first time. Since the Community Impacts Consultation in July 2021, the Applicant carried out, in light of new guidance and in agreement with Natural England, a revised, precautionary assessment of the impacts of nitrogen deposition once the Project is operational.</p> <p>This assessment predicted that changes in traffic flow as a result of the Project opening would cause deterioration in some designated habitats near the affected road area. The proposals presented during the Local Refinement Consultation included the outcomes of these assessments and information about a compensation package of land to offset the predicted impacts. The new land included in the Order Limits would be acquired by the Applicant and transformed from low-value biodiversity areas, which are currently either farmland or</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>landfill, into high-value mosaic habitats, which are mostly woodland, and would support a rich variety of plants and species.</p> <p>The 120ha of nitrogen compensatory planting north of the River Thames were chosen because of its proximity to designated sites that would be affected by nitrogen deposition, and their links to existing habitats.</p> <p>The Applicant expects the latest proposals to provide a biodiversity benefit, even accounting for the impacts of nitrogen deposition, which has necessarily been assessed for the worst-case scenario.</p> <p>In response to feedback received during the Local Refinement Consultation, the Applicant has refined the compensatory land proposals, but this does not affect the proposed land north of the River Thames. Some land south of the River Thames has been removed from the Order Limits, while other smaller pieces of land have been added. The total amount of compensatory land north and south of the River Thames has been reduced from 279ha to 246ha, which the Applicant is satisfied would provide sufficient compensatory habitats to offset the predicted impacts of nitrogen deposition as a result of changes to traffic flows once the new road is open.</p>	

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						<p>As well as Environmental Statement (ES) Chapter 5: Air Quality, and Chapter 8: Terrestrial Biodiversity (Application Document 6.1), more information about the assessments of the impacts of nitrogen deposition can be found in the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p> <p>An additional proposal put forward during the Local Refinement Consultation is that the Applicant is proposing to change the route of a gas pipeline diversion to avoid a scheduled monument and veteran tree west of Orsett. This would have a positive impact on biodiversity compared with the previous proposal at this location.</p>	
CNR18	Comments expressing concern about the direct and indirect financial cost of the latest proposals for the Project north of the River Thames.	-	Thurrock Council	2	4	<p>The latest proposals presented during the Local Refinement Consultation in May 2022 would have only a marginal impact on the cost of the Project, while in many cases provide improved mitigation to reduce impacts.</p> <p>In some instances, the proposals would reduce costs. For example, the updated landscaping design at various locations around the proposed A13/A1089/A122 Lower Thames Crossing junction and near the proposed M25/A122 Lower Thames Crossing junction would mean that less excavated material would need to be disposed offsite by road, reducing the</p>	No

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						environmental impacts and costs of the Project.	
CNR19	Comments expressing concern regarding the latest proposals for the Project north of the River Thames. Some consultees say the latest proposals would reduce connectivity north of the River Thames. Some consultees say the proposed A13/A1089/A122 Lower Thames Crossing junction would be confusing for motorists, while others say the Project should provide a better connection to the Port of Tilbury.	Pinsent Masons LLP on behalf of Port of Tilbury London Limited	Brentwood Borough Council, Thurrock Council	12	18	The proposals for the A13/A1089/A122 Lower Thames Crossing junction have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (Highways England, 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 our appointed Contractors in accordance with the DMRB standards published at the time of detailed design. During the Local Refinement Consultation in May 2022, the Applicant consulted on a link from the A13 via the Orsett Cock junction to the A1089 southbound. This would improve access to the Tilbury area (including the Port of Tilbury) from the A13, A128 and the Project northbound and southbound, while also reducing traffic using some local roads in Thurrock compared with the previous proposals. The change was made in response to feedback from key stakeholders. Before the Project is operational, signage would be installed along the new road and within the tunnel to ensure the route performs safely and provides motorists with timely notifications of road layouts and destinations. All signage used would comply	No
CNR20	General comments expressing concern about the latest proposals for the Project north of the River Thames, in particular the design of the proposed A13/A1089/A122 Lower Thames Crossing junction compared with the previous proposals.	-	Thurrock Council	16	36		No

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						<p>with the Department for Transport's Traffic Signs Manual (DfT, 2022), which provides for clear and well recognised designs consistent across the UK and familiar to motorists.</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 Local Refinement Consultation, the Applicant amended the proposed operational access arrangements for the Project 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 can be found in Environmental Statement (ES) Chapter 2: Project Description (Application Document 6.1).</p>	



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CNR21	<p>Comments expressing concern about the latest proposals for utility diversions north of the River Thames, with consultees saying these could have negative impacts on local communities compared with the previous proposals. Consultees express concern about the latest proposals and the amount of land needed for utility diversions.</p> <p>Some consultees express concern about the diversion of the high-pressure gas pipeline closer to residents in Orsett. Other consultees say that diverted overhead power lines would be affected by the activities of the East Tilbury and Linford Gun Club.</p>	-	Essex County Council	10	4	<p>Since the Community Impacts Consultation in July 2021, 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. These changes seek to ensure the road and the utility networks can be constructed and operated in a way that considers local communities and the environment.</p> <p>As set out during the Local Refinement Consultation in May 2022, the Applicant is proposing to change the route of a gas pipeline diversion to avoid a scheduled monument and veteran tree west of Orsett, and to reflect updated construction knowledge since the original proposals. This results in minor changes to the Order Limits along the length of the diversion route, which would reduce the area needed for works overall by approximately 2ha. This change responds to feedback from Cadent Gas and addresses concerns raised by the public about impacts to veteran trees. The proposals for the pipeline's construction and operation have considered the proximity and safety of local residents, are in accordance with all relevant design guidance and legislation and are subject to consultation with the Health and Safety Executive.</p>	Yes

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						<p>With regards to the impacts on the East Tilbury and Linford Gun Club, part of the Club's site is needed to install a new overhead electricity power line. This would involve vegetation clearance in the north-east of the site, and restrictions during construction. Permanent rights would be required in this area for the operation and maintenance of the power line. The Applicant is engaging with the occupants to support their continued operation during the construction and operation of the Project.</p> <p>With regards to limits on land use near Muckingford Road and South Ockendon, permanent rights of access would be required in some areas for the operation and maintenance of the network by utility companies.</p> <p>North of Muckingford Road, following the Community Impacts Consultation in July 2021, and ongoing engagement with UK Power Networks, the Applicant is now proposing a new way of delivering the diversion of electricity lines in this location. This is because more detailed investigations have shown that what was previously proposed would be incompatible with the existing infrastructure in this location.</p> <p>The residents of Linford would see a new type of pylon replacing an existing one and would continue to see approximately 300m of existing overhead power lines that were</p>	

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						<p>previously proposed to be laid underground. There would not be a significant change in visual effects, compared with the existing setting.</p> <p>Following the Local Refinement Consultation, the Applicant updated proposals for the overhead power lines above Linford. As a result, there are now no residential properties in Linford within the Order Limits where existing overhead power lines would require restringing and no residential properties would be affected by the proposed works to existing overhead power lines where these are being retained in their current location. This would reduce the construction impacts on local people compared with the previous proposals.</p> <p>At M25 junction 29, following discussions with the utility company (Cadent Gas), a solution has been identified to avoid diverting a high-pressure gas pipeline to the south-east of the junction. The updated proposal addresses concerns raised by the landowner about potential impacts on future development. It also removed the proposed substation on North Road. This change would require the relocation of the Warley Street compound to the east of its previously proposed location due to its proximity to the retained pipeline.</p> <p>At South Ockendon, the Applicant had previously proposed a diversion of the gas</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						pipeline that supplied Barking Power Station. This proposal, following engagement with the pipeline owner, has been revised to the capping off and removing of sections of the pipeline that the Project interfaces with. This has resulted in a reduced land requirement in the area, as presented at the Local Refinement Consultation, and would remove any associated restrictions on the land use for that asset.	
CNR22	Comments expressing concern regarding the location of the latest proposals for the Project north of the River Thames, such as at Tilbury Fields, with consultees saying alternative locations should be considered.	-	Thurrock Council	1	2	As part of the Project's design and development process, the Applicant considered different locations for Tilbury Fields, consulting on a revised location during the Local Refinement Consultation in May 2022. The previous proposals were for 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 have been suitable for reuse as publicly accessible land. However, in line with feedback received during the Community Impacts Consultation, the Applicant moved the location of Tilbury Fields in order to accommodate proposals for a new Thames Freeport on part of the previously proposed site.  The revised location and design of Tilbury Fields include redesigning the environmental	No

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						mitigation and open space provision, new Public Rights of Way, as well as changes to construction access in the area. The current site is considered the optimal location for the new publicly accessible area. More information about Tilbury Fields is included in the Project Design Report (Application Document 7.4).	
CNR23	<p>Comments expressing concern that the traffic modelling and environmental assessments used in the development of the latest proposals for the Project north of the River Thames are inadequate, with particular reference to the newly proposed link road connecting the Orsett Cock junction and the A1089.</p> <p>Consultees request further assessments on the operational traffic impacts at the Orsett Cock junction and at the proposed A13/A1089/A122 Lower Thames Crossing junction.</p>	Pinsent Masons LLP on behalf of Port of Tilbury London Limited	Gravesham Borough Council, Essex County Council	0	0	<p>Where appropriate, traffic modelling and environmental assessments of the impacts of the latest proposals were published during the Local Refinement Consultation in May 2022. The consultation materials included 12 pages of information and maps explaining the predicted traffic changes, and six pages of information about the air quality and noise impacts in areas affected by changes in traffic flows at the junction. The assessments were carried out based on robust traffic modelling and a comparison of environmental impacts with the link road in place compared with the previous version of the Project without it.</p> <p>The air quality and noise impacts of the new link road from the Orsett Cock junction to the A1089 have been fully assessed and are presented in the Environmental Statement (ES), in particular ES Chapter 5: Air Quality and Chapter 12: Noise and Vibration (Application Document 6.1), which form part of this application for development consent.</p>	Yes

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CNR24	Comments expressing concern about the proposed A1089 link road, in particular that this new connection would make the existing Orsett Cock junction congested. Some consultees say the addition of traffic lights at Orsett Cock junction would cause additional congestion.	Pinsent Masons LLP on behalf of Port of Tilbury London Limited	Thurrock Council	4	32	Traffic modelling and environmental impact information relating to this change was published during the Local Refinement Consultation Guide in May 2022. Traffic modelling predicts that the Orsett Cock junction would continue to operate acceptably with the addition of the proposed A1089 link. The Applicant is proposing to install additional traffic lights at the Orsett Cock junction, with modelling predicting this would improve the flow of traffic.  For more information about traffic modelling, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).	No
CNR25	Comments expressing concern that the latest proposals for the A13/A1089/A122 Lower Thames Crossing junction north of the River Thames would make the roads more dangerous. Consultees say the complexity of the junction would cause incidents, which would in turn cause an increase in traffic and congestion on local roads in Thurrock.	-	Thurrock Council	8	27	The Project proposals submitted for our application for development consent, including the A13/A1089/A122 Lower Thames Crossing junction, have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The detailed design for the Project would be carried out by the appointed Contractors in accordance with the DMRB standards published at the time of detailed design.  Safety has been prioritised during the design of the Project. For example, the Project would include features, such as the parallel	No

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						<p>connector roads on the A2/M2 and the relocated off-slip linking the M25 northbound traffic to junction 29, which would reduce the likelihood of unsafe lane changes (weaving).</p> <p>The Project would also feature the latest available safety systems, including variable mandatory speed limits, red-X lane signalling to support incident management, emergency areas, stopped vehicle detection systems, CCTV, and emergency areas for road users to access in case of an incident. Incident-management plans and protocols would play a key part in minimising the impact of incidents.</p> <p>Speed limits within the tunnel and along the route would be enforced using the latest available technology. On the open road sections of the Project, enforcement is expected to be via speed detection cameras and police patrols.</p> <p>Design standards are updated by the Applicant regularly based on knowledge gained from constructing and operating major road schemes and would ensure the Project operates safely. For more information about the Project design, see the Project Design Report (Application Document 7.4).</p>	
CNR26	Comments expressing concern that the latest proposals for the Project north of the River Thames	Pinsent Masons LLP on behalf of Port of	Essex County Council,	17	7	The latest proposals presented for the Project north of the River Thames during the Local Refinement Consultation in May 2022, are expected to have a positive impact on	No

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	<p>would lead to negative economic impacts in the area. Consultees say congestion would increase on local roads, impacting local businesses.</p> <p>Some consultees say there would be a reduction in productive farmland as a result of the latest proposals for compensatory land.</p>	Tilbury London Limited	Thurrock Council			<p>the local economy, in line with the predicted impact of the wider Project.</p> <p>The Thames Freeport is expected to deliver up to 25,000 new jobs and this proposed new development would be better connected to the rest of the UK if the Project is implemented. To support the wider regeneration of the Thames Estuary area, the Applicant amended proposals for Tilbury Fields, moving the location of the proposed open space to accommodate the Thames Freeport proposals.</p> <p>The Project's latest proposals would reduce the impacts on roads north of the River Thames by reducing the number of Heavy Goods Vehicle journeys required during the construction phase. They would also, compared with the previous proposals, reduce the impacts on some local roads during the operational phase through the implementation of the new link road from Orsett Cock junction to the A1089.</p> <p>The Applicant has carried out Agricultural Land Classification surveys, the results of which are described in Environmental Statement (ES) Chapter 10: Geology and Soils (Application Document 6.1). These surveys assess the Project's impact on the 'best and most versatile land' (Grades 1, 2 and 3a) and explain how impacts on farmland would be minimised.</p>	



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						The Applicant has also assessed the impact of the Project on the viability of farm businesses (see ES Chapter 13: Population and Human Health (Application Document 6.1)), including aspects such as the proportion of land taken (temporarily or permanently), changes to access routes, and disruption to drainage and water supplies.	
CNR27	<p>Comments expressing concern that the latest proposals north of the River Thames would have a negative impact on climate change and emissions due to encouraging further use of motorised transport, which could compromise Governmental commitments to carbon reduction. Some consultees express concern that there is a lack of mitigation included in the proposals.</p> <p>Some consultees say the change to the road cutting depth is an attempt to reduce carbon emissions and ask why there is no</p>	-	-	1	6	<p>The revised proposals presented during the Local Refinement Consultation in May 2022 are expected to have some impact on the Project's greenhouse gas emissions. Changes to earthworks consulted on during the Local Refinement Consultation, including the heights of embankments, would have carbon emission benefits by reducing the volume of excavated materials that would need to be transported offsite during construction, which would reduce the number of Heavy Goods Vehicle journeys needed north of the River Thames.</p> <p>As part of the Development Consent Order application, the Applicant has explained how the relevant legislative and policy requirements in relation to climate change impacts are met. An Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 15: Climate (Application Document 6.1), assesses the Project's impact on climate change, including</p>	No

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	updated carbon emissions data.					<p>greenhouse gas emissions during construction and operation, and sets out the proposed mitigation measures, including those measures that are secured through the outline 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.</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</p>	

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						<p>achieving greater reductions in emissions. The outline 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 outline 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, 2021). 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,</p>	

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						Food and Rural Affairs' Emissions Factors Toolkit.	
CNR28	Comments expressing concern that the latest proposals for the Project north of the River Thames would increase the risk of flooding. Consultees mention the changes to flood mitigation measures and the new proposals for Tilbury Fields, which they say would present a flood risk to the surrounding area during the Project's construction and operation.	Pinsent Masons LLP on behalf of Port of Tilbury London Limited	-	8	13	<p>The proposals consulted on during the Local Refinement Consultation in May 2022, included changes to the flood protection near the North Portal, with earth bunds replaced by concrete retaining walls along the approach to the tunnel. These would improve flood protection for the North Portal and could be built earlier in the construction programme, bringing better flood protection during the construction phase.</p> <p>The new access arrangements between the Tilbury Viaduct and the North Portal have allowed two attenuation ponds (for managing storm water) to be moved into the footprint of the Project, rather than being situated to the west. This design would, as previously, effectively manage water flow in the area when required.</p> <p>The impacts on flood risk and water management during construction and operation are assessed in 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.</p> <p>In addition, an assessment of the risk of flooding within the proposed Order Limits</p>	No

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						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 Applicant's proposals for road drainage and the water environment, including the new proposals for Tilbury Fields, have been assessed for flood risk and there are no likely significant effects predicted during the Project's construction phase or once it is operational.	
CNR29	General comments expressing concern that the latest proposals for the Project north of the River Thames would have adverse impacts on the local environment compared with the previous proposals.  Some consultees were concerned about increased traffic in the Rectory Road Conservation Area citing potential air pollution as a problem.	Pinsent Masons LLP on behalf of Port of Tilbury London Limited	Thurrock Council	4	15	The predicted environmental impacts of the changes proposed during the Local Refinement Consultation were set out in the Guide to Consultation (see Appendix T of this report). Some changes would have positive impacts on the environment, such as reduced impacts on areas of archaeological importance, while other changes would have negative impacts, such as increases in noise in some areas due to revised traffic forecasts.  As a result of the introduction of the new A1089 link road, there is expected to be a reduction in traffic flows, compared with the previous proposals, on Brentwood Road, the A1013 Stanford Road, and west of the	No

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						<p>proposed A13/A1089/A122 Lower Thames Crossing junction on the M25 and A13.</p> <p>In addition, once the Project is operational, there are predicted to be increases in traffic, compared with the previous proposals, on Rectory Road/Conways Road between the Orsett Cock junction and the A1089, on Marshfoot Road, on the A1089 southbound, and on the Project between the M25 and the A13.</p> <p>There are no significant noise or air quality effects predicted along Rectory Road, Conways Road and High Road as a result of changes in traffic flows resulting from the latest proposals compared with the previous proposals.</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 and presents the proposed mitigation measures.</p>	
CNR30	Comments expressing concern that the latest proposals for the Project north of the River Thames would lead to a loss of	-	Thurrock Council, Essex County Council	14	24	The Applicant consulted on revisions to the Project during the Local Refinement Consultation in May 2022. North of the River Thames, these included changes to Public Rights of Way, revised utility works, new	No

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	<p>green space and agricultural land.</p> <p>Some consultees also express concern that the changes would lead to land sterilisation and doubt the changes would be positive for local communities.</p> <p>Others mentioned that the proposed public recreational area at Tilbury Fields is smaller than in previous proposals and that it lacks car parking, including parking facilities for disabled people.</p>		Place Services			<p>landscaping, updated designs for Tilbury Fields, and a package of compensatory land to offset the predicted impacts of nitrogen deposition.</p> <p>Many of these changes consulted on, particularly the changes to utility works, involved removing land from the Order Limits. The measure most substantially adding land to the Order Limits north of the River Thames was the proposal for the nitrogen deposition compensatory land, which added 120ha of land to the Order Limits north of the River Thames.</p> <p>The sites for the compensatory land were selected in order that the Applicant would be able to maximise the increase in biodiversity by creating new habitats, such as woodlands. The current usage of each site is agricultural or landfill, meaning the sites currently have a low biodiversity value and provide little amenity for the public. The Applicant's acquisition of this land would provide biodiversity benefits for the area and the Applicant would aim to provide public access to the compensatory land where this is practicable and would not interfere with the land's primary purpose. Overall, the changes to the Project presented during the Local Refinement Consultation would not result in significant loss of public amenity or biodiversity, although some agricultural land would be lost.</p>	

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						<p>The Applicant has carried out Agricultural Land Classification surveys, the results of which are described in Environmental Statement (ES) Chapter 10: Geology and Soils-(Application Document 6.1). These surveys assess the Project's impact on the 'best and most versatile land' (Grades 1, 2 and 3a) and explain how impacts on farmland would be minimised.</p> <p>The Applicant has also assessed the impact of the Project on the viability of farm businesses (see ES Chapter 13: Population and Human Health (Application Document 6.1)), including aspects such as the proportion of land taken (temporarily or permanently), changes to access routes, and disruption to drainage and water supplies.</p> <p>At the Community Impact Consultation in July 2021, the Applicant also consulted on proposals for a new publicly accessible area of open land around the North Portal, called Tilbury Fields. Following the feedback received during the Community Impacts Consultation and the announcement of the Thames Freeport at Tilbury, the design of Tilbury Fields was changed to maximise the use of the land next to the Thames in this location to accommodate the Freeport.</p> <p>The revised proposals for Tilbury Fields include more recreational Public Rights of Way than previously proposed, with links to existing routes. It also increases the amount</p>	



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						<p>of mosaic habitat proposed and improves connectivity to existing habitats. Overall, the area of Tilbury Fields would remain at about 45ha.</p> <p>With regards to parking, including for disabled motorists, 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 Portal and for emergency vehicles.</p> <p>The proposed landscaping at Tilbury Fields would include accessible footpaths to the top of the landform, which would connect with the existing footpath network.</p>	
CNR31	<p>Comments expressing concern that the latest proposals for the Project north of the River Thames would impact the landscape and visual amenity of the area compared with previous proposals.</p> <p>Consultees express concern that the changes to landscaping at the proposed A13/A1089/A122 Lower Thames Crossing junction and near the proposed M25/A122 Lower Thames Crossing junction</p>	Forestry England	Thurrock Council, Gravesham Borough Council, Essex County Council Place Services	11	14	<p>The Applicant consulted on changes to the Project north of the River Thames during the Local Refinement Consultation in May 2022. The assessments of impacts presented in the Guide to Consultation set out the impacts on the environment and local people. Some of the proposed changes would have an impact on the landscape and visual impacts of the Project north of the river.</p> <p>The landscaping changes to the proposed A13/A1089/A122 Lower Thames Crossing junction would be carried out within the existing footprint of the junction, but would replace some previously proposed planting, compared with the previous proposals.</p> <p>The placing of clean excavated material from construction activities in these areas would</p>	No

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	<p>would have a negative visual impact on the area.</p> <p>Consultees also express concern that raising of the proposed road near North Road would have visual impacts on North Ockendon.</p> <p>The new proposals for Tilbury Fields were also mentioned, with concerns that dumping excavated material there would have a negative visual impact.</p>					<p>provide noise, landscape and visual benefits near the junction for some nearby residents. This is particularly apparent at Area F (see Appendix T of this report for the Local Refinement Consultation materials). In this location, the landscaping would provide partial screening of the junction, which would make the Project less visible to residents of The Whitecroft care home.</p> <p>The changes to the road level near North and South Ockendon would be implemented within the existing earthworks, so would not be noticeable from North or South Ockendon. The landscaping proposals near the M25 and North Ockendon would provide additional benefits, placing clean excavated material from construction activities alongside the new road, which would provide landscape and visual benefits for some nearby residents compared with the previous proposals.</p> <p>The revised proposals for Tilbury Fields presented at Local Refinement Consultation in May 2022 include seven landforms that would act as a visual separation from the more industrial East Tilbury and the development expected at the Thames Freeport.</p> <p>The Tilbury Fields landscape proposals would remain sympathetic to the historic environment as with the previous design. However, the newly proposed earthworks</p>	

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						<p>extend further north than previously, providing an opportunity to screen the views west from Coalhouse Fort to the emerging development of Thames Freeport, which is more industrial in nature.</p> <p>Environmental Statement (ES) Chapter 7: Landscape and Visual (Application Document 6.1) includes an assessment of the visual impact of the Project and its junctions, while also setting out the proposed mitigation measures.</p>	
CNR32	<p>Comments expressing concern about the amount of land required for the latest proposals north of the River Thames. Comments include concerns about additional land required for new infrastructure, such as the proposed new A1089 link road and the access roads and drainage ponds near Tilbury Viaduct.</p>	-	-	5	1	<p>Following engagement with stakeholders, changes to the utilities design, and feedback from the Community Impacts Consultation in July 2021, the Applicant refined the Order Limits in certain areas, presenting this revised land information during the Local Refinement Consultation in May 2022.</p> <p>Land added to the Order Limits included 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) to compensate for the potential effects from nitrogen caused by the forecast changes in traffic as a result of the Project. The land within the revised Order Limits increased from 22.2km<sup>2</sup> to 24.35km<sup>2</sup>.</p> <p>The majority of the 215ha increase in land is accounted for in the new areas of compensatory planting to offset the impacts</p>	No

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						<p>of nitrogen deposition. This land would take the form of new habitats, including woodland planting.</p> <p>The proposed A1089 link road would only require a small additional amount of land compared with the design of the junction without it.</p> <p>The drainage ponds near Tilbury Viaduct have now been incorporated into the footprint of the design in order to reduce the amount of land required, compared with their previous location west of the Project.</p> <p>For more information about the design of the Project, see the Project Design Report (Application Document 7.4).</p> <p>As a result of feedback received during the Local Refinement Consultation, and the conclusion of air quality assessments, the Applicant reduced the land required for nitrogen compensation to 246ha.</p>	
CNR33	<p>Comments expressing concern about who would manage land or assets associated with the latest proposals for the Project north of the River Thames.</p> <p>Of particular concern are the A13 Orsett Cock junction and the A127 walking, cycling and horse</p>	-	Thurrock Council, London Borough of Havering	0	2	<p>Once the Project is operational, maintenance on the Project and other routes on the strategic road network (SRN) such as motorways and trunk roads, is the responsibility of the Applicant, while maintenance on local roads would be the responsibility of the local authority.</p> <p>The Applicant has considered carefully how the route would be maintained once in operation. Materials with low maintenance</p>	No

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	riding bridge. Consultees express concern that maintenance costs would be a requirement of local authorities.					<p>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>The maintenance of the A127 walking, cycling and horse riding bridge, 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 maintenance crews.</p> <p>The Applicant is working with stakeholders to identify long-term custodians for any new public open space or woodland planting created by the Project as well as maintenance and management requirements and associated funding going forward. The process for managing these new spaces, is explained in the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7).</p>	
CNR34	Comments expressing concern that the latest proposals north of the River Thames would provide insufficient mitigation against the impacts of the Project compared with previous	-	Thurrock Council	9	22	The Applicant published a number of mitigation proposals for north of the River Thames during the Local Refinement Consultation in May 2022. The redesign of Tilbury Fields is an important mitigation measure that would ensure Thames Freeport could be brought forward alongside the Project. The compensatory land package	No

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	proposals.					would offset the predicted impacts of nitrogen deposition.	
CNR35	Comments opposing the latest proposals for the Project north of the River Thames, with consultees saying the changes would make the impact of the Project worse than those previously proposed. Consultees express concern over the new A1089 link road, the changes to landscaping in the Mardyke Valley and near North Road, and the new location for Tilbury Fields.	-	-	0	5	The refined designs for landscaping at various locations around the proposed A13/A1089/A122 Lower Thames Crossing and M25/A122 Lower Thames Crossing junctions would involve the reuse of clean excavated material, reducing the number of Heavy Goods Vehicle journeys during construction, which would have a reduction in noise and other environmental impacts. The proposals for 60km of new and upgraded walking, cycling and horse riding routes across the Project provide a significant improvement in quantity and quality over the current facilities near the Project. North of the River Thames, the Applicant presented plans during the Local Refinement Consultation to implement new footpaths to link the heritage assets of Coalhouse Fort, Coalhouse Fort Battery and Bowaters Battery to East Tilbury. These new connections would create a variety of alternative routes that walkers, cyclists and horse riders in the local area could use.	No
CNR36	Suggestions for further mitigations beyond the latest proposed changes north of the River Thames. Consultees say it is necessary to further reduce the impacts of the Project when it is operational. One consultee mentioned the need to provide more Public Rights of Way.	-	Thurrock Council	8	11	The Applicant also presented proposals to create 279ha of new habitats to offset the predicted impacts of nitrogen deposition on designated habitats. The proposed amount of compensatory land was revised to 246ha after the Local Refinement Consultation in response to further assessments and	No

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						<p>feedback from landowners. This overall reduction reduced the impact on some of the landowners' while continuing to offset the environmental impacts of nitrogen deposition. Overall, the measures proposed during Local Refinement Consultation included substantial mitigation and compensation measures, designed to reduce the Project's impacts on the environment and local communities.</p> <p>For more information about the proposals presented during that consultation, see Appendix T of this report.</p>	
CNR37	<p>Comments expressing concern that the latest changes north of the River Thames would increase congestion once the Project is operational. Consultees say the latest proposals would increase traffic, which would create congestion on local roads, in particular Brentwood Road, Rectory Road and Conways Road due to congestion at the Orsett Cock junction.</p> <p>Some consultees say there has not been sufficient traffic modelling to account</p>	Transport for London, Pinsent Masons LLP on behalf of Port of Tilbury London Limited	Thurrock Council, London Borough of Havering	19	91	<p>Overall, the latest proposals published by the Applicant during the Local Refinement Consultation in May 2022 are predicted to reduce the amount of traffic once the Project is operational.</p> <p>The proposed Orsett Cock to A1089 link road 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.</p> <p>However, the new link road is predicted to see an increase in traffic flows, compared with the previous proposals, on Rectory Road/Conways Road, Marshfoot Road, the A1089 southbound, and southbound 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
	<p>for impacts from the Thames Freeport, Brentwood Enterprise Park, and proposed residential developments in the area.</p> <p>Some consultees commented on the new operational access near Tilbury Viaduct, saying it is too close to the North Portal.</p>					<p>on the Project between the M25 and the A13.</p> <p>Information about which developments have been included in the traffic forecasts can be found in the Transport Forecasting Package (Application Document 7.7, Combined Modelling and Appraisal Report, Appendix C).</p> <p>The Thames Freeport and Brentwood Enterprise Park were not included in the Applicant's traffic modelling because they did not have sufficient maturity at the cut-off date for the traffic modelling, which was September 2021. Neither site had a submitted planning application at that time. However, the Applicant has been engaging with the developers of both sites to agree provisions for access and to ensure both proposed developments can be brought forward alongside the Project.</p> <p>More information about engagement with Thames Freeport and 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 (Application Document 7.17), included as part of this application for development consent.</p> <p>The newly proposed access arrangements situated between the North Portal 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>Tilbury Viaduct have been located so that they could potentially accommodate further development in the future.</p> <p>The Applicant is proposing to monitor traffic levels on the strategic and local road networks during the Project's operational phase. More information about this can be found in the Wider Network Impacts Management and Monitoring Plan (WNIMMP) (Application Document 7.12). The WNIMMP is secured in Schedule 2 of the draft Development Consent Order (Application Document 3.1).</p>	
CNR38	Suggestions that the Applicant should consider alternatives to including the Orsett Cock junction to A1089 link road, including adding the Tilbury Link Road to the Project.	-	Thurrock Council	5	11	<p>The Project's connection to the A13 is essential for providing the connections that would support sustainable local development and regional economic growth in the medium to long term.</p> <p>The Orsett Cock to A1089 link road was added in response to feedback from Thurrock Council, maintaining an existing link while also reducing traffic on local roads in Thurrock.</p> <p>The newly proposed operational access arrangements in the Tilbury area would not preclude construction of a junction at Tilbury connecting the Project to the wider road network, should this be pursued later.</p> <p>More information about route options can be found in the Planning Statement (Application Document 7.2) and more about the junction</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						design can be found in the Project Design Report (Application Document 7.4).	
CNR39	Suggestions regarding the construction phase and the latest proposals for the Project north of the River Thames. Suggestions include the relocation of the M25 compound further west from its newly proposed location, and that the new Orsett Cock junction to A1089 link road should include noise barriers.	Pinsent Masons LLP on behalf of Port of Tilbury London Limited	-	8	2	In response to feedback from the London Borough of Havering, during the Local Refinement Consultation in May 2022, the Applicant proposed moving the M25 compound to the south of Moat Lake Fishing Lake in order to reduce the impact on a Site of Importance for Nature Conservation.  More information on construction compounds can be found in the Environmental Statement (ES) Chapter 2: Project Description (Application Document 6.1) with the proposed mitigation set out in the Code of Construction Practice (Application Document 6.3, ES Appendix, 2.2).  Noise barriers are not proposed along the new Orsett Cock junction to A1089 link road. However, there would be embedded earthworks such as earth bunds and cuttings, and low-noise road surfacing along this new link to help reduce traffic noise. Further information is included in the Project Design Report (Application Document 7.4).	No
CNR40	Suggestions related to the design of the latest proposals for the Project north of the River Thames. These include a suggestion that the Applicant provide improved	Pinsent Masons LLP on behalf of Port of Tilbury	Thurrock Council	10	1	The links that have been provided to the Project have been decided upon after assessment of the economic and environmental benefits, the impacts on traffic	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	local access to the Project and to employment locations such as the Thames Freeport.	London Limited				<p>flow, cost, and feedback from the public and stakeholders</p> <p>The Applicant is satisfied that the proposed links to the local and strategic road networks offer the optimal balance between these factors in order to promote sustainable local development and regional growth.</p> <p>More information about junction design can be found in the Project Design Report (Application Document 7.4).</p>	
CNR41	Suggestion that any land used and acquired by the Applicant for the Project should not prejudice developments in neighbouring land. For example, landowners ask that access arrangements for future developments be secured.	-	-	2	0	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
CNR42	Suggestions about the latest proposals for the Project north of the River Thames, including that the funds for the Project be put	-	Brentwood Borough Council,	5	6	Strategic development of national transport infrastructure, such as public transport, is the responsibility of the Department for Transport (DfT), local authorities and in some areas, the Mayor of London. 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
	to alternative use, such as improvements to active travel and public transport.		Thurrock Council			<p>Applicant is responsible for managing the strategic road network (SRN) in England.</p> <p>The 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). The Scheme Objectives include the requirement to relieve the congested Dartford Crossing.</p> <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, 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 has developed proposals for maintaining, improving and upgrading the active travel network near the Project, through over 60km of new and upgraded walking, cycling and horse riding routes.</p> <p>More information about the proposals for walking, cycling and horse riding can be found in the Project Design Report (Application Document 7.4). More information about the Scheme Objectives can be found in the Need for the Project (Application Document 7.1).</p>	
CNR43	Suggestions related to utility diversions that form part of the proposals north	-	-	5	0	A number of amendments to proposed utility diversions North of the River Thames were	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	of the River Thames. Suggestions for a revised alignment for the gas pipeline to south of Baker Street and that it would be possible to mitigate the visual impact of any proposed substations.					<p>published during the Local Refinement in May 2022.</p> <p>The proposal to revise the alignment of the gas pipeline near Baker Street would avoid a scheduled monument west of Orsett. The new alignment of the pipeline would also avoid disturbing a veteran tree. There are no plans to revise the alignment to south of Baker Street because this would require additional land to be acquired, including potentially the demolition of properties.</p> <p>The Applicant would make efforts to reduce the visual impact of any proposed substations, using careful location, trees, vegetation and landscaping to minimise the impacts.</p> <p>The new gas pipeline proposals are set out in Environmental Statement (ES) Chapter 2: Project Description (Application Document 6.1), as are any proposals to site new substations as part of the Project.</p>	
CNR44	Suggestions that the Project include, or make provisions for, the construction of a junction at Tilbury, with consultees saying this would redirect Heavy Goods Vehicles away from local traffic, would provide easier access on to the A13 and	Pinsent Masons LLP on behalf of Port of Tilbury London Limited	Thurrock Council	6	2	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	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	A1089, and create stronger links to the Thames Freeport, which would facilitate economic growth.					<p>the Project Design Report (Application Document 7.4).</p> <p>Following the Community Impacts Consultation in July 2021, the Applicant proposed changes to the operational access arrangements in the Tilbury area. These changes include the provision of a bridge over the Project for operational and emergency access and were designed, in consultation with key stakeholders, with possible future development in mind, helping to avoid a potentially disruptive rework at a later date. Information about the operational access arrangements that were consulted on during the Local Refinement Consultation in May 2022 can be found in Environmental Statement (ES) Chapter 2: Project Description (Application Document 6.1) and in Appendix T of this report.</p>	
CNR45	Comments expressing support for the latest proposals for the design of the Project north of the River Thames. Consultees say the proposed A1089 link road would reduce traffic on the local road network. Consultees also say the new link road would improve connectivity	Pinsent Masons LLP on behalf of Port of Tilbury London Limited	Essex County Council, Thurrock Council	7	6	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
	between the Project and the Port of Tilbury.						
CNR46	Comments expressing support for the latest proposals for the Project north of the River Thames, with consultees saying they would have a more positive impact on the environment compared with the previous proposals.	Natural England	-	4	4		No
CNR47	General comments supporting the latest proposals for the Project north of the River Thames, including those saying they are an improvement on those presented previously and that previous feedback had been listened to and problems addressed.	Pinsent Masons LLP on behalf of Port of Tilbury London Limited	Essex County Council	3	22		No
CNR48	Comments expressing support for the latest proposals for the Project north of the River Thames, with consultees saying the Project would improve traffic flow and congestion, particularly along the A1013 and A1089 through	Pinsent Masons LLP on behalf of Port of Tilbury London Limited	Essex County Council, Thurrock Council	1	11		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	the Orsett Cock junction. These include comments that any changes that improve traffic flows should be introduced as soon as possible.						
CNR49	Comments expressing support for the latest proposals for walking, cycling and horse riding provision north of the River Thames. Consultees say these would better connect green spaces and reduce severance. Consultees mention the new bridges across the A127 and new footpaths around Coalhouse Fort.	Natural England	London Borough of Havering	0	2		No
CNR50	Comments expressing conditional support for the latest proposals for the Project north of the River Thames. These include comments that, while opposed to the Project overall, consultees believe the changes are an improvement on the previous consultation particularly around	Natural England	Thurrock Council	5	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
	junctions and mitigations for new housing.						

## Issues raised in response to open Question 2a

- 15.4.30 Table 15.8 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q2a in the consultation response form, which was as follows:
- 15.4.31 *Q2a: Please let us know the reasons for your response and any other comments you have on the proposed changes to our plans for walking, cycling and horse-riding routes. If you're providing feedback on specific changes, please refer to these in your response to this question.*
- 15.4.32 For reference, the open part of Question 2a above referred to the closed part of the same question which was as follows:
- 15.4.33 *Q2a: Do you support or oppose the proposed changes to our plans for walking, cycling and horse-riding routes?*
- 15.4.34 For more information about how consultees responded to closed questions in the consultation response form, see Section 15.3 of this report.
- 15.4.35 The issues raised that relate to changes to walking, cycling and horse-riding are summarised in Table 15.8. Where issues were raised in response to Q2a that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 15.4.36 The Applicant has fully considered all of the responses received, Table 15.8 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.
- 15.4.37 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to with a combined response.

## Information presented in Table 15.8

- 15.4.38 The information presented in Table 15.8 is the following:
- 'Code' is a unique code assigned to each issue for reference purposes.
  - 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q2a or to another question in the response form but covering similar topics.
  - 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.

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

### **Summary of issues raised relating to the proposed changes to walking, cycling and horse riding routes and the Applicant's responses**

15.4.39 Table 15.8 below summarises the issues raised relating to the proposed changes to walking, cycling and horse riding routes and the Applicant's responses to those issues raised.

**Table 15.8 Summary of issues raised relating to proposed changes to walking, cycling and horse riding routes and the Applicant's responses**

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
WCH1	<p>Comments expressing concern that the latest proposals for walking, cycling and horse riding would have negative impacts on active travel.</p> <p>Some consultees say that routes in the area would be closed or diverted during construction and that the network of Public Rights of Way in the area would not be usable until the Project is operational.</p>	-	Thurrock Council	4	16	<p>The latest proposals for walking, cycling and horse riding routes would improve the network north and south of the River Thames, compared with previous proposals. Upgrades such as the newly proposed walking, cycling and horse riding bridge over the A127 west of M25 junction 29 would improve safety and make active travel more appealing.</p> <p>The Applicant consulted on the impacts on walking, cycling and horse riding routes during construction as part of the Community Impacts Consultation in July 2021. The construction phase would have significant impacts on Public Rights of Way (PRoWs) and the proposed network of new and upgraded routes north and south of the River Thames would not be optimal until the construction phase is complete.</p>	No
WCH2	<p>Comments expressing concern that the latest proposals for walkers, cyclists and horse riders during the construction phase would limit local residents' ability to use paths and routes.</p>	-	Thurrock Council	2	5	<p>The Applicant would, however, maintain the usability of the network during the construction phase by building some new or upgraded routes early in the construction programme to maintain connectivity and by providing temporary diversions for existing PRoWs. Diversion routes for PRoWs would be determined through discussions with the local highway authority closer to the start of the construction phase because other factors may need to be taken into account such as other works in the nearby area.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						Information about 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 (DCO) (Application Document 3.1). More information about the proposals for walking, cycling and horse riding can be found in the Project Design Report (Application Document 7.4). More information about the construction impacts of PRoWs can be found in the outline Traffic Management Plan for Construction (Application Document 7.14).	
WCH3	Comments expressing concern that the Project would take away land that is used to keep and graze horses, making the area less suitable for horse riders. Consultees ask why the Applicant would build more bridleways if there is nowhere nearby to keep or care for horses.	-	-	1	2	<p>The Applicant is proposing to implement a network of new and upgraded bridleways to make horse riding, along with walking and cycling, more appealing once the Project is operational. The changes include seven new green bridges with walking, cycling and horse riding facilities, as well as three new equestrian standard bridges across the M25 and A127. More information about the proposed network of bridleways and other Public Rights of Way can be found in the Project Design Report (Application Document 7.4).</p> <p>The Project would have some impacts on existing equestrian facilities, such as the Foxhounds Riding School. The Applicant consulted on impacts to the school during the Local Refinement Consultation in May 2022, saying that it may experience temporary impacts during construction, but the Applicant would work with the school to support their continued operation during the construction phase.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						More information about the Project's impacts on private recreational facilities can be found in the Planning Statement (Application Document 7.2, Appendix D).	
WCH4	Comments expressing concern that the latest proposals for walking, cycling and horse riding do not include detailed information about route surfacing and widths, which consultees say is important in determining the quality of the routes. Some consultees ask whether bridges and routes would be accessible for wheelchairs, pushchairs and non-standard cycles.	Forestry England	London Borough of Havering, Thurrock Council	9	9	The Applicant consulted on revised proposals for walking, cycling and horse riding during the Local Refinement Consultation in May 2022, including a proposed bridge over the A127 west of M25 junction 29 and other routes. The exact design of routes, bridges and surfacing would be considered during the detailed design stage, with the most appropriate option being used for each route. Surfacing and widths would be chosen according to the predicted usage, surrounding context, and with accessibility requirements taken into account as much as is reasonably practicable. The Design Principles (Application Document 7.5) list the detailed design standards that would be adhered to, ensuring all walking, cycling and horse riding provision is accessible and provides improved connectivity for all users.	No
WCH5	Comments expressing concern about the surfacing materials to be used as part of the latest proposals for walking, cycling and horse riding. Consultees say there is not enough information about what surfacing materials would be used.	Higham Parish Council	Thurrock Council	0	9	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. Where walkers, cyclists and horse riders share routes, the Applicant would ensure they are able to	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
WCH6	Suggestions that the surfacing used for Public Rights of Way is suitable for all users designated for each route. Some consultees say all routes should be wheelchair accessible. Some consultees also suggest that horse riders are separated from walkers and cyclists on shared use paths to avoid conflict and damage to surfacing.	-	London Borough of Havering	1	2	do so safely by providing appropriate width and segregation where practicable.  More information about the proposed network of walking, cycling and horse riding routes can be found in the Project Design Report and in the Design Principles (Application Document 7.5), which includes information about the relevant design standards.	No
WCH7	Comments expressing concern about the latest proposals for walking, cycling and horse riding, saying the designs are not good enough.  Some consultees say the routes around the Tilbury Viaduct are poorly designed, while others say some proposed bridleways are too close to hazardous sites such as a solar farm and a landfill site.  Some consultees say the location of new routes	Forestry England, Shorne Parish Council	London Borough of Havering, Thurrock Council, Essex County Council	3	14	The Applicant's strategy for maintaining, upgrading and improving the walking, cycling and horse riding networks near the Project has been to examine the existing network and how this could be improved, considering which areas around the Project it would be most advantageous to link or provide access to, and how working with the existing network could best facilitate this.  All new routes would be designed to the latest standards, for example, where the Applicant is proposing new cycle routes that follow the alignment of an existing road, the cycle track would be separated from motor traffic. Where walkers, cyclists and horse riders share routes, the Applicant would ensure they are able to do so safely by providing appropriate width and	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	would not be useful to local people.					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.	
WCH8	Comments expressing concern that the latest proposals do not provide adequate provision for walking, cycling and horse riding. Some consultees say the proposals are a way for the Applicant to 'tick a box' regarding active travel, but that not enough consideration has gone into ensuring useful connectivity.	Forestry England	Thurrock Council	8	44	<p>The proposals for 60km of new and upgraded routes provide a significant improvement in quantity and quality over the current facilities for walking, cycling and horse riding near the Project.</p> <p>The proposed routes near the Tilbury Viaduct were revised for the Local Refinement Consultation and now link the proposed Tilbury Fields public recreational area to East Tilbury and to Coalhouse Fort Coalhouse Fort Battery and Bowaters Battery. These routes form a useful and well-designed section of the wider network of Public Rights of Way.</p> <p>All routes on the proposed network would be safe for all users, including those that pass near landfill sites or solar farms.</p> <p>For more information about the proposed walking, cycling and horse riding routes, see the Project Design Report (Application Document 7.4). The Design Principles (Application Document 7.5) explain which standards would be applied to new and upgraded walking, cycling and horse riding routes.</p>	No
WCH9	Comments expressing concern that the latest proposals for walking, cycling and horse riding	-	-	8	23	The proposed provision for walking, cycling and horse riding has been informed by assessments of existing and predicted levels of demand near the Project. To inform assessments and developments	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	are unnecessary as there are already sufficient Public Rights of Way in the area and that existing routes should be left as they are. Some consultees say that new routes are not necessary as they would not be used due to low demand.					<p>of route and facility proposals, the Applicant has carried out counts of walkers, cyclists and horse riders at key locations near the Project. For more information about these counts, see the walking, cycling and horse riding surveys in the Transport Assessment (Application Document 7.9).</p> <p>The Applicant also carried out a cross-boundary strategic review of existing walking, cycling and horse riding provision and potential need. This review has been shared with the relevant local authorities so they can use it to support local funding plans.</p> <p>The proposals have also been informed by careful consideration of the feedback received during consultations, as well as numerous site visits and meetings with stakeholders including landowners, local authorities and user groups. The Applicant has reviewed the sometimes competing demands of users and landowners, and has 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>	
WCH10	Comments expressing concern about the latest proposals for walking, cycling and horse riding. Consultees say the proximity of the routes to the Project would mean that air and noise pollution	Shorne Parish Council, Forestry England	Brentwood Borough Council, Thurrock Council, London Borough of Havering	13	41	The Applicant has assessed the air quality impacts of the Project, including on Public Rights of Way (PRoWs), during construction and operation. 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	No

Code	Summary of issue(s) raised	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 directly impact the Public Rights of Way making them less pleasant to use when the Project is operational.</p> <p>Some consultees comment on the use of e-scooters and electric bicycles, saying these would present a danger to other people using the routes. There is also concern about the potential for antisocial behaviour, such as the use of motorbikes and quad bikes being driven on rural routes.</p>					<p>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, 2019).</p> <p>As such, it is expected that all of the walking, cycling and horse riding routes proposed during the Local Refinement Consultation would be pleasant and safe to use with regards to air quality and there would be no significant impacts on human health for users.</p> <p>Electric cycles that meet the requirements to be classed as EAPCs (electrically assisted pedal cycles) can use any route on which normal pedal cycles are permitted. They are speed-limited and are not considered a danger to other users.</p> <p>E-scooters currently are classed as 'powered transporters' and are treated as motor vehicles, although most do not meet minimum requirements for legal road use, such as rear lights.</p> <p>The Government is trialling their use with a view to future legislation permitting e-scooters on roads, but under current legislation they would be banned from the walking, cycling and horse riding network.</p> <p>Routes that pass through rural areas are likely to have barriers at access points, which make non-standard cycles harder to accommodate. The need for these barriers has been identified after engagement with local authorities and landowners, who have expressed concerns about antisocial behaviour taking place along PRowS,</p>	
WCH11	<p>Comments expressing concern about the revised proposals for walking, cycling and horse riding on the grounds that air pollution from the Project would make the routes unpleasant or unsafe to use.</p>	-	-	5	7	<p>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, 2019).</p> <p>As such, it is expected that all of the walking, cycling and horse riding routes proposed during the Local Refinement Consultation would be pleasant and safe to use with regards to air quality and there would be no significant impacts on human health for users.</p> <p>Electric cycles that meet the requirements to be classed as EAPCs (electrically assisted pedal cycles) can use any route on which normal pedal cycles are permitted. They are speed-limited and are not considered a danger to other users.</p> <p>E-scooters currently are classed as 'powered transporters' and are treated as motor vehicles, although most do not meet minimum requirements for legal road use, such as rear lights.</p> <p>The Government is trialling their use with a view to future legislation permitting e-scooters on roads, but under current legislation they would be banned from the walking, cycling and horse riding network.</p> <p>Routes that pass through rural areas are likely to have barriers at access points, which make non-standard cycles harder to accommodate. The need for these barriers has been identified after engagement with local authorities and landowners, who have expressed concerns about antisocial behaviour taking place along PRowS,</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>sometimes involving quad bikes and off-road motorcycles.</p> <p>More information about the proposals can be found in the Project Design Report (Application Document 7.4).</p>	
WCH12	Comments expressing doubt that the latest proposals for walking, cycling and horse riding would be implemented by the Applicant. Consultees say the proposals would be forgotten about and that a lack of detail in the proposals is evidence that the Applicant does not intend to keep to its commitments.	-	-	2	5	The Applicant is committed to delivering the proposals for walking, cycling and horse riding. These proposals are secured in the draft Development Consent Order (Application Document 3.1) and the Design Principles (Application Document 7.5), meaning delivery of the walking, cycling and horse riding proposals would be a legally binding commitment for the Applicant.	No
WCH13	Comments expressing concern that the latest proposals for walkers, cyclists and horse riders would negatively impact on the health and wellbeing of local people. Consultees comment that air pollution from the Project would affect the health of anyone that makes use of the proposed routes, including pollution from vehicles,	-	Thurrock Council	4	8	<p>The Applicant consulted on the predicted air quality impacts on Public Rights of Way (PRoWs) and the impacts on local people's health during the Community Impacts Consultation in July 2021. For more information, see Appendix S of this report.</p> <p>Since then, the Applicant has carried out an Environmental Impact Assessment (EIA) to assess the likely air quality and health impacts once the Project is operational. These assessments are documented in the Environmental Statement (ES) Chapter 5: Air Quality, and Chapter 13: Population and Human Health (Application Document 6.1).</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
	dumped spoil and particulate matter.					<p>The assessments in Chapter 13 include consideration of the impacts of the Project on PRowWs.</p> <p>As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>Once the Project is operational, it is predicted that there would be no significant air quality impacts on the health of people using PRowWs as a result of changes in traffic flows and no mitigation is required.</p>	
WCH14	Comments expressing concern that noise from the Project would make the paths proposed as part of the walking, cycling and horse riding proposals unpleasant to use.	-	-	3	5	<p>The Applicant consulted on the predicted noise and vibration impacts on Public Rights of Way (PRowWs) during the Community Impacts Consultation in July 2021. For more information, see Appendix S of this report.</p> <p>Since then, the Applicant has carried out an Environmental Impact Assessment (EIA) to assess the likely noise impacts once the Project is operational. The assessment is documented in Environmental Statement (ES) Chapter 12: Noise and Vibration, and Chapter 13: Population and Human Health (Application Document 6.1). The assessment in Chapter 13 includes</p>	No

Code	Summary of issue(s) raised	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 the impacts on PRoW, while also setting out the proposed mitigation measures. ES Figure 12.7 (Application Document 6.2) presents information about where the proposed operational noise mitigation measures would be implemented, including low-noise surfacing, 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>In addition, there would be significant noise impacts where the Project is close to sensitive receptors, including at Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett and isolated locations along the Project route.</p>	
WCH15	Comments expressing concern that the latest proposals for walking, cycling and horse riding would have a negative	Forestry England, Transport for London	-	1	12	During the Local Refinement Consultation in May 2022, the Applicant consulted on a set of refinements to the Project's walking, cycling and horse riding proposals. Each refinement included an assessment of its impacts. Most of the changes	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>impact on local wildlife and habitats. Consultees say that the latest proposals for walking, cycling and horse riding routes would damage existing habitats.</p> <p>Some consultees say that more green bridges should have been added to the Project.</p>					<p>were assessed as having no significant impacts on biodiversity compared with the previous proposals.</p> <p>The proposal for a new walking, cycling and horse riding bridge west of junction 29 of the M25 would require the removal of an area of Franks Wood and Cranham Brickfields Site of Nature Conservation Interest, south of the A127. Some trees covered by Tree Preservation Orders would need to be removed to accommodate the new footbridge.</p> <p>Replacement planting would be provided for any trees or vegetation lost as part of construction of the footbridge, with this secured in the draft Development Consent Order (Application Document 3.1) through the Environmental Masterplan (Application Document 6.2, Environmental Statement (ES), Figure 2.4) and outline Landscape and Ecology Management Plan (Application Document 6.6).</p> <p>The Project contains seven new green bridges, such as those carrying Thong Lane over the Project and the A2/M2. For more information about the proposed green bridges see the Project Design Report (Application Document 7.4). The Applicant is satisfied that green bridges have been proposed in the optimal locations to provide habitat connectivity, as well as improved walking, cycling and horse riding provision.</p>	
WCH16	Suggestions that the proposals for walking, cycling and horse riding should be expanded,	Forestry England, Transport for London,	Thurrock Council, Kent County	3	14	The Project includes proposals to promote active travel through over 60km of new and upgraded walking, cycling and horse riding routes.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>saying new routes should connect with Shorne Woods Country Park and other green spaces, as well as the proposed new woodlands in the nitrogen deposition compensation areas.</p> <p>One consultees suggested that the wide verge alongside the A226 from Gravesend to Higham could be used to provide a walking, cycling and horse riding route separated from motor traffic. There was also a suggestion for a safe crossing point over the A226 for horse riders.</p>	Shorne Parish Council	Council, London Borough of Havering			<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 Centre, Hole Farm community woodland and the Mardyke in Essex, and Ranscombe Farm Reserve, Ashenbank Wood and Shorne Woods Country Park in Kent.</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 Public Rights of Way linking to existing routes where appropriate. For more information, see the Project Design Report (Application Document 7.4).</p>	
WCH17	<p>Suggestions that walking, cycling and horse riding proposals should maximise access to open land and green spaces.</p> <p>One consultee suggested the Brewers Road green bridge over the A2/M2 be widened and another said the impact of the temporary diversion of National Cycle Route (NCR)177 should consider</p>	-	-	0	3	<p>It has not yet been decided whether the proposed areas of land intended for compensation for the impacts of nitrogen deposition would be open to the public. This would be decided on a per-case basis and would be conditional on any public access not interfering with the land's primary purpose to provide new habitats and enhance the region's biodiversity.</p> <p>Further to discussions with the British Horse Society and its request for an equestrian route parallel to the A226 Gravesend Road, the Applicant proposed during the local Refinement Consultation in May 2022 to redesignate the northern section of</p>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	the impacts on woodland and habitats.					<p>footpath NG8 so it could be used by walkers, cyclists and horse riders. This addresses feedback from the British Horse Society that the previous proposal, which used the footpath and verge along the A226 Gravesend Road, was unsuitable due to the narrow verge. The route would include a signalised crossing over Gravesend Road, suitable for walkers, cyclists and horse riders.</p> <p>The width of the green bridge at Brewers Road is constrained by the desire to create a habitat corridor that integrates with the existing green bridge over the High Speed 1 (HS1) railway.</p> <p>In response to feedback received during the Local Refinement Consultation, the Applicant has revised proposals for a proposed alternative route for National Cycle Route (NCR)177. This route south of the A2/M2 was previously proposed to be built for use during construction and then to become a permanent feature. However, in response to feedback received with regards to the proposed route's negative impacts on woodland and biodiversity due to increased usage, now only a temporary cycle route is proposed through Jeskyns and Ashenbank Wood. This route would have permissive rights for cycling, in addition to horse riding, until the permanent National Cycle Network (NCN) Route 177 has been constructed. As a result of the change, there would be no permanent impacts on woodland or habitat in these areas.</p>	
WCH18	Suggestions that more measures should be	-	Thurrock Council,	4	16	The Applicant has considered various options during the development of the Project to provide	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	included in the Project to promote active travel such as more dedicated cycling infrastructure adjacent to the Project or active travel options within the crossing, such as a bicycle shuttle service crossing the River Thames through the tunnel.		Essex County Council			<p>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>	
WCH19	Suggestions for how the design of the latest walking, cycling and horse riding proposals could be improved. Suggestions include ensuring routes are well-served with crossings in areas such as the A127,	Forestry England	London Borough of Havering, Kent County Council, Thurrock Council	4	1	<p>The Applicant is proposing to provide two bridges for walking, cycling and horse riding over the A127, one east and one west of junction 29 of the M25. These new bridges would help maintain the existing east-west walking-cycling route along the A127, while also improving connectivity north-south across this major highway.</p>	No

Code	Summary of issue(s) 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 that signage is of a high quality.					Working with local authorities, the Applicant would upgrade and improve the existing signage, as well as providing new signage where new routes for walking, cycling and horse riding are implemented. The Applicant would develop a signage strategy in collaboration with the relevant local authority, to be implemented by the appointed Contractor, which would account for local signage standards, as well as national standards.	
WCH20	Suggestions that the latest proposals for walking, cycling and horse riding should be implemented regardless of whether the Project goes ahead or not. Some consultees say the improvements should be made instead of constructing roads or that funds spent designing and promoting the Project would have covered the cost of improving these routes.	-	-	0	10	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. The proposals for walking, cycling and horse riding routes form an integral part of the Project and would only be implemented as part of the wider Project.	No
WCH21	Suggestions for improving the safety of walking, cycling and horse riding routes. Consultees request that junctions and crossings are well designed, particularly	Forestry England	-	1	1	The design of crossings would be finalised at the detailed design stage, taking into account the relevant standards and guidance, with the aim of providing safety and comfort for all users.  Local Transport Note (LTN)1/20 provides guidance for route design and best practice and is not a standard. Nevertheless, LTN1/20 has informed 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
	where walking, cycling and horse riding routes meet roads and motor traffic. One consultees says that the Local Transport Note (LTN)1/20 standard should be applied to cycle infrastructure design.					preliminary design of all the walking, cycling and horse riding routes and would continue to do so at the detailed design stage. For more information about the proposed routes, see the Project Design Report (Application Document 7.4). The Design Principles (Application Document 7.5) sets out which design standards would be adhered to at the detailed design stage.	
WCH22	Comments expressing support for the latest proposals for walkers, cyclists and horse riders as the design is appropriate. Consultees comment that the extra routes would allow more options and increased connectivity for walkers, cyclists, and horse riders to get around and to access green spaces. In particular, consultees highlight the proposed bridge over the A127 west of the M25 junction 29 as a positive change. Support is also given for designation changes to parts of the route both in reverting back to footpaths and upgrading the	Transport for London, Forestry England	Medway Council, Thurrock Council, Tonbridge and Malling Borough Council, London Borough of Havering, Essex County Council	2	13	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
	designation of parts of the routes to bridleways.						
WCH23	Comments expressing support for the latest proposals for walking, cycling and horse riding on the grounds that they would be good for the environment. Consultees say the proposals would reduce the visual impacts of the Project and lessen the impact on wildlife and habitats. There is support for the proposal to widen the Thong Lane overbridge across the A2 by 10m and consultees welcome the new bridge over the A127, west of M25 junction 29.	-	Thurrock Council	1	11		No
WCH24	Comments expressing support for the latest proposals for walking, cycling and horse riding, saying they are an improvement on the previous proposals. Some consultees express support for the increased routes. Some consultees	Cobham Parish Council	Thurrock Council, Brentwood Borough Council, Kent County Council, Essex County	8	57		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	say Chalk Park would provide significant benefits.		Council, London Borough of Havering, Medway Council				
WCH25	Comments expressing support for the latest walking, cycling and horse riding proposals on the grounds that they improve public health and wellbeing. Consultees say the routes would encourage healthy lifestyles by increasing active travel. There was praise for segregating walkers, cyclists, and horse riders from motorised traffic.	-	Kent County Council, Thurrock Council	3	5		No
WCH26	Comments expressing support for the revised walking, cycling and horse riding proposals, including comments that consultees only support the changes as an improvement while opposing the Project overall.	Port of London Authority	Kent County Council	3	12		No

## Issues raised in response to open Question 3a

- 15.4.40 Table 15.9 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q3a in the consultation response form, which was as follows:
- 15.4.41 *Q3a: Please let us know the reasons for your response and any other comments you have on our initial proposals for compensation area: M2 corridor and Blue Bell Hill.*
- 15.4.42 For reference, the open part of Question 3a above referred to the closed part of the same question which was as follows:
- 15.4.43 *Q3a: Do you support or oppose our initial proposals for compensation area: M2 corridor and Blue Bell Hill?*
- 15.4.44 For more information about how consultees responded to closed questions in the consultation response form, see Section 15.3 of this report.
- 15.4.45 The issues raised that relate to the proposed compensation area in the M2 corridor and Blue Bell Hill are summarised in Table 15.9 below. Where issues were raised in response to Q3a that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 15.4.46 The Applicant has fully considered all of the responses received, Table 15.9 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.
- 15.4.47 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to with a combined response.

## Information presented in Table 15.9

- 15.4.48 The information presented in Table 15.9 is the following:
- 'Code' is a unique code assigned to each issue for reference purposes.
  - 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q3a or to another question in the response form but covering similar topics.
  - 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.
  - 's42(1)(d)' states how many respondents with a land interest raised that issue.

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

### **Summary of issues raised relating to the proposed compensation areas in the M2 corridor and Blue Bell Hill and the Applicant's responses**

15.4.49 Table 15.9 below summarises the issues raised relating to the proposed compensation areas in the M2 corridor and Blue Bell Hill and the Applicant's responses to those issues raised.

**Table 15.9 Summary of issues raised relating to the proposed compensation areas in the M2 corridor and Blue Bell Hill 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
M2C1	Comments expressing concern that the proposed M2 corridor and Blue Bell Hill compensation area is not focused on compensating the adverse effects on human health as a result of the Project, in particular the impacts of nitrogen dioxide. Consultees say that too much effort is being made to compensate the impacts on wildlife rather than people.	-	-	2	7	The proposals presented during the Local Refinement Consultation in May 2022 are designed to compensate for the predicted impacts of nitrogen deposition on sensitive habitats when the Project is operational. They are based on the latest assessments, which include the impacts of ammonia from vehicle emissions on sensitive habitats. Nitrogen deposition is predicted to have no impact on human health. In addition, there would be no direct impacts from nitrogen deposition on animals; rather there would be indirect impacts on habitats, which the proposed package of compensatory land would address.	No
M2C2	Comments expressing concern that the inclusion of the proposed M2 corridor and Blue Bell Hill compensation area indicates air pollution would increase in the area, with negative impacts on human health. Consultees are particularly concerned about PM <sub>2.5</sub> (fine particulate matter) pollution. Some consultees are concerned that the air quality assessment does not account	-	-	4	11	The impacts of the Project on human health, including air quality, are assessed separately as part of the Environmental Impact Assessment (EIA), which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 5: Air Quality, and Chapter 13: Population and Human Health (Application Document 6.1) present the result of the assessments, including any appropriate mitigation. The Applicant's air quality assessments in ES Chapter 5 take into account wind direction and	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	for the impact of the prevailing wind direction.					the impact of PM <sub>2.5</sub> (fine particulate matter) on human health.	
M2C3	<p>Comments expressing concern about the proposed M2 corridor and Blue Bell Hill nitrogen deposition compensation area, saying it is wrong to allow existing habitats to deteriorate as a result of the Project's traffic flows.</p> <p>Some consultees ask what mitigation there would be for animals and people affected by nitrogen deposition.</p>	-	-	5	24	<p>The Applicant has developed the Project following the mitigation hierarchy of 'avoid, reduce, restore and compensate'. The Applicant presented the options for reducing and mitigating the impacts of nitrogen deposition during the Local Refinement Consultation and setting out, where relevant, the reasons why these potential measures were not practicable.</p> <p>At the consultation the Applicant suggested it would review whether the inclusion of speed limit enforcement on the M2 between junctions 3 and 4 would be feasible. Following the Local Refinement Consultation, the Applicant has concluded that it would progress with speed enforcement measures. More information can be found in the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	No
M2C4	<p>Comments expressing general concerns for the proposed M2 corridor and Blue Bell Hill compensation area. Some consultees say this compensation is only required because Option C Variant was not explored adequately. There are also concerns that cross-boundary cooperation would be</p>	-	Tonbridge and Malling Borough Council, Maidstone Borough Council	0	5	<p>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 Department for Transport 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.</p> <p>The C Variant was again appraised by the Applicant as part of the wider assessment of potential route options in advance of the 2016</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>required given the location of the compensatory land within the local authority areas of Maidstone Borough Council, Tonbridge and Malling Borough Council, and Kent County Council.</p>					<p>Non-Statutory Consultation. It was concluded that this option would not help to transfer traffic from the existing Dartford Crossing to the new route, had substantial impacts on the Kent Downs Area of Outstanding Natural Beauty, and would not meet the Scheme Objectives.</p> <p>For those reasons it was not included in the shortlist of options that were further refined and presented during the 2016 Non-Statutory Consultation. For more information, see Environmental Statement (ES) Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1).</p> <p>The compensation areas are required because of the updated assessments that now include ammonia in the methodology to establish the impacts of nitrogen deposition.</p> <p>The Applicant would be responsible for coordinating the design, implementation, and management of the compensation areas. The Applicant is engaging with the relevant local authorities on the compensatory land package and would continue to do so during the construction phase and when the new habitats are established.</p> <p>For more information about the assessments of nitrogen deposition, see ES Chapter 5: Air Quality, Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6) and Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						For more information about the options phase of the Project, see the Planning Statement (Application Document 7.2).	
M2C5	Comments expressing concern that the proposed M2 corridor and Blue Bell Hill compensation area would not make a significant difference to habitats. One consultee said it is unreasonable that there are no proposed compensation areas in Medway.	-	Medway Council	0	3	The Applicant has taken a landscape scale approach to nitrogen deposition compensation, to enable enhanced biodiversity and connectivity predominantly through the planting of new woodland.  Nitrogen deposition compensation sites were selected using a robust site selection methodology agreed with Natural England. The search area consisted of all land parcels within 2km of the cluster of affected sites in the area and so all parcels near to the proposed sites have been considered.	No
M2C6	Comments expressing concern about the location of the proposed M2 corridor and Blue Bell Hill nitrogen deposition compensation area.  Consultees express concern that compensatory planting is not being provided near to the areas most affected, which are those are in Gravesham, Tonbridge and Malling, and Medway, whereas the compensation land is in Maidstone.	-	-	0	17	The methodology included an assessment of the ecological suitability of land parcels using proximity analysis. This considered proximity and, therefore, connectivity to other important existing ecological features, planting provided by the Project as part of the landscape design and the area affected by potentially significant nitrogen deposition changes. The size of the land parcel was also considered, with larger land parcels being categorised as more suitable than smaller ones, which was the case for the Blue Bell Hill compensation sites.  No suitable sites were identified in the Medway local authority area, and local authority boundaries were not considered an appropriate criterion to use in site selection for	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>ecological function. However, the proposed sites would build resilience of the affected sites in neighbouring local authorities because they would be part of a better-connected wider ecological network.</p> <p>More information about the site selection and assessment process can be found in the Project Air Quality Action Plan (Application Document 6.3, Environmental Statement (ES) Appendix 5.6).</p>	
M2C7	Comments expressing doubts that the proposed M2 corridor and Blue Bell Hill compensation area would be implemented. Some consultees express concern that these areas would be used for future development.	-	-	2	8	<p>The Development Consent Order ensures specific use of the land within the Order Limits for the Project, including compensatory planting.</p> <p>Compensatory planting to offset the predicted impacts of nitrogen deposition on designated habitats is identified within the Environmental Masterplan (Application Document 6.2, Environmental Statement (ES) Figure 2.4) and the framework for the management of the areas is presented in the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7).</p> <p>The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1).</p> <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</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						body. For more information about local authority aspirations for future development, refer to their relevant local plans.	
M2C8	General comments expressing concern that the latest proposals for the M2 corridor and Blue Bell Hill compensation area would have an adverse environmental impact due to nitrogen deposition.	-	-	3	5	<p>The proposals presented during the Local Refinement Consultation in May 2022 to create new habitats across approximately 279ha of land, including land in the M2 corridor and Blue Bell Hill area, would offset the impacts of nitrogen deposition resulting from changes in traffic flow once the Project is operational. These proposals would have a positive impact on habitats in the area, by creating new habitats and linking existing ones.</p> <p>In response to feedback received during the Local Refinement Consultation, the Applicant has refined the compensatory land proposals. The total amount of compensatory land has been reduced from 279ha to 246ha, which the Applicant is satisfied would provide sufficient compensatory habitats to offset the predicted impacts of nitrogen deposition.</p> <p>More information about the proposals for providing compensatory land for nitrogen deposition once the Project is open can be found in the Project Air Quality Action Plan (Application Document 6.3, Environmental Statement (ES) Appendix 5.6).</p>	No
M2C9	Comments expressing concerns that the latest proposals for the M2 corridor	-	Tonbridge and Malling	1	14	All compensatory land locations were chosen due to their size and proximity to several affected designated habitats, as well 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>and Blue Bell Hill compensation area would disrupt wildlife and their habitats. Consultees state that replacing older, established habitats would take a long time, possibly decades, to replace in-kind and that this would hamper any biodiversity gains from the mitigation. Consultees also question the need for trees and hedges to be cut down for the Project, stating that this is unnecessary.</p>		<p>Borough Council</p>			<p>other designated sites that are not impacted by the operation of the Project.</p> <p>The land chosen comprises agricultural land of low biodiversity value, so the creation of these new habitats would not require the removal of established habitats of significant value.</p> <p>In converting arable land to new habitats, the Applicant would seek to keep and, where practicable, to improve existing neutral grassland, field margins, trees, hedgerows and ditches. This would be as well as creating new lowland mixed deciduous woodland and meadow habitats.</p> <p>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 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.</p> <p>Details of the types of the proposed habitats and planting, and the framework for implementing and managing the compensation areas, including at the M2 corridor/Blue Bell Hill can be found in the outline Landscape Ecology Management Plan (Application Document 6.7).</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						For more information about the Applicant's planting proposals, see Environmental Statement (ES) Chapter 8: Terrestrial Biodiversity (Application Document 6.1), which includes information about the proposed compensatory habitats.	
M2C10	Comments expressing concern that the proposed A2/M2 corridor and Blue Bell Hill nitrogen deposition compensation area would require too much land. Some consultees express concern at the potential loss of food production capacity during the cost-of-living crisis.	-	-	2	21	The Order Limits for the Project increased during the Local Refinement Consultation in May 2022, following revisions to the Project, including the addition of 279ha of nitrogen deposition compensation areas. Since consultation, the Applicant has considered feedback from landowners and carried out additional assessments, revising the amount of land required to 246ha. The Applicant has assessed this as sufficient to compensate for the nitrogen deposition impacts.	Yes
M2C11	Comments expressing concern that the proposed M2 corridor and Blue Bell Hill compensation area would require too much land. Some consultees express concern that the uptake of electric vehicles would make the land take unnecessary.	-	Tonbridge and Malling Borough Council	0	8	Further details about the site selection and amendments to the compensation land can be found in the Project Air Quality Action Plan (Application Document 6.3, Environmental Statement (ES) Appendix 5.6). The land chosen comprises agricultural land of low biodiversity value, so the creation of these new habitats would not require the removal of established habitats of significant value. The Applicant has carried out Agricultural Land Classification surveys, the results of which are described in ES Chapter 10: Geology and Soils (Application Document 6.1). These surveys	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>assess the Project’s impact on the ‘best and most versatile land’ (Grades 1, 2 and 3a) and explain how impacts on farmland would be minimised.</p> <p>The Applicant has also assessed the impact of the Project on the viability of farm businesses (see ES Chapter 13: Population and Human Health (Application Document 6.1)), including aspects such as the proportion of land taken (temporarily or permanently), changes to access routes, and disruption to drainage and water supplies.</p> <p>The choice of land parcels reflects consideration of various factors, including recognition of the role of agricultural land, as well as the need to compensate for the impacts of nitrogen deposition.</p> <p>Assessment of the predicted impacts of nitrogen deposition on designated habitats is conservative in its assumptions about the transition to electric vehicles (EVs) because the assessments are precautionary. Increased use of EVs may reduce the impact of nitrogen deposition over time, but the Applicant’s assessments are designed to anticipate a worst-case scenario and provide appropriate compensation for this situation. More information about the assessments can be found the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
M2C12	Comments opposing the M2 corridor and Blue Bell Hill compensation area, with some consultees saying the Applicant should reduce traffic levels and others saying the measures would be ineffective.	-	-	3	25	<p>As part of the nitrogen deposition assessment process, the Applicant considered several mitigation measures, including speed, speed reductions between M25 junctions 27 and 26 and vertical barriers 9m high between roads and potentially affected habitats. Speed reduction measures and vertical barriers 9m high were deemed to be insufficient to mitigate the predicted effects or inappropriate. Information about the mitigation and assessments was presented during the Local Refinement Consultation in May 2022.</p> <p>Following further analysis, the Applicant has concluded that speed enforcement on the M2 between junctions 3 and 4 would be technically feasible, would have negligible traffic impacts, and would reduce nitrogen deposition for some designated sites along this section of the M2. A commitment to provide this mitigation measure is in 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). The measures in the CoCP and REAC are secured in the draft Development Consent Order (Application Document 3.1).</p> <p>The Applicant considers the final proposed nitrogen compensation of 246ha, alongside any proposed mitigation, to be a sufficient and proportionate response to the risk of degradation of habitats due to nitrogen</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>deposition as a result of changes in traffic flows arising from the Project.</p> <p>Natural England, the Government's advisor on nature conservation, is supportive of the proposed measures and their effectiveness.</p>	
M2C13	<p>Comments suggesting how the proposed M2 corridor and Blue Bell Hill compensation area should be implemented, with suggestions including the planting of semi-mature trees, sympathetic landscaping, and maximising biodiversity.</p>	<p>Forestry Commission, Kent Downs AONB Unit</p>	<p>Medway Council</p>	1	7	<p>The compensatory habitats would be designed to maximise biodiversity, in the main replacing existing agricultural land, which is typically low biodiversity habitat.</p> <p>The Applicant considered landscape character and pattern when selecting appropriate compensation areas. The compensation areas would be designed to enhance and link with nearby habitats in a sympathetic way, wherever practicable. More information about the species mix and management framework can be found in the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7), which is secured via Schedule 2 requirement 5 of the draft Development Consent Order (Application Document 3.1).</p> <p>The development of the final design for the nitrogen deposition compensation sites would rely on input from stakeholders. The intention is to use the advisory group set out in the oLEMP to ensure that the sites are developed to complement the existing environment, including the landscape. The group would also input into decisions on planting, access and maintenance.</p>	No

Code	Summary of issue(s) raised	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 converting arable land to new habitats, the Applicant would seek to keep and, where practicable, to improve existing neutral grassland, field margins, trees, hedgerows and ditches. This would be as well as creating new lowland mixed deciduous woodland and meadow habitats.</p> <p>The proportion of newly created habitats would be approximately 70% lowland mixed deciduous woodland and 30% lowland meadow, with the objective of creating a mosaic of wildlife-rich habitats.</p> <p>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 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 Environmental Statement (ES) Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>More information about the types of proposed habitats and planting, and the framework for implementing the landscape can be found in</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						the outline Landscape Ecology Management Plan (Application Document 6.7).	
M2C14	Comments suggesting alternative locations for the proposed M2 corridor and Blue Bell Hill compensation area. Suggestions include using different areas of agricultural land nearby and moving the land south-west to an area that is already proposed as a flood compensation area and attenuation pond.	-	-	1	1	<p>The Applicant followed a robust habitat site selection methodology when identifying suitable sites for compensatory land to offset the predicted impacts of nitrogen deposition on designated habitats.</p> <p>To identify potential areas for compensation the Applicant engaged with Natural England and the relevant local planning authorities. Part of the site selection process, which was agreed with Natural England, was the removal of sites that contained known environmental constraints such as being prone to flooding or forms part of the Project's existing flood mitigation proposals.</p> <p>At the Local Refinement Consultation in May 2022, the Applicant proposed to acquire four privately owned parcels of agricultural land for nitrogen deposition compensation areas in the M2 corridor/Blue Bell Hill area.</p> <p>As a result of ongoing assessments and after considering alternative suggestions for land parcels received as feedback during the Local Refinement consultation in May 2022, the Applicant removed 32ha from the Order Limits and proposed to create an additional compensation area of 9ha of land to the east of Burham. Following this change, and other refinements, the total area of compensatory land across the Project would be 246ha, which</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>has been assessed as sufficient to offset the predicted environmental impacts on designated habitats.</p> <p>More information about the site selection process and the land parcels can be found in the Project Air Quality Action Plan (Application Document 6.3, Environmental Statement (ES) Appendix 5.6).</p>	
M2C15	<p>Comments making design suggestions for the proposed M2 corridor and Blue Bell Hill compensation area, including additional paths to green spaces, maintenance of the woodland, access tracks for forestry equipment, and widening of Bell Lane in Botley for ease of access to residents and businesses.</p>	Forestry Commission	-	0	2	<p>The Applicant consulted on proposals for compensatory land during the Local Refinement Consultation in May 2022 and has subsequently revised some of the land parcels. The consultation materials described the proposed locations of the land parcels, the types of habitat that would be created, and their purpose.</p> <p>Detailed design, such as the width and location of access routes and whether they would include Public Rights of Way, would be carried out by the appointed Contractor within the parameters set by the Development Consent Order. The Applicant would also seek input from stakeholders. As set out in the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7), an advisory group would ensure the sites are developed to complement the existing environment, including the landscape. The group would also input into decisions on planting, access and maintenance.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
M2C16	<p>Comments suggesting that additional assessments are carried out for the proposed M2 corridor and Blue Bell Hill nitrogen deposition compensation area.</p> <p>One consultee suggests the Applicant should publish information setting out what contribution each compensation site would make towards offsetting the negative impacts of nitrogen deposition.</p> <p>Another consultee suggests assessing whether the land should be protected by deer fencing.</p>	-	Tonbridge and Malling Borough Council	0	3	<p>Following the Local Refinement Consultation in May 2022, the Applicant completed assessments and refined the compensation proposals. This includes in the M2 corridor and Blue Bell Hill.</p> <p>The final outcome of these assessments, and the compensation package, can be found in the Environmental Statement (ES) in particular ES Chapter 5: Air Quality, and Chapter 8: Terrestrial Biodiversity (Application Document 6.1) and in the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p> <p>The ES includes information setting out what contribution each compensation site would make towards offsetting the predicted impacts of nitrogen deposition on designated habitats.</p> <p>New woodland would be protected by fencing until it is established. This is outlined in more detail in the outline Landscape and Ecology Management Plan (Application Document 6.7).</p> <p>Any permanent structures or fencing, including deer fencing, would be outlined in the detailed design phase. None would be installed that would impact the primary function of the compensation area.</p>	Yes
M2C17	Comments suggesting additional measures for walking, cycling and horse riding near the proposed M2 corridor and Blue Bell Hill	Kent Downs AONB Unit	-	1	2	The provision of Public Rights of Way in the proposed M2 corridor and Blue Bell Hill compensation area may be provided in the future, if deemed appropriate and should this	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	compensation area. Suggestions include providing improved footpaths and bridleways to allow access to the proposed compensatory land.					access not interfere with the primary aim of the compensation area.	
M2C18	Comments supporting the proposed M2 corridor and Blue Bell Hill compensation area as it would be beneficial to the environment by absorbing emissions generated from the M2.	Cobham Parish Council	-	0	7	These comments have been noted.	No
M2C19	Comments expressing general support for the proposed Gravesham and Shorne Woods compensation area, as well as the overall environmental/landscape/habitat improvements that the Project will bring without providing further detail.	Natural England	Maidstone Borough Council, Tonbridge and Malling Borough Council	3	25		No
M2C20	Comments supporting the proposed M2 corridor and Blue Bell Hill compensation area as it would create a new green space. Consultees express support for the additional nature connectivity,	Kent Downs AONB Unit, 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
	particularly between Malling, Westfield and Frith Wood.						
M2C21	Comments expressing conditional support for the proposed M2 corridor, new green space development, and Blue Bell Hill compensation area. Consultees state that if the Project must go ahead, then the compensation area is appropriate, but that they oppose the Project in general.	-	Tonbridge and Malling Borough Council	1	5		No



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

- 15.4.50 Table 15.10 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:
- 15.4.51 *Q3b: Please let us know the reasons for your response and any other comments you have on our initial proposals for compensation area: Gravesham and Shorne Woods.*
- 15.4.52 For reference, the open part of Question 3b above referred to the closed part of the same question which was as follows:
- 15.4.53 *Q3b: Do you support or oppose our initial proposals for compensation area: Gravesham and Shorne Woods?*
- 15.4.54 For more information about how consultees responded to closed questions in the consultation response form, see Section 15.3 of this report.
- 15.4.55 The issues raised that relate to the proposed compensation area in Gravesham and Shorne Woods are summarised in Table 15.10 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.
- 15.4.56 The Applicant has fully considered all of the responses received, Table 15.10 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.
- 15.4.57 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to with a combined response.

### Information presented in Table 15.10

- 15.4.58 The information presented in Table 15.10 is the following:
- 'Code' is a unique code assigned to each issue for reference purposes.
  - 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q3b or to another question in the response form but covering similar topics.
  - 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.
  - 's42(1)(d)' states how many respondents with a land interest raised that issue.

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

### **Summary of issues raised relating to the proposed compensation areas in Gravesham and Shorne Woods and the Applicant's responses**

15.4.59 Table 15.10 below summarises the issues raised relating to the proposed compensation areas in Gravesham and Shorne Woods and the Applicant's responses to those issues raised.

**Table 15.10 Summary of issues raised relating to the proposed compensation areas in Gravesham and Shorne Woods 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
GSW1	Comments expressing general concern that the latest proposals for the Gravesham and Shorne Woods compensation area would have adverse impacts on local communities. Consultees say they would lose views of the Saxon church from the nearby footpath near Woodlands Lane as a result of tree planting. One consultee said tree planting would not be appropriate next to a school due to child safeguarding risks.	-	-	2	3	<p>During the Local Refinement Consultation in May 2022, the Applicant consulted on proposals for compensation land to offset the predicted impacts of nitrogen deposition when the Project is operational.</p> <p>The new land is being acquired for its biodiversity benefits, but some of this land may be made accessible to local people for recreation if appropriate. The potential environmental impacts of the proposed nitrogen deposition compensation sites have been considered within the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). ES Chapter 13: Population and Human Health (Application Document 6.1) assesses the impact of the Project on local people and communities. ES Chapter 7: Landscape and Visual (Application Document 6.1) assesses visual impacts on the surrounding landscape. Detailed design of the compensation areas would be agreed by the advisory group set out in the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7). The oLEMP is secured via Schedule 2 Requirement 5 of the draft Development Consent Order (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 3.1). The oLEMP includes a commitment that the nitrogen deposition compensation sites would avoid significant effects on other receptors and take opportunities to enhance public access and landscape.</p> <p>With regards to views of the Saxon church from the footpath near Woodlands Lane, any woodland planting would be appropriate to the surrounding landscape character and context. Where appropriate, woodland planting has been proposed in locations shown in the Applicant's Environmental Masterplan (Application Document 6.2, ES Figure 2.4) which is secured in the Applicant's draft Development Consent Order (Application Document 3.1).</p> <p>The Applicant does not consider that tree planting near a school would present significant safeguarding risks.</p>	
GSW2	Comments expressing concern that the latest proposals for the Gravesham and Shorne Woods compensation area would have negative impacts on local people's health and wellbeing. These consultees say recreational areas are important to their health	-	-	1	5	<p>The land being acquired south of the River Thames is agricultural land, with few existing health benefits for local people or significant community benefits. No existing recreational areas of land would be removed to accommodate the compensation areas.</p> <p>Where designated sites (some of which are also used for recreation) are impacted by nitrogen deposition, these habitats would not be removed, nor</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	and wellbeing, and the proposals risk losing these, specifically Ashenbank Woods and Shorne Woods.					<p>would they die out or be made unusable for recreational purposes, rather the quality of their habitats would deteriorate (although this deterioration would be offset by the proposed package of compensatory land). This would be the case with Shorne and Ashenbank Woods, for example, which is one of the designated areas that the assessment predicts would be affected.</p> <p>For more information about the impacts on designated sites, see Environmental Statement (ES) Chapter 5: Air Quality, and 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>	
GSW3	<p>Comments expressing concern that the latest proposals for the Gravesham and Shorne Woods compensation area would impact private property.</p> <p>One consultee says that some of the land taken for the Project would allow the public to see into their property and reduce their privacy.</p>	-	-	1	2	<p>Having carried out the revised assessment of the impacts of nitrogen deposition, which is in line with the latest scientific opinion and discussions with Natural England, the Applicant consulted on compensatory land proposals during the Local Refinement Consultation in May 2022.</p> <p>The land parcels south of the River Thames that the compensatory land would be situated on is currently agricultural land, with none of the land parcels directly impacting residential</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>properties. Public access to compensation land would only be considered if appropriate.</p> <p>For more information about the land that would be acquired for the Project, see the Land Plans (Application Document 2.2). For information about why each plot of land is required, see the Statement of Reasons (Application Document 4.1).</p>	
GSW4	<p>Comments expressing concern that the Gravesham and Shorne Woods nitrogen deposition compensation area is in the wrong location. The two fields north-east of Shorne Woods Country Park and an area south of the High Speed 1 (HS1) railway at Church Road are both highlighted as unsuitable.</p>	-	Gravesham Borough Council	0	2	<p>The Applicant followed a robust methodology when identifying suitable sites for compensatory land to offset the predicted impacts of nitrogen deposition on designated habitats.</p> <p>To identify potential areas for compensation the Applicant engaged with Natural England and the relevant local planning authorities. Part of the site selection process, which was agreed with Natural England, was the omission of sites that featured known environmental constraints or heritage designations.</p> <p>Following feedback received during the Local Refinement Consultation in May 2022 the Applicant removed 13ha of the proposed 55ha compensation area proposed for Gravesham and Shorne Woods. This included removing the most north-easterly proposed compensation area, but the other field north-east of Shorne Woods Country Park and the site south of High Speed 1 (HS1) railway both</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>remain part of the compensation land package because they still fulfil the site selection requirements.</p> <p>More information about the sites chosen for nitrogen deposition compensatory land can be found in the Project Air Quality Action Plan (Application Document 6.3, Environmental Statement (ES) Appendix 5.6). Appendix 5.6). This appendix includes information about sites rejected by the Applicant.</p>	
GSW5	<p>Comments expressing concern that the Gravesham and Shorne Woods compensation area would not be implemented. Some consultees say the land will be sold to developers and built on.</p>	-	-	1	6	<p>The Development Consent Order ensures specific use of the land within the Order Limits for the Project, including compensatory planting.</p> <p>Compensatory planting to offset the predicted impacts of nitrogen deposition on designated habitats is identified and secured within the Environmental Masterplan (Application Document 6.2, Environmental Statement (ES) Figure 2.4), and the framework for the management of the areas is presented in the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7). The Environmental Masterplan is secured through Requirement 5 of the draft Development Consent Order (DCO) (Application Document 3.1).</p> <p>Any future development outside the land required to construct, operate 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
						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.	
GSW6	Comments expressing concern that the latest proposals for the Gravesham and Shorne Woods compensation area would increase existing air pollution by removing existing woodlands and habitats.	-	-	0	13	<p>The compensatory planting proposals at Gravesham and Shorne Woods presented during the Local Refinement Consultation in May 2022 would offset the impacts of nitrogen deposition. The new planting proposals would not require the removal of any existing woodland. Where designated sites are impacted by nitrogen deposition, these habitats would not be removed and nor would they die out, rather the quality of their habitats would deteriorate (although this deterioration would be offset by the proposed package of compensatory land).</p> <p>The assessment of nitrogen deposition does not predict any impacts on human health during construction or operation of the Project.</p> <p>More information about the air quality assessments can be found in Environmental Statement (ES) Chapter 5: Air Quality (Application Document 6.1) and the Project Air Quality Action Plan (Application Document 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
						Environmental Statement (ES) Appendix 5.6).	
GSW7	General comments expressing concern that the latest proposals for the Gravesham and Shorne Woods compensation area would have an adverse environmental impact.	-	-	2	2	<p>The proposals presented during the Local Refinement Consultation in May 2022 were to create new habitats across approximately 279ha of land, including land in the Gravesham and Shorne Woods area. These new habitats would offset the predicted impacts of nitrogen deposition resulting from changes in traffic flow once the Project is operational. These proposals would have a positive impact on biodiversity in the area, by creating new habitats beneficial to wildlife and linking existing ones.</p> <p>In response to feedback received during the Local Refinement Consultation, the Applicant has refined the compensatory land proposals to 246ha, which the Applicant is satisfied would provide sufficient compensatory habitats to offset the predicted impacts of nitrogen deposition.</p> <p>More information about the proposals can be found in Environmental Statement (ES) Chapter 5: Air Quality, 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>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
GSW8	<p>Comments expressing concern that the latest proposals for the Gravesham and Shorne Woods compensation area would result in a loss of existing ancient woodland and agricultural land. Consultees comment that the land take of the latest proposals would be greater than previous proposals and question if the Applicant has considered the impact of this on the viability of the remaining farmland. Some consultees also comment that the compensation area would not be as visually attractive as the present existing green spaces and would impact on views of the land.</p>	-	Gravesham Borough Council	1	6	<p>None of the proposed compensatory land parcels would affect ancient woodland, as the proposed land is currently used for agricultural purposes.</p> <p>The Applicant has carried out Agricultural Land Classification surveys, the results of which are described in Environmental Statement (ES) Chapter 10: Geology and Soils (Application Document 6.1). These surveys assess the Project's impact on the 'best and most versatile land' (Grades 1, 2 and 3a) and explain how impacts on farmland would be minimised.</p> <p>The Applicant has also assessed the impact of the Project on the viability of farm businesses (see ES Chapter 13: Population and Human Health (Application Document 6.1)), including aspects such as the proportion of land taken (temporarily or permanently), changes to access routes, and disruption to drainage and water supplies.</p> <p>The Applicant considered landscape character and pattern when selecting appropriate compensation areas. The compensation areas would be designed to enhance and link with nearby habitats in a sympathetic way, wherever practicable. More information about the species mix and management framework can be found in the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7), which is</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>secured via Schedule 2 requirement 5 of the draft Development Consent Order (Application Document 3.1).</p> <p>The development of the final design for the nitrogen deposition compensation sites would rely on input from stakeholders. The intention is to use the advisory group set out in the oLEMP to ensure that the sites are developed to complement the existing environment, including the landscape. The group would also input into decisions on planting, access and maintenance.</p>	
GSW9	<p>Comments expressing concerns that the latest proposals for the Gravesham and Shorne Woods compensation area would disrupt wildlife and their habitats. Consultees say the replacement habitats would take too long to establish for there to be sufficient benefit, putting owls, bats and kestrels at risk.</p>	-	Gravesham Borough Council	2	1,459	<p>The Applicant has taken a landscape scale approach to nitrogen deposition compensation, to enable enhanced biodiversity and connectivity predominantly through the planting of new woodland on sites that are currently low-value biodiversity agricultural land.</p> <p>In converting arable land to new habitats, the Applicant would seek to keep and, where practicable, to improve existing neutral grassland, field margins, trees, hedgerows and ditches. This would be as well as creating new lowland mixed deciduous woodland and meadow habitats.</p> <p>The proportion of newly created habitats would be approximately 70% lowland mixed deciduous woodland and 30% lowland meadow, with the objective of</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>creating a mosaic of wildlife-rich habitats. The proposal for the compensation sites is to create a mosaic of wildlife-rich habitat dominated by woodland.</p> <p>Each site may have a different ratio of habitats that is appropriate to that site. The Project's tree planting would typically make use of immature trees, because transplanting larger and more established trees tends to be less successful. In some cases, in line with requests from Natural England, sites would be encouraged to achieve habitat creation through natural regeneration.</p> <p>The assessment recognises that such planting takes time to establish, which is why the assessment considers the design after 15 years. The mix of species would be chosen to provide the least disruption to the existing biodiversity. For more information about habitat creation proposals, see the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7).</p>	
GSW10	Comments expressing concern that the latest proposals for the Gravesham and Shorne Woods compensation area would encroach upon heritage assets in the area, including	-	Kent County Council, Gravesham Borough Council	0	2	The selection criteria for the nitrogen deposition compensation areas were presented during the Local Refinement Consultation in May 2022. This set out the Applicant's requirement that any proposed compensatory land parcels should, where practicable, exclude sites that have heritage designations, such 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
	potential archaeological sites.					<p>being within 200m of scheduled monuments or Grade I or II* listed buildings.</p> <p>An area of proposed tree planting near Shorne Ifield Road was moved during the Local Refinement Consultation. Moving this area of proposed compensatory tree planting would avoid a significant impact on the buried archaeology associated with a Medieval settlement that has been discovered north of Shorne Ifield Road, while delivering the same level of woodland planting compensation as previously proposed during Statutory Consultation in 2018. Although near Shorne Woods, this was not one of the land parcels intended to provide compensation for the impacts of nitrogen deposition.</p> <p>The Applicant has considered and assessed potential impacts on cultural heritage across the Application Site, including designated and non-designated assets, and their settings. These assessments are presented in Environmental Statement (ES) Chapter 6: Cultural Heritage (Application Document 6.1) which also includes the proposed mitigation measures.</p>	
GSW11	Comments expressing concern about the Gravesham and Shorne	-	-	1	20	The Applicant is satisfied that the 246ha of compensatory land proposed in the application for development consent and	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>Woods nitrogen deposition compensation area, saying it is wrong to allow existing habitats to deteriorate as a result of the Project opening.</p> <p>Some consultees question the scientific evidence supporting nitrogen deposition and the compensation package.</p>					<p>revised down from 279ha after consideration of the feedback received during the Local Refinement Consultation in May 2022, would be sufficient to offset the impacts of nitrogen deposition on sensitive habitats. Natural England, the Government's advisor on nature conservation, is supportive of the proposed compensatory land measures, their predicted effectiveness, and the scientific evidence supporting the Applicant's precautionary assessments, which set out the need to include this additional land in the Order Limits.</p> <p>The decision to make use of compensatory habitats to offset the impacts on existing designated sites is justified given the requirements of the Project and is line with the advice in the Design Manual for Roads and Bridges LA 105 Air quality (National Highways, 2019).</p> <p>The results of the air quality modelling are presented in 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). ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) provides the assessment of the nitrogen deposition changes and the determination of significance 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>ecological sites within the affected road network.</p> <p>The Applicant engaged with stakeholders including Natural England, the Forestry Commission and local planning authorities to formulate the assessment methodology and continues to do so.</p>	
GSW12	Comments expressing concern that the Gravesham and Shorne Woods nitrogen deposition compensation area requires too much land.	Shorne Parish Council	Gravesham Borough Council, Kent County Council	2	30	<p>At the Local Refinement Consultation in May 2022, the Applicant proposed to acquire four parcels of privately owned land totalling approximately 55ha in the Gravesham and Shorne Woods area to provide nitrogen deposition compensation areas. The sites were chosen due to their location in relation to affected habitats, including Shorne and Ashenbank Woods Site of Special Scientific Interest (SSSI) and Great Crabbles Wood SSSI, as well as their suitability for connecting existing habitats.</p> <p>Following the Local Refinement Consultation, the Applicant refined its proposals for nitrogen deposition compensation land. As a result, the Applicant reduced the total land required from 279ha to 246ha. This reduction is, in part, due to the removal of approximately 13ha from the Gravesham and Shorne Wood compensation area, which was 55ha.</p> <p>The Applicant is satisfied the 246ha of land would provide sufficient</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
						compensatory habitats to offset the predicted impacts of nitrogen deposition. More information can be found in Environmental Statement (ES) Chapter 5: Air Quality, 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).	
GSW13	Comments expressing concern that the land included in the latest proposals for the Gravesham and Shorne Woods compensation area are not needed because increased use of electric vehicles would mean the effects from nitrogen deposition diminishes. Some consultees say there are alternative ways to mitigate the impacts.	-	-	1	7	<p>Assessment of the predicted impacts of nitrogen deposition on designated habitats is conservative in its assumptions about the transition to electric vehicles (EVs) because the assessments are precautionary. Increased use of EVs may reduce the impact of nitrogen deposition over time, but the Applicant's assessments are designed to anticipate a worst-case scenario and provide appropriate compensation for this situation. More information about the assessments can be found in the Project Air Quality Action Plan (Application Document 6.3, Environmental Statement (ES) Appendix 5.6).</p> <p>The Applicant has developed the Project following the mitigation hierarchy of 'avoid, reduce, restore and compensate'. The Applicant presented the options for reducing and mitigating the impacts of nitrogen deposition during the 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>Refinement Consultation. It advised that one measure – speed enforcement between junctions 3 and 4 of the M2 was being assessed for suitability.</p> <p>Following further analysis, the Applicant has concluded that speed enforcement on the M2 between junctions 3 and 4 would be technically feasible, would have negligible traffic impacts, and would reduce nitrogen deposition for some designated sites along this section of the M2. This mitigation will be delivered alongside the proposed 246ha of nitrogen compensation areas. This mitigation measure is included in 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). More information can also be found in the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	
GSW14	Comments expressing opposition to the latest proposals for the Gravesham and Shorne Woods compensation area, saying that if compensation is needed, the Project should not be built.	-	-	2	11	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.	No

Code	Summary of issue(s) raised	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 proposals, including the nitrogen deposition land compensation 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).</p> <p>The Project would provide an alternative to the Dartford Crossing and would help transform the economies of Kent, Thurrock, Essex and Havering, helping to deliver sustainable local development and regional growth.</p> <p>For more information about the economic benefits of the Project, see the Combined Modelling and Appraisal Report (Application Document 7.7, Appendix D, Economic Appraisal Report).</p>	
GSW15	<p>Comments suggesting how the proposed Gravesham and Shorne Woods compensation area should be implemented. Suggestions include minimising the removal of existing trees and creating wildlife corridors between</p>	Forestry Commission	Gravesham Borough Council, Kent County Council	0	9	<p>The land chosen for the compensatory parcels comprises agricultural land of low biodiversity value, so the creation of these new habitats would not require the removal of established habitats of significant value.</p> <p>In converting arable land to new habitats, the Applicant would seek to keep and, where practicable, to improve 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>sites to reduce habitat severance.</p> <p>There are additional detailed suggestions for what plant species should be included.</p>					<p>neutral grassland, field margins, trees, hedgerows and ditches. This would be as well as creating new lowland mixed deciduous woodland and meadow habitats.</p> <p>The Applicant has taken a landscape scale approach to nitrogen deposition compensation, to enable enhanced biodiversity and connectivity predominantly through the planting of new woodland. One of the criteria for selecting the land parcels has been to improve connectivity between new and existing biodiversity sites, such as Shorne Woods.</p> <p>The development and ongoing management of the Project's compensatory sites would be conducted in line with the principles of the advisory group as set out in the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7) which would include statutory and non-statutory stakeholders. The intention of the advisory group is to shape the design and management of the sites through stakeholder input.</p> <p>This would include any of the Project sites within the Cobham/Shorne area. It is anticipated that the advisory group will look collectively at sites within similar areas to ensure that high level landscape scale principles are applied in 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>appropriate manner that maximises the benefits. The proposed approach to this was included within the draft oLEMP published during the Community Impacts Consultation in July 2021.</p> <p>The detail of what sites are provided to mitigate or compensate for different areas is provided in Environmental Statement (ES) Chapter 5: Air Quality, 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>	
GSW16	Comments suggesting alternative locations for the proposed Gravesham and Shorne Woods compensation area.	-	Kent County Council, Gravesham Borough Council	1	3	<p>The Applicant followed a robust habitat site selection methodology, which was agreed with Natural England, when identifying suitable sites for compensatory land to offset the predicted impacts of nitrogen deposition on designated habitats.</p> <p>To identify potential areas for compensation the Applicant engaged with Natural England and the relevant local planning authorities. Part of the site selection process was the removal of sites that contained known environmental constraints or heritage designations. Further details of the site selection process can be found in the Project Air Quality Action Plan (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 6.3, Environmental Statement (ES) Appendix 5.6).</p> <p>Following feedback received during the Local Refinement Consultation in May 2022, the Applicant removed approximately 13ha of the proposed 55ha compensation area proposed for Gravesham and Shorne Woods.</p> <p>More information about the sites chosen for nitrogen deposition compensatory land can be found in ES Appendix 5.6. This appendix also sets out the alternative sites considered by the Applicant.</p>	
GSW17	<p>Comments suggesting that additional assessments are required for the proposed Gravesham and Shorne Woods compensation area. Some consultees say there is a need for archaeological assessments to ensure the compensation areas do not impact heritage assets.</p> <p>There was also a suggestion to carry out a landscape assessment to ensure the land sits sympathetically in the existing landscape.</p>	-	Kent County Council, Gravesham Borough Council	0	0	<p>The Applicant followed a robust habitat site selection methodology when identifying suitable sites for compensatory land to offset the predicted impacts of nitrogen deposition on designated habitats and this methodology was agreed with Natural England.</p> <p>To identify potential areas for compensation the Applicant engaged with Natural England and the relevant local planning authorities. Part of the site selection process was the removal of sites that contained known environmental constraints or heritage designations, including the potential for archaeological remains. This set out the Applicant's requirement that any proposed compensatory land parcels should, where</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>practicable, exclude sites that have heritage designations, such as being within 200m of scheduled monuments or Grade I or II* listed buildings.</p> <p>The Applicant also considered landscape character and pattern when selecting appropriate compensation areas. The compensation areas would be designed to enhance and link with nearby habitats in a sympathetic way, wherever practicable. More information about the assessments carried out can be found in the Environmental Statement (ES) Chapter 6: Cultural Heritage and Chapter 7: Landscape and Visual (Application Document 6.1). More information about the site selection criteria can be found in the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	
GSW18	Comments suggesting additional measures for walking, cycling and horse riding in the proposed Gravesham and Shorne Woods compensation area.	-	Gravesham Borough Council	0	2	New public access to the proposed land parcels that make up the Gravesham and Shorne Woods compensation area would be provided if appropriate. This would be decided at the detailed design stage after discussions with the appropriate landowners and local authorities.	No
GSW19	Comments supporting the proposed Gravesham and Shorne Woods compensation areas, saying these would be	Kent Downs AONB Unit, Forestry Commission	Gravesham Borough Council, Medway Council	0	7	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
	beneficial to the environment. Consultees say creating more green spaces is a good thing and that it is necessary to compensate for habitats that would be lost.						
GSW20	Comments expressing support for the proposed Gravesham and Shorne Woods compensation areas. Consultees say it is necessary, provides benefits to local communities, goes further than expected, and that anything that compensates for emissions and nitrogen impact is a good thing. Consultees express support for the relocation away from the archaeological sites and access through to Woodlands Lane to enable maintenance works to the site.	Forestry Commission, Cobham Parish Council	Gravesham Borough Council	1	17		No

<b>Code</b>	<b>Summary of issue(s) raised</b>	<b>s42(1)(a) &amp; s42(1)(aa)</b>	<b>s42(1)(b) &amp; s42(1)(c)</b>	<b>s42 (1)(d)</b>	<b>s47 &amp; s48</b>	<b>The Applicant's response</b>	<b>Project change</b>
GSW21	Comments expressing conditional support for the proposed Gravesham and Shorne Woods compensation area. Some consultees say the changes are an improvement to a flawed Project.	-	Kent County Council	1	5		No



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

- 15.4.60 Table 15.11 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q3c in the consultation response form, which was as follows:
- 15.4.61 *Q3c: Please let us know the reasons for your response and any other comments you have on our initial proposals for compensation area: Southfields, Thurrock.*
- 15.4.62 For reference, the open part of Question 3c above referred to the closed part of the same question which was as follows:
- 15.4.63 *Q3c: Do you support or oppose our initial proposals for compensation area: Southfields, Thurrock?*
- 15.4.64 For more information about how consultees responded to closed questions in the consultation response form, see Section 15.3 of this report.
- 15.4.65 The issues raised that relate to the proposed compensation area in Southfields, Thurrock are summarised in Table 15.11 below. Where issues were raised in response to Q3c that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 15.4.66 The Applicant has fully considered all of the responses received, Table 15.11 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.
- 15.4.67 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to with a combined response.

### Information presented in Table 15.11

- 15.4.68 The information presented in Table 15.11 is the following:
- 'Code' is a unique code assigned to each issue for reference purposes.
  - 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q3c or to another question in the response form but covering similar topics.
  - 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.
  - 's42(1)(d)' states how many respondents with a land interest raised that issue.

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

### **Summary of issues relating to the proposed compensation areas in Southfields, Thurrock, and the Applicant's responses**

15.4.69 Table 15.11 below summarises the issues relating to the proposed compensation areas in Southfields, Thurrock and presents the Applicant's responses to those issues raised.

**Table 15.11 Summary of issues relating to the proposed compensation areas in Southfields, Thurrock 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
SOT1	<p>Comments expressing concern that the proposals for the Southfields, Thurrock, nitrogen deposition compensation area is in the wrong location.</p> <p>There are concerns that the site is an old landfill and whether the site is viable to create habitats and whether there is a risk of contamination.</p> <p>Consultees also raise concerns that the area is not near the area that would be affected by nitrogen deposition. One consultee says the area is also under consideration for development as part of the local plan.</p>	-	-	2	4	<p>Nitrogen deposition compensation sites were selected by the Applicant using a robust site-selection methodology agreed with Natural England. The search area consisted of all land parcels within 2km of the cluster of affected sites in the area and so all parcels near to the proposed sites have been considered. The methodology included an assessment of the ecological suitability of land parcels. The land parcels were then reviewed by a multi-disciplinary group of specialists, to assess the potential opportunities and constraints for each site to refine the site selection. Factors considered include cultural heritage, landscape, utilities, land referencing and planning (which included any planning designations).</p> <p>The two sites in Southfields, Thurrock, were selected because they are close to designated sites and existing woodland that are predicted to be affected by nitrogen deposition. The Buckingham Hill former landfill site is one of the proposed sites in Southfields, with this suggested by the local authority. The other site, Horford Road, is private agricultural land.</p> <p>More information about the site-selection process can be found in the Project Air Quality</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Action Plan (Application Document 6.3, Environmental Statement (ES) Appendix 5.6).</p> <p>As part of the Environmental Impact Assessment (EIA) for the Project, the Applicant has carried out studies in areas that could be at risk of contamination. The outcome of these studies is presented in ES Chapter 6: Geology and Soils (Application Document 6.1).</p> <p>Both compensation sites would be developed into a mosaic of habitats, predominantly wooded but with substantial sections of grassland. The assessment of the Buckingham Hill former landfill site found the site has a low-risk rating for contamination. The detailed design for the Buckingham Hill site would take into consideration any constraints from the site's former use as a landfill. Prior to any soil disturbance of residual contamination appropriate risk assessments would be carried out. In addition, the appointed Contractor carrying out the works would provide method statements for acceptance by the Applicant and the Environment Agency, if required.</p> <p>For more information about how the appointed Contractors would mitigate against the risks of contamination, see the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2), and the Register of Environmental Actions and Commitments, which forms part of the CoCP. In addition, Requirement 6 of the Applicant's draft Development Consent Order (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
						(Application Document 3.1) includes commitments to report and remediate contamination identified during the Project's construction and operation.  The DCO ensures specific use of the land within the Order Limits for the Project, including compensatory planting, so the land would not be used for any alternative development.	
SOT2	Comments expressing concern over whether the proposals for the Southfields, Thurrock, nitrogen deposition compensation area would be implemented. Consultees say the land could be developed for housing in the future.	-	-	1	6	The Development Consent Order (DCO) ensures specific use of the land within the Order Limits for the Project, including compensatory planting, so the land would not be used for housing.  Compensatory planting to offset the predicted impacts of nitrogen deposition on designated habitats is identified and secured within the Environmental Masterplan (Application Document 6.2, Environmental Statement (ES) Figure 2.4) and the framework for the management of the areas is presented in the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7). The Environmental Masterplan is secured through Requirement 5 of the draft DCO (Application Document 3.1).	No
SOT3	Comments expressing concern that the proposals for the Southfields, Thurrock, compensation area show that air pollution	-	-	0	4	The assessment of the impacts of nitrogen deposition and the need for compensatory planting applies only to habitats. Nitrogen deposition would have no impacts on human health. The Applicant's air quality assessments are presented in Environmental Statement (ES)	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	would increase in the area affecting human health.					Chapter 5: Air Quality (Application Document 6.1). The assessment of air quality impacts set out in ES Chapter 5 shows there would be no significant impacts on human health during the construction or operation of the Project.	
SOT4	General comments expressing concern that the proposals for the Southfields, Thurrock, compensation area would have an adverse environmental impact and that it would be impossible to compensate for the damage resulting from the Project.	-	-	0	3	The proposals presented during the Local Refinement Consultation in May 2022 to create new habitats across approximately 279ha of land, including land in the Southfields area, would offset the adverse impacts of nitrogen deposition resulting from changes in traffic flow once the Project is operational. These proposals would have a positive impact on habitats in the area, by creating new habitats and linking existing ones.  In response to feedback received during the Local Refinement Consultation, the Applicant has refined the compensatory land proposals.	No
SOT5	Comments expressing concern that the amount of land required for the proposed Southfields, Thurrock compensation area is insufficient.  Comments expressing concern about the Southfields, Thurrock, nitrogen deposition compensation area, saying it is wrong to allow existing habitats to deteriorate as a	-	-	4	37	The total amount of compensatory land has been reduced from 279ha to 246ha, which the Applicant is satisfied would provide sufficient compensatory habitats to offset the predicted impacts of nitrogen deposition.  Natural England, the Government's advisor on nature conservation, is supportive of the proposed measures and their effectiveness.  More information about the proposals for providing compensatory land for nitrogen deposition once the Project is open can be found in the Environmental Statement (ES)	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	result of the Project opening.					Chapter 5: Air Quality, 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).	
SOT6	<p>Comments expressing concern that the proposals for the Southfields, Thurrock, compensation area would disrupt nearby wildlife and habitats, including an existing Site of Special Scientific Interest. Additional concerns are that the newly created habitat would be inferior to other mature habitats.</p> <p>Concerns are also expressed that new areas of compensatory habitats could be adversely affected by the nitrogen deposition that they are meant to offset.</p>	-	Thurrock Council	0	13	<p>At the Local Refinement Consultation in May 2022, the Applicant proposed to acquire two parcels of land totalling approximately 45ha in Southfields, Thurrock, for compensatory planting to offset the predicted impacts of nitrogen deposition on designated habitats.</p> <p>The eastern site, Buckingham Hill, is owned by the local authority, which suggested its use, whereas the land to the west, Hoford Road, is private farmland. Both the sites were chosen due to their proximity to designated sites and existing woodland that are predicted to be impacted by nitrogen deposition.</p> <p>Creating new wildlife-rich habitats in this location would increase connectivity between existing habitats, which is expected to benefit biodiversity in the area.</p> <p>The privately owned site, Hoford Road, was chosen because it is a farmed field next to an impacted habitat, while the eastern site, Buckingham Hill is a brownfield site that was formerly used for landfill. The latter site was identified because it would reduce the need to use farmland. Both the sites were chosen because they are currently of low biodiversity value and would provide connectivity to 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>habitats, including an existing Site of Special Scientific Interest.</p> <p>Some of the proposed compensatory habitats may be impacted by nitrogen deposition themselves, with the quality of some of that new habitat not reaching the same level as if it were outside the affected area. This was considered by the Applicant during the site selection process, but for a small number of locations the advantages of the sites outweighed the disadvantage of being impacted to some degree by nitrogen deposition. For example, these new habitats would provide increased biodiversity and would help improve connectivity within the wider network of habitats. Natural England has agreed that the package of compensatory land is appropriate.</p> <p>The package was revised from 279ha during the Local Refinement Consultation in May 2022, down to 246ha after further assessments and consideration of feedback received during consultation. Overall, the proposed package of compensatory habitats has been assessed as sufficient to offset the impacts of the nitrogen deposition predicted as a result of the Project opening.</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 the Environmental Statement (ES) Chapter 5: Air Quality, and Chapter 8:</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Terrestrial Biodiversity (Application Document 6.1), and in the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).	
SOT7	<p>Comments expressing concern that the proposals for the Southfields, Thurrock, compensation area would require too much land.</p> <p>Some consultees say the Green Belt should be protected, so the Applicant should not implement new habitats on Green Belt land.</p>	-	-	5	12	<p>At the Local Refinement Consultation in May 2021, the Applicant proposed to acquire two parcels of land to create nitrogen deposition compensation in Southfields, Thurrock. These totalled 45ha of land. The eastern area of land (Buckingham Hill ) was formerly used for landfill and is owned by Thurrock Council. It was identified during the site selection process because it is close to designated sites and woodland that are predicted to be impacted by nitrogen deposition; it would reduce the need to use further areas of farmland; reduce the impact on other landowners and productive land; and it is in a good position for connecting habitats. The privately owned site, Hoford Road, was chosen because it is a farmed field next to an impacted habitat.</p> <p>Following the Local Refinement Consultation, there have been no changes to the compensation sites in Southfields, Thurrock. Having considered all feedback received during consultation, the Applicant is satisfied that the sites represent the optimum locations in this area.</p> <p>More information about the site-selection process and the methodology for assessing nitrogen deposition be found in the Project Air</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Quality Action Plan (Application Document 6.3, Environmental Statement (ES) Appendix 5.6).</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, utility diversions or associated development in Green Belt may constitute inappropriate development. Where that is the case, there is a presumption against such development except in very special circumstances.</p> <p>The Applicant has developed the Project to ensure it satisfies the assessment criteria described in that policy statement and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and the associated planning practice guidance 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),</p>	
SOT8	Comments expressing concern that the land included in the proposals for the Southfields,	-	-	1	2	The Applicant has developed the Project following the mitigation hierarchy of 'avoid, reduce, restore and compensate'. The Applicant presented the options for reducing	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	<p>Thurrock, compensation area is not needed.</p> <p>Some consultees say the land is agricultural land, which should be used for farming, and while others say the rise in electric vehicles would eliminate the need for the compensatory land.</p>					<p>and mitigating the impacts of nitrogen deposition during the Local Refinement Consultation in May 2022, setting out the reasons why these potential measures, which included 9m-high fences and speed reductions, were not practicable. It also presented an intention to explore whether speed limit enforcement between junctions 3 and 4 of the M2 would be feasible. More information can be found in the Project Air Quality Action Plan (Application Document 6.3, Environmental Statement (ES) Appendix 5.6).</p> <p>At the Local Refinement Consultation, the Applicant also presented proposals to acquire land to compensate for the predicted impacts of nitrogen deposition on designated sites. As part of this, the Applicant proposed to acquire two parcels of land to create nitrogen deposition compensation in Southfields, Thurrock. These totalled 45ha of land. The eastern area of land (Buckingham Hill ) was formerly used for landfill and is owned by Thurrock Council. It was identified during the site selection process because it is close to designated sites and woodland that are predicted to be impacted by nitrogen deposition; it would reduce the need to use further areas of farmland; reduce the impact on other landowners and productive land; and it is in a good position for connecting habitats. The privately owned site, Hoford Road, was chosen</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>because it is a farmed field next to an impacted habitat.</p> <p>The agricultural land chosen for the compensatory habitats comprises agricultural land of low biodiversity value. The Applicant has carried out Agricultural Land Classification surveys, the results of which are described in ES Chapter 10: Geology and Soils (Application Document 6.1). These surveys assess the Project's impact on the 'best and most versatile land' (Grades 1, 2 and 3a) and explain how impacts on farmland would be minimised.</p> <p>Following further analysis, the Applicant has concluded that speed enforcement on the M2 between junctions 3 and 4 would be technically feasible, would have negligible traffic impacts, and would reduce nitrogen deposition for some designated sites along this section of the M2. A commitment to provide this mitigation measure is in 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).</p> <p>There have been no changes to the compensation sites in Southfields, Thurrock. Having considered all feedback received during consultation, the Applicant is satisfied that the sites represent the optimum locations in this area.</p> <p>The Applicant has also assessed the impact of the Project on the viability of farm businesses (see ES Chapter 13: Population and Human</p>	

Code	Summary of issue(s) raised	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 (Application Document 6.1)), including aspects such as the proportion of land taken (temporarily or permanently), changes to access routes, and disruption to drainage and water supplies.</p> <p>Assessment of the predicted impacts of nitrogen deposition on designated habitats is conservative in its assumptions about the transition to electric vehicles (EVs) because the assessments are precautionary. Increased use of EVs may reduce the impact of nitrogen deposition over time, but the Applicant's assessments are designed to anticipate a worst-case scenario and provide appropriate compensation for this situation. More information about the assessments can be found in the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	
SOT9	<p>A comment expressing concern that the proposals for the Southfields, Thurrock, compensation area would lead to loss of facilities.</p> <p>The consultee highlights the loss of the Orsett golf course and is concerned as it is both a well-used recreation facility and represents a large part of</p>	-	-	1	0	<p>The proposals for compensatory land to offset the impacts of nitrogen deposition would have no impact on private recreational facilities, including Orsett Golf Club.</p> <p>Orsett golf course would, however, be affected by the Project, with a small, vegetated area being permanently acquired to build earthworks at Brentwood Road. This comprises less than 1% of the site and would not affect the course's ability to operate. In addition, the Championship tee of the 9th hole would need to be temporarily repositioned during works to divert a high-pressure gas main. People could</p>	No

Code	Summary of issue(s) 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's potential growth area being lost.					continue to use the course throughout the works. At the conclusion of works, the temporary land would be relinquished and returned to its former condition by the Applicant. More information about this can be found in the Planning Statement (Application Document 7.2, Appendix G).	
SOT10	<p>Comments expressing opposition to the proposals for the Southfields, Thurrock, compensation area.</p> <p>Consultees say the need for compensation shows how damaging the Project is and that it should be cancelled.</p>	-	-	0	7	<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.</p> <p>The Project proposals, including the nitrogen deposition land compensation 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).</p> <p>The Project would provide an alternative to the Dartford Crossing and would help transform the economies of Kent, Thurrock, Essex and Havering, helping to deliver sustainable local development and regional growth.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						For more information about the economic benefits of the Project, see the Economic Appraisal Package (Application Document 7.7, Combined Modelling and Appraisal Report, Appendix D).	
SOT11	<p>Comments suggesting how the proposed Southfields, Thurrock, compensation area should be implemented.</p> <p>Suggestions include making the area large enough to absorb all the Project's greenhouse gas emissions and ensuring the compensation areas accord with local plans.</p>	-	Thurrock Council	1	4	<p>The proposed compensatory land package is designed to offset the impacts of nitrogen deposition, not greenhouse gases. The Applicant has assessed the carbon impacts of the Project in Environmental Statement (ES) Chapter 15: Climate (Application Document 6.1), which sets out how the carbon footprint of the Project would be minimised during construction and operation.</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, 2015)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.</p>	No
SOT12	Comments expressing conditional support for the proposed Southfields, Thurrock, compensation area. Consultees highlight that while supportive of the compensation areas, they	-	Thurrock Council	1	5	These comments have been noted.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	wish to see suitable habitats included.						
SOT13	Comments expressing general support for the proposed Southfields, Thurrock, compensation area. Consultees comment that the compensation area will alleviate problems and is more than was originally expected.	-	-	3	12		No
SOT14	Comments expressing support for the proposed Southfields, Thurrock, compensation area as it is necessary to support habitats, and it will benefit the local ecology. Support is also given for an open mosaic habitat on Buckingham Hill landfill.	-	Thurrock Council	0	3		No



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

- 15.4.70 Table 15.12 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q3d in the consultation response form, which was as follows:
- 15.4.71 *Q3d: Please let us know the reasons for your response and any other comments you have on our initial proposals for compensation area: Hole Farm, Brentwood.*
- 15.4.72 For reference, the open part of Question 3d above referred to the closed part of the same question which was as follows:
- 15.4.73 *Q3d: Do you support or oppose our initial proposals for compensation area: Hole Farm, Brentwood?*
- 15.4.74 For more information about how consultees responded to closed questions in the consultation response form, see Section 15.3 of this report.
- 15.4.75 The issues raised that relate to changes south of the River Thames are summarised in Table 15.12 below. Where issues were raised in response to Q3d that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 15.4.76 The Applicant has fully considered all of the responses received, Table 15.12 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.
- 15.4.77 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to with a combined response.

### Information presented in Table 15.12

- 15.4.78 The information presented in Table 15.12 is the following:
- a. 'Code' is a unique code assigned to each issue for reference purposes.
  - b. 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q3d or to another question in the response form but covering similar topics.
  - c. 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - d. 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.
  - e. 's42(1)(d)' states how many respondents with a land interest raised that issue.

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

### **Summary of issues raised relating to the proposed compensation area at Hole Farm, Brentwood and the Applicant's responses**

- 15.4.79 Table 15.12 below summarises the issues raised relating to the proposed compensation area at Hole Farm, Brentwood and the Applicant's responses to those issues raised.

**Table 15.12 Summary of issues raised relating to the proposed compensation area at Hole Farm, Brentwood 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
HOF1	Comments expressing concern that the Hole Farm nitrogen deposition compensation area would only be accessible to local people by motor vehicle. Consultees say this reduces its amenity to those who live near the Project.	-	-	1	5	Public access may be provided to the areas of Hole Farm designated as nitrogen deposition compensation land if this is appropriate. However, the primary purpose of those areas of land would be to offset the impacts of nitrogen deposition predicted during the operation of the Project.	No
HOF2	Comments expressing concern that the Hole Farm nitrogen deposition compensation area is in the wrong location. Consultees say Brentwood is too far from those directly impacted by the Project for it to be beneficial.	-	-	5	13	Nitrogen deposition compensation sites were selected using a robust site-selection methodology agreed with Natural England. The search area consisted of all land parcels within 2km of the cluster of affected sites in the area and so all parcels near to the proposed sites have been considered. The methodology included an assessment of the ecological suitability of land parcels using a proximity analysis. This considered proximity (and therefore connectivity) to other important existing ecological features, already proposed planting provided by the Project as part of the landscape design, and the area affected by potentially significant nitrogen deposition changes. Hole Farm was selected as a compensation site because it is close to Codham Hall Wood	No

Code	Summary of issue(s) 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 other designated sites. It would also link with the existing woodlands that form part of the habitat network in this area. In addition, there is an overwhelming preference for using land already owned by the Applicant over compulsory purchase of third-party land.  More information about the site-selection methodology can be found in the Project Air Quality Action Plan (Application Document 6.3, Environmental Statement (ES) Appendix 5.6).	
HOF3	<p>Comments expressing concern that the Hole Farm nitrogen deposition compensation area would not be implemented, with consultees saying that tree planting measures proposed for High Speed 1 (HS1) railway were not implemented.</p> <p>Consultees say that due to future development, the area proposed for the Hole Farm compensation area may no longer be available for use when the Project is approved.</p>	-	-	0	5	<p>Implementing the nitrogen deposition compensation measures would be a legally binding condition of the Applicants' Development Consent Order (DCO). The DCO ensures specific use of the land within the Order Limits for the Project, including compensatory planting.</p> <p>Compensatory planting to offset the predicted impacts of nitrogen deposition on designated habitats is identified within the Environmental Masterplan (Application Document 6.2, Environmental Statement (ES) Figure 2.4) and the framework for the management of the areas is presented in the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7). The Environmental Masterplan is secured through Requirement 5 of the draft DCO (Application Document 3.1).</p> <p>Hole Farm was purchased by the Applicant to create a new community woodland that would</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						become part of the Thames Chase Community Forest network. This guarantees that the land will be available as a compensatory site in the future.	
HOF4	Comments expressing concern that the latest proposals for the Hole Farm and Brentwood compensation area would not adequately compensate for the negative impacts of air pollution.	-	-	0	2	The Applicant's assessments show that the package of compensatory land would adequately offset the impacts of nitrogen deposition once the Project is operational. Natural England, the Government's advisor on nature conservation, is supportive of the proposed measures and their effectiveness. The assessments are explained in detail in Environmental Statement (ES) Chapter 5: Air Quality, Chapter 8: Terrestrial Biodiversity (Application Document 6.1) and the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).	No
HOF5	Comments expressing concern that the Hole Farm compensation area would have a negative impact on established habitats and wildlife.  Some consultees say Hole Farm would be affected by nitrogen deposition, in the same way as those habitats that it is supposed to be compensating for.	-	-	0	14	Most of the Hole Farm site was purchased by the Applicant in 2021 to deliver benefits for communities and the environment. The Applicant identified 75ha of the Hole Farm site for use for compensatory planting to offset the predicted impacts of nitrogen deposition as a result of changes in traffic flows once the Project is operational.  Within this 75ha, the Applicant would convert existing farmland into a woodland-dominated mosaic of wildlife-rich habitat through a	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
HOF6	General comments expressing concern about the Hole Farm compensation area.	-	-	0	4	<p>combination of natural regeneration of habitats and planting.</p> <p>This compensatory planting would integrate with the masterplan for the entire Hole Farm site. Hole Farm was chosen as a location for this compensatory planting due to its proximity to Codham Hall Wood and other designated sites. The new compensatory planting would link with the existing woodlands that form part of the habitat network in this area.</p> <p>Some of the proposed compensatory habitats may be impacted by nitrogen deposition themselves, with the quality of some of that new habitat not reaching the same level as if it were outside the affected area. This was considered by the Applicant during the site-selection process, but for a small number of locations the advantages of the sites outweighed the disadvantage of being impacted to some degree by nitrogen deposition. For example, these new habitats would provide increased biodiversity and would help improve connectivity within the wider network of habitats. Natural England, the Government's advisor on nature conservation, is supportive of the proposed measures and their effectiveness.</p> <p>Overall, the proposed package of compensatory habitats has been assessed as sufficient to offset the impacts of the nitrogen</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						deposition predicted as a result of the Project opening. More information about the assessments of the impacts of nitrogen once the Project is open, including the compensation package, can be found in the Environmental Statement (ES) Chapter 5: Air Quality, and Chapter 8: Terrestrial Biodiversity (Application Document 6.1), and in the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).	
HOF7	General comments expressing concern that the latest proposals for the Hole Farm compensation area is a greenwashing exercise. Consultees say that since plans for Hole Farm Community Woodland would be progressed regardless of the Project, it cannot also be considered as a compensation area for the Project.	-	-	4	18	The Applicant's assessments show that the package of compensatory land would sufficiently offset the impacts of nitrogen deposition once the Project is operational. Natural England, the Government's advisor on nature conservation, is supportive of the proposed measures and their effectiveness. The assessments and compensation are explained in Environmental Statement (ES) Chapter 5: Air Quality, and Chapter 8: Terrestrial Biodiversity (Application Document 6.1). The Applicant owns Hole Farm and is proposing to create the largest community woodland in the East of England and convert the farm into a woodland-dominated mosaic of wildlife-rich habitats. The creation of a community woodland aligns with the nitrogen deposition compensation objective in that they both involve providing permanent, wildlife-rich habitat, which would be primarily woodland.	No
HOF8	Suggestions for the design of the proposed Hole Farm and Brentwood nitrogen deposition compensation area. Consultees say the Applicant has already said the area would be a	-	-	2	3		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	community woodland, so queried how it could be a compensation area too.					<p>Use of the site for nitrogen deposition compensation and creation of a community woodland, including public access, are therefore compatible objectives.</p> <p>Hole Farm was selected as a compensation site because it is close to Codham Hall Wood and other designated sites. It would also link with the existing woodlands that form part of the habitat network in this area. In addition, there is an overwhelming preference for using land already owned by the Applicant over compulsory purchase of third-party land.</p> <p>By including Hole Farm in the Order Limits, the Applicant has formally made it part of the Project's wider environmental mitigation and compensation 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. The Scheme Objectives are set out in the Need for the Project (Application Document 7.1).</p> <p>As well as providing compensation land for nitrogen deposition, Hole Farm would also provide compensatory habitat for ancient woodland impacted by the Project. Access to the public would be provided where appropriate. More information about these uses can be found in ES Chapter 8.</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
HOF9	<p>Comments expressing concern that the Hole Farm nitrogen deposition compensation area would be insufficient to mitigate the detrimental effects of the Project.</p> <p>Consultees say the land would not compensate for the increased emissions as a result of increased traffic, with a resulting negative impact on local people's health.</p> <p>Some consultees say the new planting would take too long to mature to provide any effective compensation against emissions.</p>	-	-	2	29	<p>The Applicant's assessments show that the package of compensatory land would sufficiently offset the impacts of nitrogen deposition once the Project is operational. Natural England, the Government's advisor on nature conservation, is supportive of the proposed measures and their effectiveness. The assessments and compensation are explained in Environmental Statement (ES) Chapter 5: Air Quality, 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 assessment of the impacts of nitrogen deposition and the need for compensatory planting applies only to habitats. Nitrogen deposition would have no impacts on human health. The Applicant's air quality assessments with regards to human health are also presented in ES Chapter 5.</p> <p>The assessment of air quality impacts set out in ES Chapter 5 shows there would be no significant impacts on human health during the construction or operation of the Project.</p> <p>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 be necessary to wait until works, such as utility diversions and other construction had been carried out. Tree planting takes time to</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						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.	
HOF10	Comments expressing concern about the amount of land required for the Hole Farm compensation area. Consultees express concern that the compensation area would use productive agricultural land.	Forestry England	-	3	15	<p>The Applicant acknowledges that habitat creation within the nitrogen deposition compensation areas would result in the loss of arable land.</p> <p>The land chosen for the compensatory habitats comprises agricultural land of low biodiversity value. The Applicant has carried out Agricultural Land Classification surveys, the results of which are described in Environmental Statement (ES) Chapter 10: Geology and Soils (Application Document 6.1). These surveys assess the Project's impact on the 'best and most versatile land' (Grades 1, 2 and 3a) and explain how impacts on farmland would be minimised.</p> <p>The Applicant has also assessed the impact of the Project on the viability of farm businesses (see ES Chapter 13: Population and Human Health (Application Document 6.1)), including aspects such as the proportion of land taken (temporarily or permanently), changes to access routes, and disruption to drainage and water supplies.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
HOF11	<p>Comments expressing concern about the latest proposals for the Hole Farm and Brentwood compensation area, with consultees saying it is not needed. Consultees say the area is far enough away that it would not suffer from the impacts of the Project.</p> <p>Some consultees say an increase in electric vehicle use would negate the need for the compensatory land.</p>	-	-	2	5	<p>The nitrogen deposition impacts are not limited to the immediate area around the Project and its connecting roads. Changes in traffic flows once the Project is operational are predicted to affect a wider area, called the Affected Road Network (ARN). The assessment of nitrogen deposition looks at all sensitive habitats along the ARN and assesses the impacts.</p> <p>The Applicant chose Hole Farm as a location for nitrogen deposition compensation because of its proximity to Codham Hall Wood and other designated sites, which have been assessed as likely to suffer deterioration due to nitrogen deposition. The location of Hole Farm would also allow for the new compensatory habitat to link with the existing woodlands that form part of the habitat network in this area.</p> <p>Assessment of the predicted impacts of nitrogen deposition on designated habitats is conservative in its assumptions about the transition to electric vehicles because the assessments are precautionary. More information about the assessments can be found in the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	No
HOF12	<p>Comments expressing opposition towards the plans due to an opposition to the Project as a whole, adding that the Hole Farm compensation area would</p>	-	-	0	7	<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</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	not be needed if the Project was not being constructed.					<p>requirement to relieve the congested Dartford Crossing and its approach roads.</p> <p>The Project proposals, including the nitrogen deposition land compensation 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.</p> <p>The Project would provide an alternative to the Dartford Crossing and would help transform the economies of Kent, Thurrock, Essex and Havering, helping to deliver sustainable local development and regional growth.</p> <p>For more information about the economic benefits of the Project, see the Economic Appraisal Package (Application Document 7.7, Combined Modelling and Appraisal Report, Appendix D).</p>	
HOF13	Comments suggesting how the Hole Farm compensation area should be implemented, including making the area large enough to absorb all the increased greenhouse gas emissions from the Project, and ensuring	-	-	1	4	The proposed compensatory land package is designed to offset the impacts of nitrogen deposition, not greenhouse gases. The Applicant has assessed the carbon impacts of the Project in Environmental Statement (ES) Chapter 15: Climate (Application Document 6.1), which sets out how the carbon footprint 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
	habitats are of a high quality, and ensuring future maintenance of the land.					<p>the Project would be minimised during construction and operation.</p> <p>Information about the types of the proposed habitats and planting, and the framework for implementing and managing the compensation areas, including at Hole Farm, can be found in the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7). The oLEMP is secured through Requirement 5 of the draft Development Consent Order (Application Document 3.1)</p> <p>The compensatory habitats would be designed to maximise biodiversity, in the main replacing existing agricultural land, which is typically low biodiversity habitat.</p>	
HOF14	<p>Suggestions that more assessments are needed in relation to the Hole Farm compensation area, including an archaeological assessment of the site.</p> <p>One consultee requested further information about the nitrogen deposition assessment to establish that the compensatory land package is suitable and sufficient.</p>	-	Essex County Council Place Services	0	2	<p>The Applicant followed a robust habitat site selection methodology when identifying suitable sites for compensatory land to offset the predicted impacts of nitrogen deposition on designated habitats.</p> <p>To identify potential areas for compensation the Applicant engaged with Natural England and the relevant local planning authorities. Part of the site-selection process was the removal of sites that contained known environmental constraints or heritage designations, including the potential for archaeological remains, which was assessed by the Applicant as part of a wide desk-based study of environmental constraints.</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>More information about the site-selection process and the assessment process can be found in the Project Air Quality Action Plan (Application Document 6.3, Environmental Statement (ES) Appendix 5.6).</p> <p>The Applicant considers the final proposed nitrogen compensation of 246ha, alongside any proposed mitigation, to be a sufficient and proportionate response to the risk of degradation of habitats due to nitrogen deposition as a result of changes in traffic flows arising from the Project.</p>	
HOF15	Comments expressing conditional support for the proposed Hole Farm and Brentwood compensation area. Some consultees say the changes are an improvement on previous proposals but continue to oppose the Project overall.	-	Essex County Council Place Services	4	6	These comments have been noted.	No
HOF16	Comments expressing support for the Hole Farm and Brentwood compensation area. Consultees say the compensation area is required, is an improvement on previous proposals, and that the proposed area provides	Natural England	-	2	15		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	more compensation than expected.						
HOF17	<p>Comments expressing support for the Hole Farm and Brentwood compensation area on the grounds that it would benefit wildlife and habitats.</p> <p>Consultees say the land is required to compensate for habitats that would be damaged by nitrogen and that it would connect well with existing woodlands such as Codham Hall Wood, helping create a larger habitat network.</p>	-	Brentwood Borough Council, London Borough of Havering	0	2		No

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

- 15.4.80 Table 15.13 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q3e in the Consultation Response Form, which was as follows:
- 15.4.81 *Q3e: Please let us know the reasons for your response and any other comments you have on our proposed methodology for addressing the potential impacts of nitrogen.*
- 15.4.82 For reference, the open part of Question 3e above referred to the closed part of the same question which was as follows:
- 15.4.83 *Q3e: Do you support or oppose our proposed methodology for addressing the potential impacts of nitrogen?*
- 15.4.84 For more information about how consultees responded to closed questions in the consultation response form, see Section 15.3 of this report.
- 15.4.85 The issues raised that relate to nitrogen deposition methodology are summarised in Table 15.13 below. Where issues were raised in response to Q3e that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 15.4.86 The Applicant has fully considered all of the responses received, Table 15.13 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.
- 15.4.87 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to with a combined response.

### Information presented in Table 15.13

- 15.4.88 The information presented in Table 15.13 is the following:
- 'Code' is a unique code assigned to each issue for reference purposes.
  - 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q3e or to another question in the response form but covering similar topics.
  - 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.
  - 's42(1)(d)' states how many respondents with a land interest raised that issue.
  - 's47 & s48' states how many members of the public raised that issue.



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

### **Summary of issues raised relating to the nitrogen deposition methodology and the Applicant's responses**

15.4.89 Table 15.13 below summarises the issues raised relating to nitrogen deposition methodology and presents the Applicant's responses to those issues raised.

**Table 15.13 Summary of issues raised relating to nitrogen deposition methodology 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
NDP1	Comments expressing concern about the management and maintenance of the proposed compensation areas, saying the Applicant would not be responsible for this.  Some consultees say there is potential for antisocial behaviour and fly-tipping if they are not suitably managed.	HS1 Ltd, Kent Downs AONB Unit	Tonbridge and Malling Borough Council, Gravesham Borough Council	1	9	The Applicant plans to use the advisory group set out in the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7), secured via Schedule 2 Requirement 5 of the draft Development Consent Order (draft DCO) (Application Document 3.1), to develop detailed designs for the sites, which would include proposals for access and maintenance. Any management plan would include consideration of how to prevent antisocial behaviour or fly-tipping.	No
NDP2	Comments expressing concern that the proposed methods for addressing nitrogen deposition would not be fully implemented, including concern whether the proposed sites would be used for development in the future.	-	Maidstone Borough Council	1	4	The Applicant has no intention to use the compensation land for development in future and would not be permitted to do so under the terms of the Development Consent Order (DCO). There would be a legal obligation for the measures secured within the draft DCO (Application Document 3.1) and the other secured documents to be implemented, including the proposals for compensatory land. Once designated as environmental mitigation land, there would be restrictions on how the land could be used in future. In general, decisions on proposed developments in the area are the responsibility of the relevant local planning authority, which would be in line with their local plans.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
NDP3	Comments expressing concern that the proposed compensation sites for addressing nitrogen deposition would have a negative impact on heritage assets. Consultees highlight the late discovery of a Medieval settlement in the area as an example where heritage assets may be missed in initial assessments. Some consultees say additional investigation of heritage assets is required before implementation.	-	Kent County Council	0	2	<p>Screening was carried out as part of the nitrogen deposition compensation area site-selection process. This has avoided impacts to designated sites such as scheduled monuments, listed buildings and conservation areas. The remaining sites were subject to a desk-based assessment that included archaeological remains. The results of this assessment are set out in Environmental Statement (ES) Chapter 6: Cultural Heritage (Application Document 6.1).</p> <p>Further archaeological assessment would take place prior to detailed design, with the design of woodland and grassland habitats seeking to avoid impacts to buried archaeological remains.</p> <p>The selection criteria was presented in the Local Refinement Consultation material in May 2022 and can be found in the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	No
NDP4	Comments expressing concern that the proposed methods for addressing nitrogen deposition would be insufficient or ineffective, on the grounds that they would not go far enough to mitigate against an increase in nitrogen pollution.	Shorne Parish Council, Kent Downs AONB Unit	London Borough of Havering	5	36	<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.</p> <p>Where the risk of significant impacts of nitrogen deposition was identified, 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>Consultees also express concern that the proposals would not address the increase in carbon emissions associated with the Project.</p>					<p>Applicant investigated mitigation measures that would reduce these effects.</p> <p>The Applicant considered mitigation measures in line with the Design Manual for Roads and Bridges (DMRB) LA 105 (National Highways, 2019) which states that they should be viable and provide quantifiable change to the effects. The Applicant assessed the need for mitigation and its potential feasibility for each affected ecological site and habitat.</p> <p>DMRB LA 105 mitigation measures assessed by the Applicant included: speed enforcement on the M2 between junctions 3 and 4; speed limit reduction on the M25 westbound between junctions 27 and 26; and vertical barriers 9m high. The Applicant considered speed limit reduction and 9m-high vertical barriers, but these were discounted because assessments concluded that there are no sections of motorway where reducing the speed limit would be the best solution to managing nitrogen deposition and that installing 9m-high barriers between the road and the affected designated sites would have too many negative impacts for this to be appropriate mitigation.</p> <p>The Applicant advised during consultation that it would review whether the inclusion of speed enforcement measures would be appropriate.</p> <p>In addition, the Applicant considered other mitigation measures (outside of DMRB LA</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>105) such as installing air purifying or filtering technologies to reduce nitrogen going to the adjacent habitat. However, there is no robust evidence to demonstrate the effectiveness of these measures, so the Applicant would be unable to quantify any reduction in nitrogen deposition. This would mean the Applicant would not be confident that the impacts of nitrogen deposition had been mitigated beyond reasonable scientific doubt.</p> <p>Following the further analysis, the Applicant has concluded that speed enforcement measures on the M2 between junctions 3 and 4 would be technically feasible, have negligible traffic impacts and reduce the level of nitrogen deposition for some designated sites along this section of the M2. A commitment to provide this mitigation measure has been included within the Register of Environmental Actions and Commitments (REAC). The REAC forms part of the Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement (ES) Appendix 2.2). The CoCP and REAC are secured in the Applicant's draft Development Consent Order (Application Document 3.1).</p> <p>Further information about the mitigation measures explored can be found in the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6) and ES</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Chapter 5: Air Quality (Application Document 6.1).</p> <p>Natural England, the Government's advisor on nature conservation has been supportive of the proposed package of compensatory land and its effectiveness.</p> <p>The proposed compensatory land package is designed to offset the impacts of nitrogen deposition, not greenhouse gases. The Applicant has assessed the carbon impacts of the Project in ES Chapter 15: Climate (Application Document 6.1), which sets out how the carbon footprint of the Project would be minimised during construction and operation.</p>	
NDP5	<p>Comments expressing concern that the proposed methods for addressing nitrogen deposition would result in a loss of agricultural land.</p> <p>Consultees express concern about the loss of ancient woodland and the suitability of compensation land.</p>	-	Gravesham Borough Council	1	18	<p>Nitrogen deposition compensation sites have been identified to compensate for effects on designated sites, which include ancient woodland and Sites of Special Scientific Interest. The impacts of nitrogen deposition are predicted to result in the deterioration of some sensitive habitats, as set out in the Applicant's assessment, but not their removal or loss. For more information about this assessment, see the Project Air Quality Action Plan (Application Document 6.3, Environmental Statement (ES) (Appendix 5.6).</p> <p>Nitrogen deposition compensation areas proposed by the Applicant are currently</p>	No
NDP6	<p>Comments expressing concern about the necessity of the proposals for addressing nitrogen</p>	-	-	1	5	<p>Nitrogen deposition compensation areas proposed by the Applicant are currently</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	deposition. Consultees say the land being acquired is already existing open space and woodland, making the changes a backwards step.					predominately agricultural land. None of the proposed sites are open space or ancient woodland and their implementation would not result in loss of existing open space or ancient woodland.  When converting existing land into compensation land, the Applicant would seek to retain and improve existing neutral grassland, field margins, trees, hedgerows and ditches, as well as permanently creating new lowland mixed deciduous woodland and lowland meadow habitats.	
NDP7	Comments expressing concern about the potential impact on wildlife and habitat from the proposals for addressing nitrogen deposition. Consultees express concerns that the Project would be replacing existing developed and mature habitat with inferior new habitat that would take decades to mature.	-	Gravesham Borough Council, London Borough of Havering, Kent County Council, Thurrock Council	4	14	The Applicant acknowledges that habitat creation within the nitrogen deposition compensation areas would result in the loss of some agricultural land.  The Applicant has carried out Agricultural Land Classification surveys, the results of which are described in ES Chapter 10: Geology and Soils (Application Document 6.1). These surveys assess the Project's impact on the 'best and most versatile land' (Grades 1, 2 and 3a) and explain how impacts on farmland would be minimised.	No
NDP8	A suggestion that compensation measures to address nitrogen should be implemented at the start of the Project's construction to ensure the habitat is established by the time the Project is open.	-	-	0	1	The Applicant has also assessed the impact of the Project on the viability of farm businesses (see ES Chapter 13: Population and Human Health (Application Document 6.1)), including aspects such as the proportion of land taken (temporarily or permanently),	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>changes to access routes, and disruption to drainage and water supplies.</p> <p>Where practicable, tree planting would take place early in the construction programme to allow immature trees to grow and to improve biodiversity at Project opening year. The Project's tree planting would typically make use of immature trees, because transplanting larger and more established trees tends to be less successful. In some cases, in line with requests from Natural England, sites would be encouraged to achieve habitat creation through natural regeneration. The assessment recognises that such planting takes time to establish, which is why the assessment considers the design after 15 years. The mix of species would be chosen to provide the least disruption to the existing biodiversity. For more information about habitat creation proposals, see the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7).</p>	
NDP9	Comments expressing concern that the proposals for addressing nitrogen deposition involve compensation areas that would be too far from local residents for them to benefit.	Shorne Parish Council, National Grid Electricity Transmission PLC (NGET), National	Kent County Council, London Borough of Havering	2	7	The Applicant has taken a landscape scale approach to nitrogen deposition compensation. This means the sites have been selected to accrue multiple benefits, not just habitat creation. For example, providing additional environmental benefits such as climate change resilience and increased biodiversity. By creating new habitats on a large scale (rather than in a series of scattered sites), these benefits can be	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	Some consultees express concern that the proposals would benefit people in some areas and not others. Areas where consultees say there are not enough benefits from the compensation areas, include Thurrock and Havering.	Grid Gas PLC (NGG)				enhanced. The package of compensatory land would allow for predominantly wooded enhanced ecological connectivity, providing biodiversity compensation across a wide area. Nitrogen deposition would not impact human health, so considering benefits to people in one area or another would not apply.  Nitrogen deposition compensation sites were selected using a robust site-selection methodology agreed with Natural England.	
NDP10	Suggestions that additional compensation areas should be introduced to address nitrogen deposition. Areas mentioned include Stapleford Abbots, Havering-atte-Bower, and Cranham.	Natural England	-	1	7	The search area consisted of all land parcels within 2km of the cluster of affected sites in the area and so all parcels near to the proposed sites have been considered.  The methodology included an assessment of the ecological suitability of land parcels using a proximity analysis. This considered proximity and therefore connectivity to other important existing ecological features, planting provided by the Project as part of the landscape design and the area affected by potentially significant nitrogen deposition changes. The size of the land parcel was also considered, with larger land parcels being categorised as more suitable than smaller ones.  The selection of the nitrogen deposition compensation sites was based on ecological networks of affected and existing woodland resources. Local authority boundaries are not an appropriate criterion to use in site selection for ecological function. Access to	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						compensatory sites for the public would be determined at the detailed design stage. Any public access would be conditional on it not affecting the sites' primary ecological function. More information about the site selection and assessment process can be found in the Project Air Quality Action Plan (Application Document 6.3, Environmental Statement (ES) Appendix 5.6).	
NDP11	Comments expressing concern about the proposals for addressing nitrogen deposition. Some consultees question the need for security fencing around the sites.	-	Thurrock Council, Kent County Council	2	17	Security fencing may be used around sites, either permanently or while they are being established to ensure that the habitats are not disturbed or damaged. Detailed design of the compensation areas – including semi-permanent structures such as fencing – would be agreed by the advisory group set out in the outline Landscape and Ecology Management Plan (oLEMP) (Application Document 6.7). The oLEMP is secured via Schedule 2 Requirement 5 of the draft Development Consent Order (Application Document 3.1). The sites would be developed in conjunction with key stakeholders so they complement the existing area.	No
NDP12	Comments expressing doubt about the Applicant's proposed methodology for addressing nitrogen deposition, with concerns the methodology may be	-	Thurrock Council	2	9	The Applicant has always considered the impacts of vehicle emissions on human health and ecological habitats, and all assessments have been in line with the guidance at the time for major road schemes. Previous assessments of air quality carried out by the Applicant accounted for the 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
	misleading or biased in favour of the Applicant. Some say speed cameras would be a way of generating revenue rather than addressing nitrogen deposition.					nitrogen deposition. However, the methodology for assessing and addressing nitrogen deposition has changed, and the Applicant's revised assessments were carried out in response to the emerging science and following discussions with Natural England, the Government's advisor on nature conservation. The revised methodology used is in line with the latest evidence and advice and is based on reliable baseline information. During the Local Refinement Consultation in May 2022, the Applicant outlined the methodology for assessing, mitigating and compensating for impacts across a significant geographical area. The Applicant also presented the preliminary findings of the precautionary assessments into the predicted impacts of nitrogen deposition on designated habitats. The precautionary nature of the assessments means they consider a worst-case scenario.  Following further analysis, the Applicant has concluded that speed enforcement on the M2 between junctions 3 and 4 would be technically feasible, would have negligible traffic impacts, and would reduce nitrogen deposition for some designated sites along this section of the M2. A commitment to provide this mitigation measure is in the Register of Environmental Actions and Commitments (REAC), which forms part of	
NDP13	Comments expressing concern that the methodology for assessing nitrogen deposition is incorrect with some consultees saying it relies on a misleading baseline or a best-case scenario.	-	Maidstone Borough Council	8	43		No
NDP14	Comments expressing concern that the proposals for addressing nitrogen deposition do not go far enough. Some consultees ask why some areas have not been assessed or have been assessed as not requiring compensation.	Shorne Parish Council	London Borough of Havering, Thurrock Council, Tonbridge and Malling Borough Council, Kent County Council	8	21		No
NDP15	Comments expressing concern that nitrogen deposition has only	-	-	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
	recently been considered by the Applicant. Some consultees say Natural England raised concerns about this in 2016.					the Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement (ES) Appendix 2.2). The Applicant draws no revenue from speed camera enforcement and this measure would mitigate against some of the predicted impacts of nitrogen deposition on this stretch of road.	
NDP16	Comments expressing concern that the proposals for addressing nitrogen deposition would not be effective in compensating for increased pollution. Consultees question if the proposals are genuine or an attempt to 'greenwash' the Project.	-	-	3	27	The Applicant considers the final proposed nitrogen compensation of 246ha, alongside any proposed mitigation, to be a sufficient and proportionate response to the risk of degradation of habitats due to nitrogen deposition as a result of changes in traffic flows arising from the Project. Further information about the assessment, methodology, mitigation and compensation can be found in the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6) and ES Chapter 5: Air Quality (Application Document 6.1). During the Local Refinement Consultation in May 2022, the Applicant explained that it was considering establishing a habitat management fund to provide additional compensation for the risk of significant impacts from nitrogen deposition. Following completion of the additional assessments and review of comments received from stakeholders on the Local Refinement Consultation, it is considered that	No

Code	Summary of issue(s) 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 compensation proposed as part of the Project is sufficient and a habitat management fund is not required to support compensation proposals.	
NDP17	Comments expressing concern that the methodology for addressing nitrogen deposition is complex and difficult to understand. Consultees say it is not clear why some areas are likely to experience nitrogen deposition while others are not.	-	-	2	3	At the Local Refinement Consultation in May 2022, the Applicant published a summary chapter in the Guide to Consultation explaining the assessment methodology, the measures explored to mitigate against nitrogen deposition, and measures for addressing nitrogen deposition. The nitrogen deposition appendix included more information about the methodology and evidence supporting the proposals. The Applicant acknowledges that this is a more technical topic, but considers the information provided was clearly explained and appropriate for public consultation, allowing individuals and stakeholders to provide informed feedback on the proposals.  The consultation materials can be found in Appendix T of this report, with the latest assessments in Environmental Statement (ES) Chapter 5: Air Quality, and Chapter 8: Terrestrial Biodiversity (Application Document 6.1).	No
NDP18	Comments expressing concern about the methodology, saying it focuses on major roads,	Shorne Parish Council	Thurrock Council, Medway Council, Kent County	7	15	The assessments considered the Affected Road Network (ARN). The ARN is not confined to major roads, it includes all roads where traffic is modelled to increase by a particular threshold. Details about this process	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>ignoring impacts on local roads.</p> <p>Some consultees say the strategy should be prevention rather than compensation.</p> <p>Some question whether stakeholders such as Natural England agree with the assessments the Applicant has carried out.</p>		<p>Council, London Borough of Havering, Tonbridge and Malling Borough Council, Gravesham Borough Council</p>			<p>can be found in Environmental Statement (ES) Chapter 5: Air Quality (Application Document 6.1).</p> <p>The Applicant has developed the Project following the mitigation hierarchy of 'avoid, reduce, restore and compensate'.</p> <p>Avoiding all adverse effects was considered as part of the assessment. However, the Project route and design has been selected after extensive development, engagement and consultation, with a view to mitigating environmental impacts. Moving the route to avoid nitrogen deposition would have negative impacts on the environment elsewhere and is not viable.</p>	
NDP19	<p>Suggestions for further or alternative mitigation methods for addressing nitrogen deposition. Consultees suggest laying the road deeper with higher verges, and speed enforcement.</p> <p>Consultees also suggest that funding could be given to manage existing biodiversity sites.</p>	Kent Downs AONB Unit	<p>London Borough of Havering, Medway Council, Kent County Council</p>	4	2	<p>Following further analysis, the Applicant has concluded that speed enforcement on the M2 between junctions 3 and 4 would be technically feasible, would have negligible traffic impacts, and would reduce nitrogen deposition for some designated sites along this section of the M2. A commitment to provide this mitigation measure is in 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).</p>	No
NDP20	<p>Suggestions that the Applicant should carry out further assessments as to the suitability of the proposed compensation measures.</p>	Transport for London	<p>Kent County Council, Tonbridge and Malling Borough Council, London</p>	4	8	<p>During the Local Refinement Consultation in May 2022, the Applicant said it was considering establishing a habitat management fund to provide additional</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
			Borough of Havering			<p>compensation for the impacts from nitrogen deposition. Following completion of the additional assessments and review of comments received from stakeholders during consultation, the Applicant decided that the proposed compensation would be sufficient and that a habitat management fund is not required.</p> <p>The assessment methodology and site selection process were developed in consultation with Natural England. Natural England has also been supportive of the proposed compensation measures and their effectiveness.</p> <p>More information about the assessments and engagement with stakeholders, including Natural England, can be found in the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).</p>	
NDP21	<p>Comments expressing concern that no proposals would be able to offset the increase in nitrogen deposition or the Project's impact on air pollution, wildlife and habitats.</p> <p>Consultees say the Project should not be implemented.</p> <p>Some consultees say the Applicant is prioritising</p>	-	-	4	20	<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</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	wildlife and habitats above human health.					legislation. The Scheme Objectives were agreed with the DfT and are set out in the Need for the Project (Application Document 7.1).	
NDP22	Comments express concern the transition to electric vehicles (EVs) is expected to reduce nitrogen deposition. Some consultees say the adoption of EVs is slow because they are expensive and there is limited supporting infrastructure.		Essex County Council	1	16	Assessment of the predicted impacts of nitrogen deposition on designated habitats is conservative in its assumptions about the transition to electric vehicles because the assessments are precautionary. More information about the assessments carried out by the Applicant can be found in Environmental Statement (ES) Chapter 5: Air Quality (Application Document 6.1), and in the Project Air Quality Action Plan (Application Document 6.3, ES Appendix 5.6).	No
NDP23	Suggestions for the proposals for addressing nitrogen deposition, include that there should be public access to the compensation areas.	Higham Parish Council	Kent County Council	0	4	The provision of Public Rights of Way in the proposed nitrogen deposition compensation areas may be provided in the future, if deemed appropriate, and should this access not interfere with the primary aim of the compensation area.	No
NDP24	Suggestions to continue monitoring the impacts of nitrogen deposition throughout the Project's operational phase. Some consultees say this should involve monitoring asthma in affected areas and the impact on habitats.	-	London Borough of Havering	2	0	There is no requirement for the Applicant to monitor the impacts of nitrogen deposition during the Project's operational phase. The information presented at the Local Refinement Consultation in May 2022, set out the predicted impacts of nitrogen deposition as a result of changes in traffic flows once the project is open, on designated habitats.	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Nitrogen deposition has no impact on human health.</p> <p>Information about the impacts of change in air quality on human health can be found in Environmental Statement (ES) Chapter 5: Air Quality (Application Document 6.1).</p>	
NDP25	Comments expressing support for the proposals to address nitrogen, saying they would be beneficial for the environment. Some consultees say they would create new habitats and lessen the impact on wildlife in an appropriate way. Some consultees also comment that the proposals would produce cleaner air and that compensatory tree planting would reduce noise pollution and capture carbon and nitrogen emissions.	Natural England, Kent Downs AONB Unit	Kent County Council, Tonbridge and Malling Borough Council	1	4	These comments have been noted.	No
NDP26	General comments supporting the proposals to address nitrogen deposition, including those saying the methodology is well evidenced and	Kent Downs AONB Unit, Natural England, Transport for London	Medway Council, Kent County Council	3	18		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	improves on previous proposals.						
NDP27	Comments supporting the proposals to address nitrogen deposition, with consultees saying they are necessary for the Project to proceed. Some consultees say technological advances such as low emission vehicles would reduce the need for nitrogen deposition mitigation over time. Some consultees welcome the speed enforcement measures being considered for the M2.	Natural England	Gravesham Borough Council	0	7		No
NDP28	Comments expressing support for the proposals to address nitrogen deposition. Consultees say the compensation areas should be introduced regardless of whether the Project proceeds or not.	Natural England	Tonbridge and Malling Borough Council, Kent County Council	2	8		No

## Issues raised in response to open Question 4a

- 15.4.90 Table 15.14 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q4a in the consultation response form, which was as follows:
- 15.4.91 *Q4a: Please let us know the reasons for your response 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.*
- 15.4.92 For reference, the open part of Question 4a above referred to the closed part of the same question which was as follows:
- 15.4.93 *Q4a: Do you support or oppose the changes to the proposed area of land that would be needed to build the Lower Thames Crossing?*
- 15.4.94 For more information about how consultees responded to closed questions in the consultation response form, see Section 15.3 of this report.
- 15.4.95 The issues raised that relate to changes to the Order Limits are summarised in Table 15.14 below. Where issues were raised in response to Q4a that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 15.4.96 The Applicant has fully considered all of the responses received, Table 15.14 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.
- 15.4.97 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to with a combined response.

## Information presented in Table 15.14

- 15.4.98 The information presented in Table 15.14 is the following:
- 'Code' is a unique code assigned to each issue for reference purposes.
  - 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q4a or to another question in the response form but covering similar topics.
  - 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.

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

### **Summary of issues raised relating to changes to the Order Limits and the Applicant's responses**

- 15.4.99 Table 15.14 below summarises the issues relating to changes to the Order Limits and presents the Applicant's responses to those issues raised.

**Table 15.14. Summary of issues raised relating to changes to the Order Limits 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
OLM1	Comments expressing concern that the Project's revised Order Limits are too close to local communities, such as Riverview Park, North Road in Ockenden and East Tilbury. Some consultees express concern that the Project would reduce their enjoyment of their gardens and local recreational spaces.	Forestry England	Thurrock Council, Gravesham Borough Council	3	9	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 worksites).  Since the Community Impacts Consultation, the Applicant has further refined the designs to update landscaping at various locations. 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 reductions in HGV journeys have significantly reduced the amount of construction traffic that would use the road networks near the Project, reducing the impacts on nearby roads and local communities.	No
OLM2	Comments expressing concern that the Project's proposed Order Limits would negatively impact the health and wellbeing of local communities. Consultees comment that the Project being close to homes and the loss of recreational land would cause physical and mental health issues for local people.	-	Thurrock Council	1	9	With regards to concerns that the Order Limits revisions are too close to some communities and would have negative impacts on people's health, the Applicant notes that there were no changes to the Order Limits near Riverview Park at the Local Refinement Consultation in May 2022.	No
OLM3	A comment expressing concern that changes to the Order Limits would	-	-	1	0		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	bring construction lorries and noise closer to local communities.					<p>As such, there would be no changes to the impacts on local people or their health at that location compared to the impacts presented during the Community Impacts Consultation in July 2021.</p> <p>Changes to the Order Limits near East Tilbury have been implemented to allow for new walking, cycling and horse riding routes and there would be some new minor construction impacts in these areas while the routes are built. Order Limits changes around North Road largely involve removing existing pieces of land that are no longer required for the Project or adding a small section of land to accommodate a walking, cycling and horse riding route. The proposed M25 compound would be located nearer to North Ockendon and North Road during the construction phase.</p> <p>The Applicant's Order Limits are presented in the Land Plans (Application Document 2.2), with the reason why each piece of land is required set out in the Statement of Reasons (Application Document 4.1). Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1) presents the Applicant's assessment of the Project's impacts on existing open space, sports and recreational facilities.</p> <p>The assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>(HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Chalk Park and Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p> <p>The Code of Construction Practice (CoCP) (Appendix 2.2 of the Environmental Statement, Application Document 6.3) 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>	

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



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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 presented in the Community Impact Report (Application Document 7.16).</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. For more information, see ES Chapter 12: Noise and Vibration (Application Document 6.1).</p> <p>There are no significant air quality impacts, from either dust or construction vehicles, predicted during the construction phase.</p> <p>Construction noise and dust would, however, be mitigated using good practice measures set out in 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
						Appendix 2.2) and in the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. For example, through the use of earth bunds and fences around compounds and through the use of dust suppression measures such as damping down haul roads and excavated material.	
OLM4	A comment expressing concern that the latest changes to the Order Limits near North Ockendon would bring construction and other traffic nearer their property, increasing pollution.	-	-	1	0	The proposed changes to the Order Limits near North Ockendon do not significantly change the access routes for construction vehicles compared to those consulted on during the Community Impacts Consultation in July 2021. As such, the changes presented are not likely to have significantly increased traffic, noise or air quality impacts compared to the previous proposals.	No
OLM5	Comments expressing concern about the Order Limits in relation to other developments. Consultees say the proposed Order Limits would potentially impact the development or operation of existing or proposed industrial or commercial sites.	-	Thurrock Council	1	0	The Applicant has engaged extensively with the owners and operators of other proposed or existing developments near the Project. 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	No

Code	Summary of issue(s) raised	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). Assessments of the relevant local plans can be found in the Planning Statement (Application Document 7.2).</p> <p>For example, after engagement with Thurrock Council, the Applicant moved the proposed area of public recreational land near the North Portal, consulting on revised proposals for Tilbury Fields during the Local Refinement Consultation in May 2022. This change was made to accommodate the proposed Thames Freeport on land near the River Thames, previously within the Project's Order Limits.</p> <p>A record of engagement activities is presented in the Applicant's Statement of Engagement (Application Document 5.2). Information about how the Applicant has assessed the Project in relation to local developments can be found in the Planning Statement (Application Document 7.2) and the Interrelationships with other Nationally Significant Infrastructure Projects and Major Development Schemes (Application Document 7.17).</p>	
OLM6	Comments expressing concern that the Order Limits are not the boundary of the Project's influence. Some consultees say the impact of the Project extends to	Pinsent Masons LLP on behalf of Port of Tilbury	-	2	3	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	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>properties outside the Order Limits, such as in Gravesham and near the M2 corridor where negative impacts on property values are likely. Consultees also say noise and air pollution from construction and operation would affect them also. Consultees express concern that they would not be entitled to the same compensation and support as those within the Order Limits.</p>	<p>London Limited</p>				<p>number of Blight Notices and is processing these. More information about the blight process can be found in Your Property and Blight (National Highways, 2022).</p> <p>The Applicant has also written to residents near the route (but outside the Order Limits) 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. Further information about the compensation offered to those affected by the Project can be found in the following National Highways documentation: Your Property and Compulsory Purchase; Your Property and Blight; Your Property and Discretionary Purchase; and How to claim for the effects on your property of new or altered roads (Part 1 Compensation).</p> <p>The Applicant would aim to mitigate the impacts of construction on local communities, with the proposed mitigation measures set out in the Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement (ES) Appendix 2.2) and in the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP. The CoCP and REAC include general and site-specific measures that the appointed Contractor would be required to implement to reduce noise and dust impacts on local residents. The CoCP and REAC are secured</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						within the draft Development Consent Order (Application Document 3.1).	
OLM7	Comments expressing concern that some residential or business properties would be devalued by being within the Order Limits. One consultee expresses concern that parts of their land would be acquired to allow for the diversion of a gas pipeline, which would reduce the usability of the property as a whole. They say all their land should be purchased by the Applicant.	-	-	3	3	<p>Since the Preferred Route Announcement in 2017, owner-occupiers of residential properties within the Order Limits have been able to ask the Applicant to purchase their properties by serving a Blight Notice under the Town and Country Planning Act 1990 (as amended). The Applicant has received a number of Blight Notices and is processing these. More information about the blight process can be found in the Applicant's document Your Property and Blight.</p> <p>In assessing potential claimants under Part I of the Land Compensation Act 1973, physical factors and the impacts of the Project were considered, including properties closest to the highway and within the Order Limits and properties identified as a receptor as a consequence of the property being located outside of the Order Limits but close to the Highway.</p> <p>The Applicant's land referencing supplier was provided with guidance from the Valuation Office Agency (VOA) and environmental specialists involved in the compilation of the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). This guidance was based on the topography of the land and the likely significant effects arising from the Project. For example, the noise assessments had</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>regard to information available at the time regarding background noise levels and distance to receptors.</p> <p>Based on this information, professional judgement was used to ascertain whether a person may have a relevant claim for compensation under section 57(4), based on a worst-case assessment. More information about the noise assessments and other environmental assessments carried out can be found in ES Chapter 12, Noise and Vibration (Application Document 6.1).</p> <p>Persons with an interest in land, including business owners, 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. 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, including by works such as the diversion of the gas pipeline.</p>	

Code	Summary of issue(s) 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 regards to the land mentioned and the proposed gas pipeline, the Applicant is engaging with the affected landowner, and they would be compensated for any diminution in value of their property in accordance with the Compensation Code.	
OLM8	Comments expressing concern about changes to the Order Limits as a result of the relocation of the M25 compound. Some consultees say land temporarily acquired for construction purposes would be used for a long time and that this could cause damage to sites, such as the Moat Lake Fishing Lake.	Pinsent Masons LLP on behalf of Port of Tilbury London Limited	Gravesham Borough Council	3	3	<p>As set out during the Local Refinement Consultation in May 2022, Moat Lake Fishing Lake is a privately owned fishing lake let out to fishing clubs. This lake is not within the Applicant's proposed Order Limits, although the Project is proposing to improve the walking, cycling and horse riding route which can be used to access the lake.</p> <p>While the Project's construction would not have any direct impact on the use of the lake, the Applicant is also proposing to move the M25 compound to the south of the fishing lake and is currently in ongoing discussions with the landowner.</p> <p>With regards to the impacts on land in temporary possession for construction purposes, the Applicant's Land Plans (Application Document 2.2) set out clearly whether land is needed permanently or temporarily. Under article 35 of the draft Development Consent Order (Application Document 3.1), before giving up possession of land of which temporary possession has been taken to construct the Project, the Applicant would be required to restore the land to the reasonable satisfaction of the</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>owner. This obligation is subject to the exceptions set out in article 35(6), which include the right to retain any permanent works constructed on the land, such as diverted utilities. 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>During the construction, the appointed Contractor would be required to act responsibly and minimise damage to nearby property. This would apply to works taking place near Moat Lake Fishing Lake, as well as across the Project.</p>	
OLM9	<p>Comments expressing concern that the changes to the Order Limits include heritage assets sites in the area.</p> <p>Concerns include the loss of land east of Thong Lane that potentially has archaeological value, with this proposed to become a construction compound. There would also concerns about the potential loss of a World War Two scheduled monument near Bowaters Farm, which is now in the Order Limits.</p>	-	Essex County Council – Place Services	3	2	<p>The proposed changes to the Order Limits presented during the Local Refinement Consultation in May 2022 included an assessment of the environmental impacts.</p> <p>The only proposed change related to heritage assets is the relocation of an area of proposed tree planting east of Thong Lane, north of Shorne Ifield Road. Moving this area of proposed compensatory tree planting would avoid an impact on the buried archaeology associated with a Medieval settlement that has been discovered north of Shorne Ifield Road, while delivering the same level of woodland planting compensation as previously proposed during Statutory 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
OLM10	Suggestions that all land within the Order Limits should be subject to archaeological assessments before it is included.	Shorne Parish Council	Kent County Council, Essex County Council Place Services	0	1	<p>The World War Two scheduled monument near Bowaters Farm is in the Order Limits, but on land that is proposed to be used for new habitats for environmental mitigation. As such, the construction impacts in this area would be minimal and the monument would be protected from any impacts during construction and once the Project is operational.</p> <p>The draft Archaeological Mitigation Strategy and outline Written Scheme of Investigation (AMS and oWSI) includes details of specifically identified measures to mitigate the impact to known heritage assets. This is outlined in the Code of Construction Practice (Application Document 6.3, Environmental Statement (ES) Appendix 2.2) and secured by Requirement 9 of the Development Consent Order. The Applicant has considered cultural heritage across the Order Limits, including designated and non-designated assets, and their settings. These assessments are detailed in ES Chapter 6: Cultural Heritage (Application Document 6.1), which also includes the proposed mitigation measures.</p> <p>All land within the Order Limits is subject to archaeological assessment before it is included. The Applicant has considered cultural heritage across the Project, including designated and non-designated assets, and their settings.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
OLM11	Comments expressing concern that the proposed Order Limits would disrupt footpaths and bridleways. Concern is expressed about the route to Chalk Park from Thong Lane, which looks like a very narrow path.	-	-	1	1	<p>The Applicant has minimised, wherever practicable, the amount of land required temporarily or permanently to build and operate the Project. The latest Order Limits have been carefully drawn to allow the different stages of the Project to proceed, and these have accounted for any existing or proposed footpaths and bridleways.</p> <p>The exact widths and other design features of footpaths and bridleways, including the link from Thong to Chalk Park, would be determined by the appointed Contractor at the detailed design stage. They would work within the parameters of the Development Consent Order and in accordance with the appropriate design standards. More information about the proposed walking, cycling and horse riding routes can be found in the Design Principles (Application Document 7.5).</p>	No
OLM12	General comments expressing concern that the proposed Order Limits would negatively impact the environment, or that there is a lack of information to enable consultees to understand the environmental impacts and proposed mitigation.	-	Gravesham Borough Council, Thurrock Council	0	8	<p>Minimising adverse impacts on the environment during construction and operation is one of the Scheme Objectives agreed between the Applicant and the Department for Transport and the Project has been developed accordingly. The route has been designed to provide an appropriate balance between the need to reduce environmental impacts during construction and operation, while still fulfilling the other Scheme Objectives as set out in the Need for the Project (Application Document 7.1),</p>	No

Code	Summary of issue(s) raised	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 need to reduce congestion at the Dartford Crossing, and complying with relevant legislation.</p> <p>The Applicant has carried out an Environmental Impact Assessment (EIA), which is reported in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). This 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>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, 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 other topic areas – 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 and operation, while in other topics areas – terrestrial biodiversity, geology and soils, and materials assets and waste – there</p>	

Code	Summary of issue(s) raised	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 impacts only during the construction phase.</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 Applicant's Environmental Statement Non-Technical Summary (Application Document 6.4).</p> <p>During each stage of consultation, the Applicant has consulted on the appropriate environmental information to allow consultees to take an informed view of the proposals. For example, during the Local Refinement Consultation, the Guide to Consultation included a summary of the environmental impacts for each of the proposed changes. The Local Refinement Consultation materials can be found in Appendix T of this report.</p>	
OLM13	Comments expressing concern that the proposed Order Limits would negatively impact green spaces such as ancient woodland, Green Belt and agricultural land, including Manor Farm and other	Forestry England	Kent County Council, Gravesham Borough Council	8	16	<p>Minimising adverse impacts on the environment is one of the Scheme Objectives agreed between the Applicant and the Department for Transport and the Project has been developed accordingly. The route would be designed to provide an appropriate balance between the need to reduce environmental impacts during</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	<p>green spaces. Some consultees say the new proposed green spaces would suffer because they would be formed unnaturally using excavated material from the Project.</p> <p>Some consultees say other new green spaces have not been considered, including those east of Tilbury. Some consultees seek an update on the proposed high-pressure gas pipeline easement in Shorne Woods Country Park.</p> <p>There are specific concerns about the proposals at the Thames Chase Forest Centre and fears the recreational area would be severed by the Project.</p>					<p>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>To reduce the impacts on local communities, the new road has been routed away from population centres as much as possible. This means it would have an unavoidable impact on the surrounding countryside, including Green Belt and agricultural land. The Project has been developed to minimise the amount of land needed for its construction and operation, thereby reducing impacts on Green Belt, environmentally sensitive areas and farmland.</p> <p>The Applicant has carried out an Environmental Impact Assessment (EIA) to assess the impact of the Project on the landscape, including land designated as Green Belt, woodland (including ancient woodland), agricultural land and open space. The results of this assessment are presented in Environmental Statement (ES) Chapter 7: Landscape and Visual (Application Document 6.1) along with information about embedded measures included in the Project's design to reduce adverse effects.</p> <p>The Applicant recognises the irreplaceable nature of ancient woodlands and the importance attached to them within the National Policy Statement for National</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Networks (NPSNN) (Department for Transport, 2014). Adverse effects on ancient woodland habitats have been reduced as much as possible. ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1), includes an assessment of the Project's impacts on flora, fauna and habitats, including ancient woodland.</p> <p>The NPSNN and the Draft Overarching National Policy Statement for Energy EN-1 (Department for Business, Energy and Industrial Strategy, 2021) recognise that new roads or utility diversions through Green Belt may constitute inappropriate development. Where that is the case, there is a presumption against such development except in very special circumstances. The Applicant has developed the Project to ensure it satisfies the assessment criteria described in the policy statements and other criteria contained in the National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021), and the associated planning practice guidance to support the framework (Department for Levelling Up, Housing and Communities; and Ministry of Housing, Communities and Local Government, 2021). The assessment of the Project's satisfaction of the very special circumstances is set out in the Planning Statement (Application Document 7.2), which includes the National Policy Statement Accordance Tables.</p>	

Code	Summary of issue(s) raised	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 carried out Agricultural Land Classification surveys, the results of which are described in ES Chapter 10: Geology and Soils, (Application Documents 6.1). These surveys assess the Project's impact on the 'best and most versatile land' (Grades 1, 2 and 3a) and explain how impacts on farmland would be minimised.</p> <p>The Applicant has also assessed the impact of the Project on the viability of farm businesses (see ES Chapter 13: Population and Human Health (Application Document 6.1)), including aspects such as the proportion of land taken (temporarily or permanently), changes to access routes, and disruption to drainage and water supplies.</p> <p>With regards to concerns about proposed green spaces being formed unnaturally using excavated material, soils and excavated materials would be handled and stored to allow their sustainable reuse in line with the guidance in ES Chapter 10: Geology and Soils (Application Document 6.1).</p> <p>With regards to the operation of Manor Farm, the Applicant acknowledges that the Project would inevitably impact agricultural land and access for farm vehicles during construction and the Applicant continues to work to minimise such potential impacts by working closely with farmers and landowners to mitigate such impacts. At Manor Farm, 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 is working with the landowner whose farm water supply reservoir and associated irrigation system is significantly impacted and is in detailed discussions and negotiations to ensure that a comparable supply is maintained during and post construction of the Project. The Applicant has committed to ensure access to severed land for farmers and farm vehicles is maintained during construction, for further information see the Stakeholder Actions and Commitments Register (Application Document 7.21).</p> <p>Some consultees have suggested that other new green spaces have not been considered, including those east of Tilbury. The location of new green spaces has been determined based on a range of factors including the function of the green space, for instance as mitigation for environmental impacts or as replacement for recreational space. The locations have been determined after extensive consultation with the public and key stakeholders, including local authorities and Natural England.</p> <p>The gas pipeline proposed along the southern boundary of Shorne Woods Country Park, adjacent to the A2 is a medium-pressure gas pipeline, not a high-pressure pipeline. The utility owner is working with the Applicant to develop the alignment of the pipeline and any associated valves or operational equipment required.</p>	



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Both parties are proceeding on the understanding that the width of the easement would be 12m for the permanent operation and maintenance of the network, although this may be refined at the detailed design stage but keeping within the parameters set out in the application for development consent. The pipeline would have associated restrictive covenants on the type of planting in proximity to the pipeline in accordance with the utility owner's planting policy and guidance.</p> <p>With regards to concerns about the 'severance' of the Thames Chase Forest Centre, this is not the case. The Applicant intends to improve access to Thames Chase Forest Centre by diverting a Public Right of Way to the forest from Ockendon Road and putting in a new Public Right of Way from Clay Tye Road, which would link into the south-east corner of Thames Chase Forest Centre and provide new connectivity to the rest of the site via the proposed walking, cycling and horse riding bridge over the M25.</p> <p>More generally, the Applicant is proposing over 60km of new or improved routes for walking, cycling and horse riding as part of the Project. The proposed walking, cycling and horse riding bridge over the M25, linking the east and west sides of Thames Chase Forest Centre, would be designed to address concerns about existing severance.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>In addition, new or realigned permissive paths would be created linking to existing ones at the Thames Chase Forest Centre in order to facilitate movement across the site and these would be accessible to walkers, cyclists and horse riders. More information about the proposals for improving and upgrading Public Rights of Way are set out in the Project Design Report (Application Document 7.4).</p> <p>The Applicant will continue to work with key stakeholders, including Forestry England and the Thames Chase Trust during the detailed design phase to address any concerns.</p>	
OLM14	<p>Consultees expressing concern that the latest changes to the proposed Order Limits would negatively affect wildlife and habitats, including those at the former Tilbury Power Station. Consultees comment on the impact of the Project on species such as foxes, herons, martins, voles, geese and owls, all of which have habitats within the proposed Order Limits.</p>	Natural England	-	5	8	<p>During the Local Refinement Consultation in May 2022, the Applicant proposed the addition to the Order Limits of a parcel of land at the former Tilbury Power Station to be used during construction. This land would be used temporarily instead of other land that has been removed from the Order Limits to accommodate the proposed Thames Freeport near Tilbury.</p> <p>As this area is next to the Tilbury2 facility and has formerly been the site of a power station, the proposed construction activities at this location are not predicted to result in any new significant environmental effects. This is because of the recent clearance of this industrial site. As such, no negative impacts on the species mentioned 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>expected as a result of adding this parcel to the Order Limits compared with the previous proposals in this area.</p> <p>For more information about the land required for the Project's construction and operation, see the Land Plans (Application Document 2.2) and Statement of Reasons (Application Document 4.1), with the latter setting out why the Applicant needs each parcel of land.</p>	
OLM15	<p>Consultees expressing concern about the amount of land included in the Order Limits. Consultees express concern that their land would be bought, and that some of the land acquired would impact economic growth areas such as Brentwood Enterprise Park.</p>	<p>Transport for London, Higham Parish Council, National Grid Electricity Transmission PLC (NGET), Pinsent Masons LLP on behalf of Port of Tilbury London Limited, National Grid Gas PLC (NGG)</p>	<p>London Borough of Havering, Thurrock Council, Brentwood Borough Council</p>	33	65	<p>The Applicant considers the land included in the Order Limits is the minimum amount of land required to construct, operate, maintain, and mitigate the Project in line with the Scheme Objectives agreed with the Department for Transport. 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). For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1). Engagement with affected parties would continue throughout the Development Consent Order examination and construction phase of the Project to ensure impacts are mitigated as far as reasonably practicable. Engagement with relevant parties would continue with the aim of reducing the impacts of any construction interfaces.</p> <p>The Applicant is engaging with the landowner and developer of the proposed</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Brentwood Enterprise Park and has identified a preferred solution for a joint access from the B186 and to the interface with the proposed new bridge over the A127 from the north-eastern corner of junction 29. The Applicant is actively engaging with the developer (along with other Nationally Significant Infrastructure Projects) 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. For further information, see the Brentwood Enterprise Park section of the Interrelationships with other Nationally Significant Infrastructure Projects and Major Development Schemes (Application Document 7.17).</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 previous consultation feedback.</p> <p>Permanent access rights would be required from Warley Street for UK Power Networks, although it is expected access would be infrequent. More information about the Applicant's engagement with Brentwood Enterprise Park and other major developments near the Project can be found in the Interrelationships with other Nationally</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						Significant Infrastructure Projects and Major Development Schemes (Application Document 7.17), included as part of this application for development consent.	
OLM16	Comments expressing concern that the land proposed to be included in the Order Limits should be reviewed. Consultees say some land in the Order Limits is wholly or partly surrounded by other land not in the Order Limits, and this land should also be acquired by the Applicant.	Forestry England	London Borough of Havering	0	4	<p>The Applicant has minimised, wherever practicable, the amount of land required temporarily or permanently to build and operate the Project. One of the Scheme Objectives agreed with the Department for Transport is to provide value for money for the Government and taxpayers. As such, the Applicant would not normally seek to acquire land unless it is necessary to implement the Project, even if this land abuts the Order Limits or is partially surrounded by another plot that is within the Order Limits. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p> <p>Since the Preferred Route Announcement in 2017, owner-occupiers of residential properties within the Order Limits have been able to ask the Applicant to purchase their properties by serving a Blight Notice under the Town and Country Planning Act 1990 (as amended). The Applicant has received a number of Blight Notices and is processing these. More information about the blight process can be found in Your Property and Blight (National Highways, 2022).</p> <p>Furthermore, statutory blight could be used by a landowner some of whose land is within</p>	No

Code	Summary of issue(s) raised	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 Order Limits and some is outside in order to seek to extend the acquisition to the land outside.</p> <p>The Applicant has also written to residents near the route (but outside the Order Limits) 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. Further information about the compensation offered to those affected by the Project can be found in the following National Highways documentation: Your Property and Compulsory Purchase; Your Property and Blight; Your Property and Discretionary Purchase; and How to claim for the effects on your property of new or altered roads (Part 1 Compensation).</p>	
OLM17	<p>Consultees expressing concern that the Southern Valley Golf Club is included within the proposed Order Limits. Consultees express concern that this would reduce the size of the golf course, which would affect their use of it. Consultees ask what alternative sites have been considered.</p>	-	Gravesham Borough Council	1	5	<p>The Southern Valley Golf Club is a private golf club, and the Applicant would seek 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's proposals.</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</p>	No

Code	Summary of issue(s) raised	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 its approach, and would comprise a mixture of chalk grassland, woodland and other suitable habitats to improve local biodiversity and habitat connectivity.</p> <p>Following feedback during the Community Impacts Consultation in July 2021 and further engagement with the landowner and additional design development, the Applicant proposed to permanently acquire the remaining 8ha area of Southern Valley Golf Club. By extending the open space proposals in this location, the Applicant would provide a larger area of landscaped amenity space for the local community.</p> <p>For more information about the impact of the Project on private recreational facilities, such as the Southern Valley Golf Club, see the Planning Statement (Application Document 7.2, Appendix G). For more information about the Chalk Park open space area, see the Project Design Report (Application Document 7.4).</p>	
OLM18	Suggestions for alternative land use for the Project. Some consultees suggest that the East Tilbury landfill site could be used for soil deposition. There are also suggestions for an alternative alignment for an overhead power line.	Shorne Parish Council	Gravesham Borough Council, Thurrock Council	3	1	The majority of excavated material arising from the Project's construction would be reused onsite, either as embankments and landscaping, or as new landforms in the proposed Tilbury Fields and Chalk Park public recreational areas. Excavated material from the tunnel would be in the form of slurry pumped from the tunnel boring machine to the surface slurry treatment plant equipment, where the material would be	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>dewatered to form suitable spoil, which would be deposited at Tilbury Fields, located on top of Goshems Farm, near the North Portal. The proposals for the management and recycling of excavated material are set out in the outline Materials Handling Plan (oMHP) (Application Document 6.3, Environmental Statement (ES), Appendix 2.2 Annex B). A draft version of the oMHP was consulted on during the Community Impacts Consultation in July 2021. The Applicant currently has no plans to use the East Tilbury landfill site for recycling or depositing excavated materials.</p> <p>All the proposed overhead power line diversions associated with the Project have been determined after extensive consultation and engagement with the relevant Statutory Undertaker. Utility diversions are set out in ES Chapter 2: Project Description (Application Document 6.1).</p>	
OLM19	Suggestions that land to be acquired temporarily should be managed in a cooperative way. For example, a landowner may want to leave some property or features of the land <i>in situ</i> during the period of temporary acquisition, with the Applicant's consent.	Pinsent Masons LLP on behalf of Port of Tilbury London Limited	Gravesham Borough Council	0	0	The Applicant is liaising with landowners with regards to exactly when land required temporarily would be taken into possession and what features of the land could be left onsite, if requested by the landowner. These discussions are ongoing and take place on a per-case basis with each landowner.	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
OLM20	Suggestions for more assessments that may be needed for land included in the Order Limits. These include assessments on the environmental impact, local development needs, land requirements, walking, cycling and horse riding impacts, and archaeological and flood risk assessments.	-	Kent County Council	7	3	<p>The Applicant has carried out a comprehensive set of assessments for the Project's construction and operational phases, including an Environmental Impact Assessment (EIA), which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). The ES includes chapters explaining the archaeological assessments that have been carried out (ES Chapter 6: Cultural Heritage) and flood risk assessments (ES Chapter 14: Road Drainage and the Water Environment). A separate Flood Risk Assessment is also published as part of the application for development consent, see (Application Document 6.3, ES Appendix 14.6)</p> <p>Information about how the Applicant has assessed the Project in relation to local developments can be found in the Planning Statement (Application Document 7.2) and in the Interrelationships with other Nationally Significant Infrastructure Projects and Major Development Schemes (Application Document 7.17). Information about the Applicant's assessment of walking, cycling and horse riding can be found in the Project Design Report (Application Document 7.4). ES Chapter 13: Population and Human Health (Application Document 6.1) presents the assessment of the potential impacts on walking, cycling and horse riding routes.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
OLM21	Comments expressing conditional support for the proposed Order Limits. Some consultees say that connectivity for utilities and infrastructure must be maintained during the construction phase of the Project, while some ask that Heavy Goods Vehicles are not allowed to use certain roads during construction.	-	Essex County Council Place Services, Kent County Council, London Borough of Havering	4	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. 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 the Construction Supporting Information (Application Document 6.3, ES Appendix 2.1).</p> <p>The Applicant is proposing bans on Project construction Heavy Goods Vehicles (HGVs) using certain roads during the construction phase. For example, 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 Project-related HGVs would not typically drive through Thong village, with the exception being for HGVs required for specific utility works nearby. 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 High Speed 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
						(HS1). Information about the proposed HGV bans can be found in the outline Traffic Management Plan for Construction (Application Document 7.14).	
OLM22	Comments expressing support for the Order Limits because the land required would be used to have a positive impact on the environment. Consultees mention Blue Bell Hill and Cobham Woods as areas that would benefit from being protected.	Cobham Parish Council	Gravesham Borough Council, Medway Council, Tonbridge and Malling Borough Council, Maidstone Borough Council	0	7	These comments have been noted.	No
OLM23	Comments expressing support for the proposed Order Limits as being appropriate and sensible. Some consultees say elements of the proposed design are innovative, and that the Applicant has put thought into the impact it would have on the local community.	-	Maidstone Borough Council, Gravesham Borough Council, Thurrock Council, Medway Council	3	18		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
OLM24	Comments expressing support for the latest proposed Order Limits, saying these are an improvement on the previous proposals. Specific areas of improvement mentioned include Orsett, the Dock Road water pipeline and Pepper Hill.	Transport for London	Thurrock Council, Gravesham Borough Council	6	6		No

## Issues raised in response to open Question 4b

- 15.4.100 Table 15.15 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q4b in the consultation response form, which was as follows:
- 15.4.101 *Q4b: Please let us know the reasons for your response and any other comments you have on the changes proposed regarding special category land. If you're providing feedback on specific sites, please refer to these in your response.*
- 15.4.102 For reference, the open part of Question 4b above referred to the closed part of the same question which was as follows:
- 15.4.103 *Q4b: Do you support or oppose the changes proposed regarding special category land?*
- 15.4.104 For more information about how consultees responded to closed questions in the consultation response form, see Section 15.3 of this report.
- 15.4.105 The issues raised that relate to changes to special category land are summarised in Table 15.15 below. Where issues were raised in response to Q4b that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 15.4.106 The Applicant has fully considered all of the responses received, Table 15.15 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.
- 15.4.107 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to with a combined response.

## Information presented in Table 15.15

- 15.4.108 The information presented in Table 15.15 is the following:
- 'Code' is a unique code assigned to each issue for reference purposes.
  - 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q4b or to another question in the response form but covering similar topics.
  - 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.
  - 's42(1)(d)' states how many respondents with a land interest raised that issue.

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

### **Summary of issues raised relating to changes to special category land and the Applicant's responses**

15.4.109 Table 15.15 below summarises the issues raised relating to changes to special category land and presents the Applicant's responses to those issues raised.

**Table 15.15. Summary of issues raised relating to changes to special category land 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
SCL1	Comments expressing concerns that the latest proposals for special category land would have adverse impacts on local communities. Consultees say the existing use of this land is beneficial to local people and that removing or changing it would have a detrimental effect on local people.	-	-	0	3	The proposals for special category land presented during the Local Refinement Consultation in May 2022 include changes at Tilbury Green, Walton Common and Parsonage Common, and at Thames Chase Forest Centre. In line with the Applicant's legal requirements as set out in the Planning Act 2008, the replacement land provided in each instance is of equal size to that being removed and equally advantageous. As such, the Applicant does not predict there would be any significant change to the impacts on local communities from the latest proposals for special category land compared with previous proposals, once the Project is operational.	No
SCL2	Comments expressing concern that the latest proposals for special category land would have adverse impacts on the health and wellbeing of local people. Consultees also say that facilities such as golf clubs should be considered special category land due to their importance for local health and wellbeing.	-	-	0	3	For more information about the changes to special category land, see the Planning Statement (Application Document 7.2, Appendix D). The impact of changes to open space land are assessed in the Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1). This includes an assessment of the health impacts of the Project on local people.  In defining what is special category land, the Applicant is bound by the Planning Act 2008. The definition does not include private recreational facilities such as golf courses. The Applicant has sought to minimise impacts on private recreational facilities, such as golf courses, where practicable. For more information, also see Appendix D of the Planning Statement.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
SCL3	<p>Comments expressing concern about the latest proposals for special category land during the construction phase. Consultees say construction workers have not taken care or acted in a proper way previously when carrying out onsite investigations and so they do not have confidence that they would take care in future.</p>	-	-	0	2	<p>During the Local Refinement Consultation in May 2022, the Applicant proposed changes to three areas of special category land. The Applicant set out in the consultation materials (see Appendix T of this report) the proposed changes at Tilbury Green, Walton Common and Parsonage Common, and at Thames Chase Forest Centre. For each location, the Applicant explained that where an area of land is required for the Project, then compensatory land would be provided, with that land being of similar or larger size and providing similar or better amenity to that being removed for the Project.</p> <p>There are a number of measures to ensure a considerate workforce both onsite and on the road network. They include Construction Logistics and Community Safety, the Freight Operator Recognition Scheme, and Driving for Better Business. In working areas, many activities that might disturb local communities would be forbidden, including smoking near residential areas or worksite entrances, dropping litter, congregating outside worksites before or after work, or playing music or radios outdoors onsite.</p> <p>These measures are secured the Applicant's draft Development Consent Order (draft DCO) (Application Document 3.1) and would be binding on the appointed Contractor. The Applicant consulted on a draft Code of Construction Practice (CoCP) during the Community Impacts Consultation in July 2021. Information about the comments received about the CoCP and how the Applicant had regards to that feedback is</p>	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						presented in elsewhere in Section 14.4 of this chapter.	
SCL4	Comments expressing concern that the latest proposals for special category land would increase air pollution.	-	-	1	2	During the Local Refinement Consultation in May 2022, the Applicant presented the latest proposals for special category land. These changes saw, compared with the previous proposals, changes at Tilbury Green, Walton Common and Parsonage Common, and Thames Chase Forest Centre. The proposals presented in the Guide to Consultation set out the predicted impacts of each change. There are no significant impacts on air quality predicted during construction or operation as a result of these revised proposals for special category land presented during the Local Refinement Consultation. For more information about the Applicant's proposals for special category land, see the Planning Statement (Application Document 7.2, Appendix D).	No
SCL5	Comments expressing concern that the latest proposals for special category land would have adverse impacts on surrounding land and green space. Consultees say all land should be regarded as 'special'.	-	-	4	25	During the Local Refinement Consultation, the Applicant proposed changes to three areas of special category land, which is land that is defined by the Planning Act 2008. The Act states that 'the compulsory acquisition of certain types of land (land held inalienably by the National Trust, land forming part of a common (including a town or village green), open space, or fuel or field garden allotment and statutory undertakers' land) is subject to additional restrictions.' This means that where the Applicant seeks to acquire this land for development, then an equal amount of	No
SCL6	Comments expressing general concern about the latest proposals for special category land. Some	-	-	0	16		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	<p>consultees say this land is called 'special' for a reason and should be left alone.</p> <p>Some consultees say the proposals do not guarantee that this special category land would not be used for development following completion of the Project.</p> <p>Some express concern the Applicant has not completed an Environmental Impact Assessment or carried out sufficient habitat surveys.</p>					<p>replacement land that is no less advantageous must be provided.</p> <p>Any replacement land is also defined as special category land, so would be subject to the same restrictions if any future developer wanted to acquire it. The Applicant would not be able to use the replacement land for other purposes because of the restrictions on its use set out in the Development Consent Order.</p> <p>The Applicant set out in the consultation materials (see Appendix T of this report) the proposed changes to special category land at Tilbury Green, Walton Common and Parsonage Common, and Thames Chase Forest Centre. For each location, the Applicant explains that while an area of land is required for the Project, then compensatory land is being provided, with that land being of similar or larger size and providing similar or better amenity to that being removed for the Project.</p>	
SCL7	<p>Comments expressing concern that the latest proposals for special category land do not offer sufficient protection for special category land. They ask why some areas have not been designated as special.</p>	-	-	1	9	<p>Overall, the Applicant is satisfied that its proposals for special category land would comply with the Planning Act 2008.</p> <p>In addition, the Project would provide new areas of publicly accessible land north and south of the River Thames, at Chalk Park and Tilbury Fields, near the South Portal and North Portal respectively. These new landscaped areas of land would provide benefits for local people, as well as new habitats to increase the area's biodiversity.</p>	No
SCL8	<p>Comments expressing conditional support for the latest proposals for special category land. Consultees say the proposals have</p>	-	-	1	1	<p>These two new areas of land would be legally defined as open space (special category land), so</p>	No

Code	Summary of issue(s) 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 improvements, but they do not go far enough in reducing the impacts on special category land.					future development on them would also be subject to restrictions.	
SCL9	A comment expressing concern that the latest proposals for special category land would result in an increase in noise pollution when the Project is operational, particularly for those living near to the access points for the land.	-	-	1	0	The proposals for special category land presented during the Local Refinement Consultation in May 2022 include changes at Tilbury Green, Walton Common and Parsonage Common, and at Thames Chase Forest Centre. The Applicant does not predict there would be any significant changes in noise or vibration once the Project is operational, including at any access points. For more information about the predicted impacts of noise and vibration during the Project's operation, see Environmental Statement (ES) Chapter 12: Noise and Vibration (Application Document 6.1).	No
SCL10	Comments expressing concern that the latest proposals for special category land would have adverse impacts on wildlife and habitats.	-	-	1	2	The Applicant consulted on the latest proposals for special category land during the Local Refinement Consultation in May 2022. The changes at Thames Chase Forest Centre, Tilbury Green, and Walton Common and Parsonage Common are not expected to have any significant impacts on wildlife and habitats compared with the previous proposals. For more information about the proposals presented during the Local Refinement Consultation and their impacts, see Appendix T of this report.	No
SCL11	Suggestions that the latest proposals for special category land should aim to preserve green space	-	-	0	4	During the Local Refinement Consultation in May 2022, the Applicant consulted on changes to special category land at Tilbury Green, Walton Common, Parsonage Common, and Thames	No

Code	Summary of issue(s) 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 agricultural land, both for food production and to safeguard against future development.					Chase Forest Centre. As set out in the consultation materials, none of these changes would have significant impacts on agricultural land or the environment compared with the previous proposals. All the relevant information on impacts was made available to the public during consultation, and no further environmental assessments were required. The consultation materials can be found in Appendix T of this report.  More information about special category land can be found in the Planning Statement (Application Document 7.2, Appendix D). The impact of the Project on agricultural land is assessed in the Environmental Statement (ES) Chapter 13: Population and Human Health (Application Document 6.1). The Applicant's Environmental Impact Assessment (EIA) is documented throughout the ES (Application Documents 6.1, 6.2 and 6.3).	
SCL12	A suggestion that the latest proposals for special category land require further environmental impact assessments before they can be commented on properly.	-	-	0	1		No
SCL13	Comments expressing support for the latest proposals for special category land. Consultees say the proposals are well considered and necessary for the Project. Consultees support the diversion of electricity cables through the Thames Chase Forest Centre footbridge as well	-	-	2	16	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
	as proposals for environmental mitigation.						
SCL14	Comments expressing support for the latest proposals for special category land because they would benefit local wildlife and habitats. Consultees say the proposals would enhance biodiversity and would compensate woodland removed with an equal amount of woodland.	-	-	0	2		No

## Issues raised in response to open Question 4c

- 15.4.110 Table 15.16 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q4c in the Consultation response form, which was as follows:
- 15.4.111 *Q4c: Please let us know the reasons for your response and any other comments you have on the changes proposed and information provided regarding private recreational facilities. If you're providing feedback on specific sites, please refer to these in your response.*
- 15.4.112 For reference, the open part of Question 4c above referred to the closed part of the same question which was as follows:
- 15.4.113 *Q4c: Do you support or oppose the changes proposed regarding private recreational facilities?*
- 15.4.114 For more information about how consultees responded to closed questions in the consultation response form, see Section 15.3 of this report.
- 15.4.115 The issues raised that relate to changes to private recreational facilities are summarised in Table 15.16 below. Where issues were raised in response to Q4c that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 15.4.116 The Applicant has fully considered all of the responses received, Table 15.16 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.
- 15.4.117 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to with a combined response.

## Information presented in Table 15.16

- 15.4.118 The information presented in Table 15.16 is the following:
- 'Code' is a unique code assigned to each issue for reference purposes.
  - 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q4c or to another question in the response form but covering similar topics.
  - 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this report.
  - 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this report.
  - 's42(1)(d)' states how many respondents with a land interest raised that issue.

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

### **Summary of issues raised with regards to changes to private recreational facilities and the Applicant's responses**

15.4.119 Table 15.16 below summarises the issues raised with regards to changes to private recreational facilities and presents the Applicant's responses to those issues raised.

**Table 15.16 Summary of issues raised with regards to changes to private recreational facilities 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
REC1	Comments expressing concern about the revised proposals for private recreational facilities. Consultees say the Project would negatively impact on local communities that currently make use of these recreational facilities.	-	Thurrock Council	0	5	During the Local Refinement Consultation in May 2022, the Applicant presented revised proposals as to how some private recreational facilities would be impacted as a result of the Project's construction and operation.  The Linford Allotments would be unavailable, on the grounds of safety, for multiple short periods of time throughout the construction phase to allow the restringing and removal of the overhead power lines. Outside of those short periods, the Applicant is working with the landowner and users to ensure safe access arrangements during construction. Wild Thyme Outdoors operates informally out of The Wilderness woodland area. The Project would be constructed in a section of this woodland, preventing their use of it both during and following construction. The Applicant is in discussions with the landowner and the operator to explore solutions for addressing this impact.	No
REC2	Comments expressing concern about the potential impact that the proposals for recreational facilities would have on the health and wellbeing of local people. Consultees highlight the importance of recreation on physical and mental health.	-	Thurrock Council	0	8	Parts of Condovers Scout Activity Centre and East Tilbury and Linford Gun Club (with the latter area also used by East Tilbury and Linford Field Target Club) would be required for utility works during construction, although both facilities would remain open.  The Foxhounds Riding School is likely to remain open, despite a small amount of land being required. There are likely to be some noise impacts due to the site's proximity to	No
REC3	Comments expressing concern about the potential impact of construction works on private recreational facilities. Consultees highlight that enjoyment of recreational facilities, including Condovers Scout	-	Thurrock Council	0	4		No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	<p>Activity Centre and Foxhounds Riding School, which it is said would be affected by noise, air pollution and access issues due to the construction works.</p>					<p>construction activities. The Applicant is working with them to ensure the full range of facilities can still be offered during the construction phase.</p> <p>The InFitness Gym at Franks Farm, Moat Lake and Hobbs Hole Fishing Lake are all outside the Order Limits and are expected to remain operational throughout the construction phase, although there may be some changes to their accesses and land nearby.</p> <p>The Applicant would maintain access to Condovers Scout Activity Centre throughout construction and operation of the Project. 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. The outline Traffic Management Plan for Construction (Application Document 7.14) provides a commitment to keep local residents, businesses, landowners and other relevant stakeholders informed about constructions plans throughout the duration of the works.</p> <p>As outlined in the Local Refinement Consultation in May 2022, a small section (approximately 150m<sup>2</sup>) of the Condovers Scout Activity Centre site in the south-east corner is needed temporarily during construction for water utility connection works. The working area for the utility works is largely located outside the main area of the site and would not affect the use of the activity centre. For more information about the impacts on private recreational facilities, see</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the Planning Statement (Application Document 7.2, Appendix G).</p> <p>The Applicant proposes to acquire a small part of a field currently used by Foxhounds Riding School alongside the A13 east of Baker Street. The site is accessed from Baker Street, which the Applicant proposes to use to access the main and utilities working areas during construction. Their site may experience temporary impacts during construction, such as noise disturbance, because of its proximity to the works. The Applicant is working with Foxhounds Riding School to support their continued operation during this period and has been engaging with the business since the Preferred Route Announcement in 2017. The Applicant will continue to engage with them with a view to mitigating any impacts, wherever practicable.</p> <p>Overall, while the latest proposals for private recreational land are not expected to have significant impacts on local communities or public health compared with the previous proposals, the Applicant will continue to work with the owners of these facilities to minimise impacts wherever practicable.</p> <p>The impacts on private recreational facilities are set out in the Applicant's Planning Statement (Application Document 7.2, Appendix G), as well as the Land Plans (Application Document 2.2), with the reason for each impact presented in the Statement of Reasons (Application Document 4.1). In addition, Environmental Statement (ES)</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Chapter 13: Population and Human Health (Application Document 6.1) includes the Applicant's assessment of the Project's impacts on existing private recreational facilities and how this would impact local people. ES Chapter 13 also describes how construction impacts would be reduced.</p> <p>The Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>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>	
REC4	Comments expressing concern about noise and vibration impacts on recreational facilities. Consultees express concern about the impacts on several fishing lakes	-	-	2	1	<p>At the Local Refinement Consultation in May 2022, the Applicant consulted on the use of improved low-noise road surfacing compared with what was previously proposed.</p> <p>The Applicant is now also proposing the use of a higher-performing surfacing for some 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
	and a riding school, which would be negatively impacted by noise and vibration once the Project is operational.					<p>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 proposing the use of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac.</p> <p>For more information about the proposed low-noise road surfacing, including a map showing where it would be installed, see Environmental Statement (ES) Chapter 12: Noise and Vibration (Application Document 6.1) and ES Figure 12.7 (Application Document 6.2), which also includes information about other proposed noise mitigation measures such as earthworks and noise barriers.</p> <p>This would help reduce noise impacts from traffic once the Project is open, including the noise impacts at the Moat Lake Fishing Lake, the Hobbs Hole Fishing Lake, and the Foxhounds Riding School. For further information about noise mitigation measures, see Operational Road Traffic Noise Mitigation, (Application Document 6.2, ES Figure 12.7).</p> <p>Once the Project is operational, it is predicted there would be beneficial noise impacts near the Dartford Crossing and its approaches, as 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>result of reductions in traffic flows. There would also be significant adverse noise impacts at receptors on affected unaltered road links outside of the study area including the A228 corridor (between the M2 and M20) and A229/Rochester Road corridor (between A2 and M2). In addition, there would be significant noise impacts where the Project is close to sensitive receptors (such as residential properties), including at Riverview Park, East and West Tilbury, Chadwell St Mary, Orsett and isolated properties along the Project route. These impacts have been mitigated as far as reasonably practicable by designing the road low in the environment, using embedded earthworks, and installing noise barriers and low-noise surfacing.</p> <p>Noise impacts associated with the Project have been assessed in accordance with relevant standards and guidance. This assessment is documented in ES Chapter 12: Noise and Vibration (Application Document 6.1). The noise assessment includes noise contour maps showing changes in noise predicted once the Project is operational compared with if it were not built. See ES Figure 12.8: Opening Year Noise Change Contour (Application Document 6.2).</p>	
REC5	General comments expressing concern about the visual impact of the latest proposals for private	-	-	1	1	The proposed changes to private recreational facilities presented at the Local Refinement Consultation in May 2022, would not have a significant visual impact on the landscape	No

Code	Summary of issue(s) 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. Consultees say the visual impacts of the Project would negatively impact recreational activities, including views of the surrounding areas.					compared with the previous proposals. For more information about the Project's visual impacts, see Environmental Statement (ES) Chapter 7: Landscape and Visual (Application Document 6.1), which also sets out the proposed mitigation measures to reduce the Project's visual impacts.	
REC6	Comments expressing concern about the impact that the proposed changes to recreational facilities would have on wildlife and habitats. Consultees express concern that changes to Wild Thyme Outdoors, and various fishing lakes would ruin habitats, with the loss of ancient trees and shrubs.	Forestry England	-	1	2	<p>The Applicant consulted on the latest proposals for private recreational facilities during the Local Refinement Consultation in May 2022. The proposed changes at Condovers Scout Activity Centre, Foxhounds Riding School, Moat Lake, Wild Thyme Outdoors, Franks Farm, and Hobbs Hole Fishing Lake would have no biodiversity impacts. Further information on the assessment of the Project's impacts is included in the Environmental Statement (ES) Chapter 8: Terrestrial Biodiversity, and ES Chapter 9: Marine Biodiversity (Application Document 6.1).</p> <p>East Tilbury and Linford Gun Club is a private clay pigeon shooting club located in Linford. The site is also used by an air rifle club, East Tilbury and Linford Field Target Club. Some vegetation clearance is required to install a new overhead power line. This is not expected to result in a significant impact on biodiversity compared with previous proposals.</p> <p>At Manor Farm Reservoir Fishing Lake, the Applicant is proposing to install bat boxes as part of the wider biodiversity mitigation strategy. This would not impact the operation 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
						recreational facility, although rights of access to monitor the bat boxes would be required. This change would not result in significant change to biodiversity compared with previous proposals.  For more information about the proposals presented during the Local Refinement Consultation and their impacts, see Appendix T of this report.	
REC7	Comments expressing concern that the Project is not providing more for private recreational facilities.	-	Thurrock Council, Gravesham Borough Council	3	13	Where practicable, the Applicant has sought to avoid impacts on private recreational facilities. Where this is not feasible, the Applicant has sought to minimise these during the construction and operational phases, engaging with businesses to minimise impacts. There is one location where the Applicant would require the permanent acquisition of a private recreational facility, Southern Valley Golf Club.	No
REC8	Comments expressing concern about the proposals to remove the Southern Valley Golf Club. Consultees say local people would be negatively affected by its removal.	Cobham Parish Council	-	0	10	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 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.  The additional land would be linked to the east of Chalk Park by a public footpath and 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>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>Overall, the Applicant has complied with the policy guidance in relation to open space, sports and recreational land and buildings in the National Policy Statement for National Networks (Department for Transport, 2014) and in the Draft Overarching National Policy Statement for Energy EN-1 (Department for Business, Energy and Industrial Strategy, 2021). More information about how the Applicant has complied with these can be found in Appendix G of the Planning Statement (Application Document 7.2).</p>	
REC9	Comments expressing concern about the latest proposals for private recreational facilities, with concerns about permanent acquisition and rights over land being sought by the Applicant.	-	Thurrock Council	4	14	During the Local Refinement Consultation in May 2022, the Applicant consulted on changes to the Project affecting various private recreational facilities, including Linford Allotments, Condozers Scout Activity Centres, three fishing lakes, East Tilbury and Linford Gun Club and East Tilbury and Linford Field Target Club.	No
REC10	Comments expressing concern that the latest proposals for recreational	-	Thurrock Council	3	20	The majority of the private recreational facilities affected by changes that were consulted on are expected to continue operating, although some	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	facilities would result in a loss of facilities. Facilities mentioned include the Linford Allotments, three fishing lakes, and East Tilbury and Linford Gun Club.					<p>may be affected during the construction phase. The Applicant is engaging with each business to support their continued operation.</p> <p>The Project would impact on the operation of the existing recreational activities that take place informally at The Wilderness, with the new road being constructed in a section of the site, preventing operations. The Applicant is currently in ongoing discussions with the landowner and the operator to explore solutions for addressing this impact.</p> <p>More information about how each private recreational facility would be affected by the Project can be found in the Planning Statement (Application Document 7.2, Appendix D).</p>	
REC11	A comment expressing concern that the latest proposals to minimise impacts on existing recreational facilities should not be a priority and that the Applicant should focus on delivering the new crossing.	-	-	0	1	The Applicant has sought to minimise impacts on private recreational facilities in line with the Project's Scheme Objectives, which say the Applicant should minimise impact on the environment and local communities, while still being able to implement the Project and provide relief at the Dartford Crossing. More information about the Scheme Objectives can be found in the Need for the Project (Application Document 7.1).	No
REC12	Suggestions for how the latest proposals should minimise impacts on private recreational	-	-	1	2	The Applicant has sought to minimise the impacts on private recreational facilities, wherever practicable. Where impacts are unavoidable, particularly during construction, the	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	<p>facilities wherever possible.</p> <p>Consultees say the Project should not seek permanent rights of access over Medebridge Road, and the new footpath connection at North Road should be removed.</p>					<p>Applicant has engaged with those businesses and landowners in order to work to minimise impacts and help those businesses to maintain operations.</p> <p>There were no changes proposed to Medebridge Road during the Local Refinement Consultation in May 2022. Permanent rights would be required along the whole length of Medebridge Road to access and maintain areas of environmental mitigation.</p>	
REC13	<p>Suggestions that the latest proposals impacting private recreational facilities require further assessments. Consultees say an Environmental Impact Assessment should be carried out and that the local road network should be assessed to determine the potential impact the proposals would have on it.</p>	-	-	1	1	<p>A temporary water connection would be installed along a section of Medebridge Road to supply the Stifford Clays Road west compound. The Applicant proposes to acquire permanent rights to allow the utility network provider to operate and maintain the pipeline as part of their network during the construction phase. The section of road required for permanent rights for the water pipe would fall within the land required to access the environmental mitigation.</p> <p>During the engagement exercise with landowners in May 2022, the Applicant notified the relevant landowners that additional land alongside North Road would be acquired permanently to construct a new walking, cycling and horse riding route along North Road. This would facilitate safer active travel journeys between North and South Ockendon.</p> <p>The Applicant has carried out an Environmental Impact Assessment (EIA), which is documented in the Environmental Statement (ES)</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>(Application Documents 6.1, 6.2 and 6.3). The ES presents the assessments carried out, the impacts of the Project during construction and operation, as well as the general and site-specific mitigations proposed to reduce those impacts. ES Chapter 13: Population and Human Health (Application Document 6.1) includes the Applicant's assessment of the Project's impacts on existing private recreational facilities and how this would impact local people. For more information about the impacts on private recreational facilities, see also the Planning Statement (Application Document 7.2, Appendix G).</p> <p>The Applicant has also carried out traffic modelling to understand the impact of the Project on the local and strategic road networks during construction and operation. More information about these impacts can be found in the Traffic Forecasts Non-Technical Summary (Application Document 7.8) and the Transport Assessment (Application Document 7.9).</p>	
REC14	Comments expressing support for the latest proposals for recreational facilities, including Chalk Park, on the grounds that they would have a positive impact on the area.	Cobham Parish Council	-	0	8	These comments have been noted.	No
REC15	Comments expressing general support for the	-	Thurrock Council	2	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
	latest proposals for recreational facilities.						
REC16	Comments expressing support for the latest proposals for recreational facilities on the ground that they are an improvement on proposals presented during previous consultations.	-	-	0	4		No

## Issues raised in response to open Question 5

- 15.4.120 Table 15.17 below presents the Applicant's responses to the issues raised, in particular the feedback and issues raised in response to open question Q5 in the consultation response form, which was as follows:
- 15.4.121 *Q5: We would welcome any other comments you would like to make about the Lower Thames Crossing.*
- 15.4.122 The issues raised that relate to general comments are summarised in Table 15.17 below. Where issues were raised in response to Q5 that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 15.4.123 The Applicant has fully considered all of the responses received, Table 15.17 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.
- 15.4.124 In some instances, where similar issues have been raised and identified in the first column of the table, the Applicant has responded to with a combined response.

## Information presented in Table 15.17

- 15.4.125 The information presented in Table 15.17 is the following:
- a. 'Code' is a unique code assigned to each issue for reference purposes.
  - b. 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q5 or to another question in the Response Form but covering similar topics.
  - c. 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this Report.
  - d. 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this Report.
  - e. 's42(1)(d)' states how many respondents with a land interest raised that issue.
  - f. 's47 & s48' states how many members of the public raised that issue.
  - g. 'The Applicant's response' presents the Applicant's response to the issue(s) raised and explains how the Applicant has had regard to the issue(s).
  - h. 'Project change' states whether the issue(s) raised resulted in a change to the Project.
    - i. 'Yes' indicates that changes to the Project proposals have been made since the Local Refinement Consultation in line with the issue(s) raised.

Some changes have been made as a result of environmental or other assessments, as well as through consideration of consultation responses.

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

### **Summary of general comments and the Applicant's responses**

15.4.126 Table 15.17 below summarises general comments and presents the Applicant's responses to those issues raised.

**Table 15.17 Summary of 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
GNC1	General comments expressing concern about the impact of the Project on local people and communities. Some consultees say the Project would provide no benefits to local communities.	Shorne Parish Council, Forestry England	Thurrock Council, Gravesham Borough Council, London Borough of Havering, Kent County Council	5	16	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. As part of the application for development consent, 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 and health. 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. For more information about the assessments that have been carried out relating to impact on local people and health, as well as the proposed mitigations, see ES Chapter 13: Population and Human Health (Application Document 6.1). As well as the assessments documented in ES Chapter 13, the Applicant has carried out a Health and Equalities Impact Assessment (HEqIA) (Application Document 7.10), which considers the Project's impacts during construction and operation on the health and	No
GNC2	Comments expressing concern about the impact of the Project on the health and wellbeing of local communities. Some consultees say the Project would increase pollution, causing more illnesses or exacerbate existing conditions.	Port of London Authority	Thurrock Council	18	121		No
GNC3	Comments expressing concern that the construction of the Project would have a negative impact on individuals' health and wellbeing.	-	Gravesham Borough Council, Thurrock Council	3	3		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>wellbeing of local communities. The HEqIA also considers the impacts on those protected by equalities legislation, such as children, the elderly, disabled people, and those with pre-existing health conditions.</p> <p>The Applicant has designed the Project to provide additional benefits to local people once it is open, such as including new areas of landscaped recreational land at Chalk Park and Tilbury Fields, as well as an upgraded network of Public Rights of Way. Extensive landscaping also reduces the amount of excavated material that would need to be removed using Heavy Goods Vehicles during construction. The Project includes design features such cuttings, false cuttings, tree-planting and low-noise surfacing to limit the noise and visual impacts of the Project once it is operational.</p> <p>The Code of Construction Practice (CoCP) (Appendix 2.2 of the Environmental Statement, Application Document 6.3) 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</p>	



Code	Summary of issue(s) raised	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 mental health. However, while construction impacts have been mitigated as far as reasonably practicable, there would be temporary negative impacts on communities from construction activities. These could result in mental health impacts on local people – for example, due to anxiety around perceived changes in air quality or as a result of changes to noise levels. Longer journey times due to traffic management and road closures, reduced access to green spaces and closures of walking, cycling and horse-riding routes could also impact people's health and wellbeing. Some local businesses, including farms, would have land temporarily possessed and there would be permanent impacts from land being acquired, including the demolition of 30 residential and 5 commercial properties.</p> <p>Once the Project is operational, there would be beneficial impacts on journey times for local people crossing the River Thames and using other routes. There would be negative impacts on some other journey times, although the positive traffic impacts of the Project would significantly outweigh the negatives. There would also be significant positive impacts on jobs and training opportunities; walking, cycling and horse-riding routes; as well as access to new areas of recreational land at Chalk Park and Tilbury Fields. There would be both positive and negative impacts on noise and vibration due to changes in traffic flows at different locations,</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>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 is satisfied that the impacts have been reduced to acceptable levels given the requirements and objectives of the Project.</p> <p>As part of the efforts to generate benefits for local communities, the Applicant intends to provide opportunities for local people that might enable them to work on the construction or operation of the 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, including the development of a Skills, Employment and Education Strategy.</p> <p>The Applicant's Benefits and Outcomes Document (Application Document 7.20) provides a framework to communicate what is being delivered within the Project's Development Consent Order and some of the wider activities undertaken by the Applicant (both already and planned for the future) in the local area of the</p>	

Code	Summary of issue(s) 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 to support local people and the environment. Information about how the Project is expected to impact local communities and the steps the Applicant would take to mitigate those impacts is also presented in the Community Impact Report (Application Document 7.16).	
GNC4	Comments expressing concern that the Project would lead to further development and urbanisation of the local area.  Some consultees comment that the forced acquisition of property would be unfair.  Some consultees say the Project would conflict with future growth proposals for the area.	-	Thurrock Council, Gravesham Borough Council	34	96	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.  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.	No
GNC5	Comments expressing concern about the impact that the Project would have on access to businesses as a result of temporary or permanent acquisition of land.	-	-	2	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
GNC6	Comments expressing concern that the Project would facilitate additional development, with land not needed for the Project being sold to developers in the future. Some consultees express concern that the new operational access arrangements have been included to allow further development, such as roadside service facility or connection to the M20 in the future.	-	-	4	8	<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>Where the land needed for the Project directly affects a business, the Applicant has engaged with that business to identify ways to mitigate any adverse impacts if practicable. Where it is not feasible for the business to continue operating during construction or after the new road is open, then appropriate compensation would be available, in accordance with the Compensation Code.</p> <p>North of the River, between the Tilbury Viaduct and North Portal, the new operational access arrangements include a bridge over the Project and access for maintenance vehicles, but no access for public traffic on or off the Project. These design changes would not preclude construction of a junction at Tilbury connecting the A122 Lower Thames Crossing to the wider road network, should this be pursued later. 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
						more information about the operational access arrangements, see the Project Design Report (Application Document 7.4).	
GNC7	Comments expressing concern that the Project would increase air pollution during the construction phase and about the impact this would have on the health of local people.	-	Thurrock Council	1	19	To assess the environmental impacts of the construction and operation of the Project, an Environmental Impact Assessment (EIA) has been carried out, which is documented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3).  ES Chapter 5: Air Quality (Application Document 6.1) provides the assessment of the predicted changes to local air quality as a result of the Project, assessing impacts during construction and operation, and setting out mitigation where this is considered appropriate. These assessments have been carried out in line with required standards for road schemes in the UK as set out in the Design Manual for Roads and Bridges (DMRB) LA 105 standards (Highways England, 2019).  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, ES Appendix	No
GNC8	Comments expressing concern that the Project would cause negative impacts on the health of local people due to additional air pollution along the route. Some consultees question the validity of the Applicant's air quality assessments, saying levels of air pollution would be illegal.	Shorne Parish Council	London Borough of Havering, Kent County Council, Thurrock Council	34	1,616		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>2.2). With these mitigations in place, the air quality impacts of the Project 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.</p> <p>Once the new road is open, 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 DMRB LA 105.</p> <p>Given there are no significant adverse impacts on air quality in relation to human health from the Project during construction or operation, then no mitigation is required for the air quality impacts on human health.</p>	
GNC9	Comments expressing concern about the emissions produced during the construction of the Project and their impact on climate change. Consultees say there is a lack of clarity as to how	-	Thurrock Council, Essex County Council	4	7	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:	No

Code	Summary of issue(s) 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 would reduce emissions.					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.	
GNC10	Comments expressing concern that the Project would be carbon-intensive throughout its construction and operational phases, which would contribute heavily towards climate change.	Higham Parish Council, Shorne Parish Council	Thurrock Council, Essex County Council, London Borough of Havering	16	1,597	<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 construction emissions equivalent to 1.76 million tonnes of carbon dioxide.</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>However, the Applicant is committed to going further and to using the time available before construction begins to explore ways of achieving greater reductions in emissions. The Carbon and Energy Management Plan therefore provides a framework within which the Applicant and Contractors would, working closely with industry partners, seek to identify and develop innovative ways of reducing the Project's construction emissions below today's industry-leading position. The Carbon and Energy Management Plan also sets out the low-carbon solutions that would be deployed by the Applicant to manage and maintain the Project once it is operational.</p> <p>The Applicant has considered the additional carbon emissions from road users that could result from operation of the Project over a 60-year period and presented this information in ES Chapter 15. The Government has published its plans to deliver the required net zero trajectory for transport in the Transport Decarbonisation Plan (Department for Transport, 2021). 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>	



GNC11	<p>General comments expressing concern that the construction of the Project would have a negative impact on traffic in the local area. Consultees say the impact of construction activities, including the traffic management measures, would make the area less pleasant in which to live and work.</p>	<p>Royal Mail, Forestry England, Metropolitan Police Service (MPS)</p>	<p>Gravesham Borough Council, London Borough of Havering, Thurrock Council</p>	18	47	<p>The Applicant would seek to minimise the Project’s construction impacts on the road networks as far as practicable, while still being able to maintain the safety of the public and the workforce during the construction phase. Construction traffic would use the strategic road network (SRN) as much as practicable, with dedicated haul roads linking the SRN to some construction compounds.</p> <p>The outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14) sets out the proposed traffic management measures that would be required to ensure the road network could operate safely and efficiently during the construction phase. A draft of the oTMPfC was published during the Community Impacts Consultation in July 2021. Chapter 14 of this report sets out the comments received during consultation on the draft oTMPfC and how the Applicant has had regard to that feedback. The oTMPfC also includes information about other mitigation measures that would reduce the impact on local people, such as Heavy Goods Vehicle (HGV) bans on some roads and bans on HGV movements outside schools at pick-up and drop-off times.</p> <p>The Transport Assessment (Application Document 7.9) sets out the impact of construction on the road network, including expected journey times based on the predicted traffic flows during various phases of construction. It also includes an assessment of the impacts of the construction phases on road danger, Public Rights of Way and public transport.</p>	No
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Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						The final, agreed length of traffic management measures would be set out in a Traffic Management Plan for Construction (TMP), in accordance with Requirement 10 of the draft Development Consent Order (Application Document 3.1). The TMP would need to be approved by the Secretary of State following consultation with the bodies identified in the oTMPfC before the start of the relevant phase of the authorised development.	
GNC12	Comments expressing concern about the impact that the Project would have on heritage assets once the Project is operational, with reference to listed buildings, natural heritage locations and archaeological sites.	Shorne Parish Council	London Borough of Havering	2	7	The Applicant has considered cultural heritage across the Application Site, including designated and non-designated assets, and their settings. These assessments are presented in Environmental Statement (ES) Chapter 6: Cultural Heritage (Application Document 6.1), which also includes the proposed mitigation measures.  Mitigation would be carried out to reduce the impacts of the removal or partial removal of buried archaeological remains or built heritage.	No
GNC13	Comments expressing concern that construction of the Project would have a negative impact on local cultural and heritage assets.	-	Thurrock Council	0	2	Mitigation would also be carried out to reduce the impacts of construction activities on the setting of heritage assets. This would include fencing and screening of construction compounds and dust and noise reduction measures.  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 Applicant's commitments to	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>mitigating the construction impacts on cultural heritage assets.</p> <p>There would be significant impacts on cultural heritage assets during construction. Three listed buildings in Orsett would be demolished, while most of the Orsett Cropmarks Scheduled Monument would also be removed. There would be complete or partial removal of over 300 non-designated and six low-value built heritage assets, as well as permanent or temporary effects on the setting of two additional Scheduled Monuments near Orsett, three Conservation Areas and seven non-designated archaeological features.</p> <p>Mitigation has been implemented into the Project design to reduce its impacts on the setting of heritage assets. This takes the form of embedded mitigation in the landscape design, which is set out in the Environmental Masterplan (Application Document 6.2, ES Figure 2.4). These measures are secured through Schedule 2 Requirement 5 of the draft Development Consent Order (Application Document 3.1).</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 in such a way as to preserve views of and also from heritage assets, and reinstating land after construction to preserve field patterns.</p> <p>During the operation of the Project, there would be significant permanent impacts on some</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>cultural heritage assets, include negative impacts on the settings of the remainder of the Orsett Cropmarks Scheduled Monument; Conservation Areas in Thong, North Ockendon, East Tilbury and West Tilbury; the Grade-listed Baker Street Windmill; Cobham Hall Registered Park and Garden; and the reclaimed landscape north of the River Thames.</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).</p>	
GNC14	Comments expressing concern about the loss of land and green spaces as a result of the construction of the Project, including ancient woodland and other important habitats.	-	Thurrock Council	2	5	<p>The Project has been developed to minimise the amount of land needed for its construction and operation, reducing impacts on environmentally sensitive areas and farmland.</p> <p>The Applicant has carried out an Environmental Impact Assessment (EIA) to assess the impact of the Project's construction and operation on the landscape, including land designated as Green Belt, woodland (including ancient woodland), agricultural land and open spaces. The results of this assessment are presented in Environmental Statement (ES) Chapter 7: Landscape and Visual (Application Document 6.1), along with information about embedded design measures that would reduce adverse effects. ES Chapter 8: Terrestrial Biodiversity (Application Document</p>	No
GNC15	Comments expressing concern that the Project would result in the loss of green space, agricultural land, and ancient woodlands. Consultees comment that this loss of land would be excessive and would not be	Shorne Parish Council, Forestry England, Kent Downs AONB Unit	Thurrock Council, London Borough of Havering, Gravesham Borough Council	24	1,586	<p>Terrestrial Biodiversity (Application Document</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	successfully mitigated against.					6.1) presents the assessment of the impacts of construction on woodland and veteran trees and sets out the measures that would be put in place to minimise those impacts.	
GNC16	Comments expressing concern about the proposals to compensate the environmental impacts of the Project. Some consultees say the proposals to offset the removal of ancient woodland and other habitats would not be adequately compensated for with new planting and species translocation.	-	London Borough of Havering	3	18	<p>The Applicant recognises the irreplaceable nature of ancient woodlands and the importance attached to them within the National Policy Statement for National Networks (Department for Transport, 2014). Adverse effects on ancient woodland habitats have been reduced as much as practicable.</p> <p>Where adverse effects on ancient woodland could not be avoided, new woodland would be planted to offset the loss of wooded areas and to strengthen connectivity between existing retained woodlands in the area. This includes a substantial package of new woodland planting and habitats designed to offset the predicted impacts of nitrogen deposition, which would be designed to have a positive impact on biodiversity in the area by providing new habitats and connecting existing ones.</p> <p>Commitments in relation to protecting terrestrial biodiversity, including ancient woodland, during construction and operation can be found in the Register of Environmental Actions and Commitments (REAC), which forms part of the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2).</p> <p>These commitments include, but are not limited to, using temporary fencing to demarcate</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>important and protected habitats, preventing construction access to protect habitats from accidental damage. Screening barriers would be provided to protect retained ancient trees, ancient woodland and veteran trees from dust and pollution from nearby worksites. In addition, varying buffer zones would be used to avoid impacts on the root zones of trees.</p> <p>Overall, there would some significant impacts on woodland during construction, with some habitats removed during construction, including areas within designated sites such as Shorne and Ashenbank Woods Site of Special Scientific Interest. Ancient woodland would also be lost and wildlife disturbed, and there would be a permanent loss of six veteran trees.</p> <p>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 Applicant has sought to provide biodiversity gains wherever practicable. An assessment of baseline biodiversity value and that achieved by the Project's design post-development is presented within the Sustainability Statement (Application Document 7.11).</p> <p>During operation, the Project could result in harm or mortality to birds and animals from collision with vehicles and it could reduce the movement of animals within the wider landscape and affect habitats. The Applicant is satisfied that the impacts</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						on biodiversity have been reduced to acceptable levels given the requirements and objectives of the Project.	
GNC17	Comments expressing concern that the Project would increase light pollution during the construction phase especially for those in close proximity to construction compounds.	-	London Borough of Havering	2	10	The Project's impacts on light pollution during construction and operation are assessed in Environmental Statement (ES) Chapter 7: Landscape and Visual (Application Document 6.1). The assessment included the consideration of the impact of vehicle lights at night, as set out in the Landscape and Visual Assessment Methodology (Application Document 6.3, ES Appendix 7.2).	No
GNC18	Comments expressing concern that the Project would cause light pollution along the route when it is operational, including at the tunnel portals. Consultees say this would negatively impact local people and wildlife.	Kent Downs AONB Unit, Shorne Parish Council	Thurrock Council, London Borough of Havering	9	18	ES Chapter 7 explains any mitigation measures to minimise the landscape and visual effects of the Project, and also summarises all national, regional and local legislation directly or indirectly related to landscape and visual amenity. These mitigation measures are set out in the Project's Design Principles (Application Document 7.5), which is secured within Schedule 2 of the Applicant's draft Development Consent Order (Application Document 3.1).  During construction, night-time lighting would be designed, positioned and directed to prevent or minimise light disturbance to nearby residents. Hoarding would be erected to the boundary where visual screening is required, for example, when the construction worksite would be visible from or immediately adjacent to visual receptors such as residential properties, Public Rights of Way and recreational areas. Hoarding would	No

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						<p>typically be 2.4m high but could be higher. These requirements are secured in the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2).</p> <p>Once operational, only the junctions and approaches to the tunnel portals would be lit to preserve the rural and historic nocturnal character of the landscape along the Project route. Lighting would be minimised, controllable, directional and as low-level wherever it is reasonably practicable and safe to do so.</p>	
GNC19	Comments expressing concern that the quantity and type of materials and equipment used during the construction phase would negatively impact the environment and local communities.	HS1 Ltd, Natural England, Pinsent Masons LLP on behalf of Port of Tilbury London Limited, Health and Safety Executive	Thurrock Council	0	1	<p>The Applicant would seek to minimise impacts on local communities and the environment in its use of materials and equipment during construction.</p> <p>The Code of Construction Practice (CoCP) (Application Document 6.3 Environmental Statement (ES) Appendix 2.2) sets out the good practice measures that would be required to reduce the impacts from construction activities, including equipment. These include measures to reduce dust, noise and light pollution during construction, such as shutting off equipment and vehicles when not in use, spraying dust with water to minimise its impacts on air quality, and controlling the use of site lighting to minimise light spill into neighbouring areas.</p> <p>The assessment of material assets and waste is documented in ES Chapter 11: Materials Assets and Waste (Application Document 6.1). This sets out the measures that would be taken to reduce the impacts of importing materials to build the</p>	No



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						<p>Project and the mitigation measures, such as extensive recycling of waste, which would reduce the impacts on local people and the environment.</p> <p>The Applicant has committed to a target for the use of port facilities for bulk aggregates, which would reduce the quantity of aggregates imported on roads. These targets are now contained in the outline Materials Handling Plan of the CoCP (Application Document 6.3, ES Appendix 2.2, Annex B).</p> <p>In addition, the reuse of excavated materials onsite for landscaping, particularly at the two proposed areas of public recreational land at Chalk Park and Tilbury Fields, would reduce the number of Heavy Goods Vehicle journeys needed to remove materials on nearby roads. More information about how the Applicant would manage waste during the construction phase can be found in the outline Site Waste Management Plan of the CoCP (Application Document 6.3, ES Appendix 2.2, Annex A).</p> <p>As well as seeking to minimise localised environmental effects during construction, the Applicant is committed to controlling greenhouse gas emissions. These 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>	

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						<p>reduced the predicted 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 (Application Document 7.19) therefore provides a framework within which the Applicant and the appointed 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>For more information about the Applicant's assessment of the impact of the Project on climate and the proposed mitigation, see ES Chapter 15: Climate (Application Document 6.1).</p>	
GNC20	Comments expressing concern that noise pollution during the construction phase would be significant for local	-	Thurrock Council, London Borough of Havering	2	19	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	No

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	people, with concerns around the impacts to health and wellbeing.					<p>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.</p> <p>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.</p> <p>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 Construction Noise and Vibration Assessment (Application Document 6.3, ES Appendix 12.4), with these including night-time noise levels too. The charts show an averaged noise level for each month and are based on an indicative construction programme, which may be subject to change by the appointed Contractor.</p> <p>There is the potential for some significant noise and vibration impacts in some locations during the</p>	

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						<p>construction phase as a result of construction traffic and onsite activities. For more information, see ES Chapter 12. 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 in the Register of Environmental Actions and Commitments (REAC), which forms part of the CoCP.</p> <p>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 feasible and locating noisy activities as far away as practicable from noise-sensitive receptors, within the confines of the Project.</p> <p>Draft versions of the 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 in Section 14.4 of this report, along with an explanation as to how the Applicant has had regard to them.</p>	
GNC21	Comments expressing concern about security of the construction worksites, worker accommodation and construction compounds. Consultees express concern that	Emergency Services and Safety Partners Steering Group (ESSPSG),	-	2	2	Site security would work 24/7 around the compounds, Utility Logistics Hubs and other working areas. During construction, the Applicant would set challenging health, safety and wellbeing targets aligned to the Home, Safe and Well strategy (National Highways, 2019).	No

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	these sites could be vulnerable to intruders and request security measures are in place to reduce risk.					<p>Other security measures such as lighting would also be in place. Lighting to worksite boundaries would be provided, where needed and appropriate during construction.</p> <p>Site lighting would comply with the Institution of Lighting Professionals Guidance Note 1 for 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. These requirements are set out in the Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement (ES) Appendix 2.2).</p> <p>The Worker Accommodation Report (Application Document 7.18) provides information about the number of workers expected to be housed during the Project's construction phase and the type of accommodation that would be needed.</p>	
GNC22	Comments expressing concern that the construction of the Project would disrupt the local road network through an increase in construction traffic on local roads. Consultees say traffic disruption would reduce connectivity to local facilities for local communities. Some	Higham Parish Council	Gravesham Borough Council, London Borough of Havering, Kent County Council, Thurrock Council	0	23	The Applicant would seek to reduce the impacts of construction traffic on the road network as far as practicable. This would be achieved through design measures embedded in the Project, such as reducing Heavy Goods Vehicle movements on the road network through the reuse of excavated materials at Chalk Park, Tilbury Fields and elsewhere, and through measures to manage vehicle access to compounds such as dedicated haul roads and the use of the River Thames to import aggregates, where reasonably practicable.	No

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	<p>consultees requested traffic modelling for the construction phase.</p>					<p>For more information about these embedded measures see the outline Site Waste Management Plan (Application Document 6.3, Environmental Statement (ES) Appendix 2.2, Annex A) and the outline Materials Handling Plan (oMHP) (Application Document 6.3, ES Appendix 2.2, Annex B) of the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2).</p> <p>The Applicant has committed to a target for use of port facilities for the import of bulk aggregates. These targets are set out in the oMHP. The tunnel boring machine removal method and route would be selected by the appointed Contractor in accordance with the requirements of the Development Consent Order (DCO). Further discussions would take place with relevant stakeholders when the execution-level plans (the MHP and Traffic Management Plan for Construction (TMP) are being prepared).</p> <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. 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</p>	

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						<p>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 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 DCO (Application Document 3.1). The TMP would include information about traffic management measures such as temporary lane or road closures, traffic lights and 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 in Chapter 14 of this report, which also explains how the Applicant had regard to those comments.</p> <p>The Transport Assessment (Application Document 7.9) 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</p>	

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						<p>on the road network, including changes to existing traffic patterns as a result of predicted construction traffic movements.</p> <p>The Transport Assessment also includes traffic modelling derived from the indicative construction programme. It shows the predicted impacts as a result of construction traffic and traffic management measures on roads near the Project during the construction phase. The Applicant consulted on a qualitative summary of construction traffic impacts during the Community Impacts Consultation in July 2021.</p>	
GNC23	Comments expressing concern that the Project has been designed to encourage car use. Some consultees encourage the Applicant to commit to reducing car journeys by encouraging other, more sustainable forms of transport.	-	Thurrock Council	2	33	<p>The Scheme Objectives agreed between the Applicant and the Department for Transport include reducing congestion at the Dartford Crossing, as well as minimising adverse impacts on the environment and communities, 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 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).</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</p>	No
GNC24	Comments expressing concern that the Project would create many more vehicle journeys, negating the positive impacts of the Project on traffic flows. Some consultees use the example of the implementation and	-	Thurrock Council	6	73	<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</p>	No



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	expansion of the M25 as an example of increased capacity inducing demand for journeys.					connectivity with increased resilience, including for freight travelling to and from the Kent ports.	
GNC25	Suggestions that other infrastructure projects should be built ahead, or instead of, the Project. Consultees suggest improvements to public transport or to benefit active travel.	Kent Downs AONB Unit	-	11	134	<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>Strategic development of national transport infrastructure, such as public transport, are the responsibility of the Department for Transport (DfT), local authorities and in some areas, the Mayor of London.</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>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, 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 has developed proposals for maintaining, improving and upgrading the active travel network near the Project, through over 60km of new and upgraded walking, cycling and horse riding routes.</p>	No

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						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. For more information about the proposed walking, cycling and horse riding facilities, see the Project Design Report (Application Document 7.4).	
GNC26	Comments expressing concern that the Project would reduce existing connectivity and the wider transport network for local communities. Some consultees would like to see specific junctions on the wider network upgraded to ensure the Project's impact is mitigated.	HS1 Ltd, Pinsent Masons LLP on behalf of Port of Tilbury London Limited, Shorne Parish Council	Thurrock Council, Kent County Council, Essex County Council	1	2	Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).  While there would be negative impacts on traffic flow in some locations, the Applicant considers that no additional interventions are necessary beyond the proposals presented in the application for development consent. For more information about the impacts on the strategic road network (SRN) and local roads, see the Traffic Forecasts Non-Technical Summary (Application Document 7.8).  The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a	No
GNC27	Suggestions that there is a need to improve key points on the strategic road network to maximise the potential of the Project. Suggestions include improvements along the M2 and on the A229.	Pinsent Masons LLP on behalf of Port of Tilbury London Limited	Essex County Council, Tonbridge and Malling Borough Council, Kent County Council,	1	2		No

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

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GNC28	<p>Comments expressing concern that the alignment of the Project would not meet its objectives, with previous options being dismissed without proper consideration.</p> <p>Some consultees raise other design concerns such as that the capacity of the Project would be insufficient to meet increased demand and the lack of a Tilbury Link Road.</p>	Port of London Authority	London Borough of Havering, Thurrock Council, Gravesham Borough Council, Kent County Council	7	44	<p>The Applicant, and the Department for Transport before it, has carried out thorough investigations into Project options, including different route alignments and junction locations.</p> <p>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. These options have been the subject of a substantial, iterative consultation process.</p> <p>Further commentary on the assessment and selection of alternatives can be found in Environmental Statement (ES) Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1), as well as in the Planning Statement (Application Document 7.2).</p> <p>The Project proposals submitted in the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (National Highways, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022. The Project's designs have been tested against traffic modelling at appropriate stages of development and the number of lanes and the capacity of junctions have been found to be suitable. More information about traffic modelling predictions can be found in the Traffic Forecasts</p>	No

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						<p>Non-Technical Summary (Application Document 7.8).</p> <p>In 2017, the Applicant considered an option to provide a direct link road between the then-proposed Tilbury junction and the Port of Tilbury. However, this link was discounted because traffic modelling highlighted a number of drawbacks to the potential design at Tilbury and the A13, including unnecessary delays to freight journeys and significant impacts on local roads.</p> <p>During the Local Refinement Consultation in May 2022, the Applicant consulted on revised access arrangements between the proposed Tilbury Viaduct and the North Portal. These have been designed to facilitate future development if required. For more information about the Tilbury Link Road, see the Project Design Report (Application Document 7.4).</p>	
GNC29	Comments expressing a lack of trust that the Project would be delivered as proposed.	-	-	1	9	The Applicant would be required to deliver the Project in line with the specifications and commitments set out in the Development Consent Order (DCO).	No

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						<p>The Applicant's draft DCO sets out the documents that are secured within it, meaning the commitments within those documents are obligatory. These documents include, but are not limited to, the Code of Construction Practice (CoCP) (Application Document 6.3, Environmental Statement (ES) Appendix 2.2) and the Register of Environmental Actions and Commitments (which forms part of the CoCP). The CoCP also includes the outline Site Waste Management Plan (Application Document 6.3, ES Appendix 2.2, Annex A) and the outline Material Handling Plan (Application Document 6.3, ES Appendix 2.2, Annex B). These documents set out many of the commitments that would apply during the construction phase.</p> <p>In addition, the Land Plans (Application Document 2.2), the Design Principles (Application Document 7.5) and the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) are some of the documents that set out how the Project must be delivered once complete.</p>	
GNC30	Comments expressing concern that the alignment of the Project is not suitable. Some consultees say the Project would be better being located further east from the Dartford Crossing.	Higham Parish Council, Shorne Parish Council	Gravesham Borough Council	13	79	The Applicant, and the Department for Transport before it, has carried out thorough investigations into Project options, including different route alignments and junction locations. 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,	No

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						<p>including how well they fulfilled the Scheme Objectives.</p> <p>In 2009, there were five potential locations for an additional Thames crossing under consideration, labelled A to E. Location D, linking the M2 to Canvey Island, and Location E, linking the Isle of Grain to Southend-on-Sea were appraised as part of a 2009 feasibility study. 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. These options have been the subject of a substantial, iterative consultation process.</p> <p>Further commentary on the assessment and selection of alternatives can be found in Environmental Statement (ES) Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1) and in the Planning Statement (Application Document 7.2).</p>	
GNC31	Comments expressing concern that the Project would be unsafe for local communities and road users, with concerns including the potential for increased traffic flows to impact emergency services.	-	Thurrock Council	1	2	The Project proposals submitted in the application for development consent have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) (Highways England, 2019) standards published in July 2019, with the designs being reviewed against all standards published since that date, up to March 2022.	No
GNC32	Comments expressing concern about the design of the Project once it is	-	-	0	15		No

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	operational. Some consultees raise concerns about the safety of the Project, calling for improved emergency access routes and increased spaces on verges in case of vehicle breakdowns.					<p>The Project's designs have been tested against traffic modelling at appropriate stages of development and the number of lanes and the capacity of junctions have been found to be suitable and the Project would provide safe, efficient and comfortable journeys for all road users, including emergency services.</p> <p>The designs would include features, such as the parallel connector roads on the A2/M2 and the relocated off-slip linking the M25 northbound traffic to junction 29, which would reduce the likelihood of unsafe lane changes (weaving). Speed limits within the tunnel and along the route would be enforced using the latest available technology. On the open road sections of the Project, enforcement is expected to be via speed detection cameras and police patrols.</p> <p>The route, including the tunnels, would be designed to provide a high level of safety for all road users.</p> <p>More information about traffic modelling predictions can be found in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant has worked closely with emergency services, which has resulted in the Applicant providing dedicated access points so that emergency services can quickly access the new road from the existing road network.</p>	
GNC33	<p>Comments expressing concern that implementing the Project would increase congestion, which would reduce road safety. Some consultees say the Project would put an increased strain on emergency services.</p> <p>Some consultees claim the Project's design is too complicated, leading to weaving traffic, speeding and more collisions.</p>	Kent Downs AONB Unit, Transport for London	Thurrock Council	6	29		No



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						<p>Following further engagement with emergency services, the Applicant has revised the locations of the rendezvous points located near the tunnel portals. These are designated areas that allow controlled access for emergency services in the event of an incident. The Applicant consulted on these locations during the Local Refinement Consultation in May 2022.</p> <p>Information about the Applicant's engagement with the emergency services can be found in the Statement of Engagement (Application Document 5.2).</p> <p>The Project design features advanced safety systems and design features including places of safety for road users in an emergency.</p>	
GNC34	Comments expressing concern about the use of 'smart' motorway technology in the Project. Some consultees note that smart motorways have been paused due to safety concerns. Some consultees say road users ignore electronic signage above the carriageways.	-	-	2	16	<p>The Project would be designated an all-purpose trunk road (APTR), which is a type of A-road, similar to existing major multi-lane roads such as the A13. The Project would be designated the A122. The Project is being designed to the requirements set out in National Highways' Design Manual for Roads and Bridges GD 300 'Requirements for new and upgraded all-purpose trunk roads (expressways)', which introduces best-in-class design and technology interventions for a dual carriageway A-road. Where electronic signs proscribe activity, such as driving in a red-X lane, it is illegal to ignore the prompt under the UK's traffic legislation, as set out in the Highway Code (Rule 258). The Project would include technology for the detection of motorists</p>	No

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						exceeding mandatory speed limits and for red-X violations, allowing the police to enforce these.	
GNC35	<p>Comments expressing concern about the utility works proposed as part of the Project. Concerns include those saying the Applicant would complete utility works and then the network owner would complete further works, creating an inefficient use of taxpayer money.</p> <p>Some consultees expressed concern about moving a high-pressure gas pipeline closer to Orsett and that access rights for utilities would impede developers in areas such as Muckingford Road and South Ockendon.</p>	Health and Safety Executive, HS1 Ltd, Shorne Parish Council, Forestry England	Thurrock Council, London Borough of Havering, Gravesham Borough Council	6	8	<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 avoiding duplication or inefficiencies. 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 the Construction Supporting Information (Application Document 6.3, ES Appendix 2.1).</p> <p>As set out during the Local Refinement Consultation in May 2022, the Applicant is proposing to change the route of a gas pipeline diversion to avoid a scheduled monument and veteran tree west of Orsett and to reflect updated construction knowledge since the original proposals. This results in minor changes to the Order Limits along the length of the diversion route, which would reduce the area needed for works overall by approximately 2ha. This change responds to feedback from Cadent Gas and addresses concerns raised by the public about impacts to veteran trees. The proposals for the pipeline's construction and operation have considered the proximity and safety of local residents, are in accordance with</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>all relevant design guidance and legislation, and are subject to consultation with the Health and Safety Executive.</p> <p>With regards to limits on land use near Muckingford Road and South Ockendon, permanent rights of access would be required in some areas for the operation and maintenance of the utility network by the relevant companies.</p> <p>North of Muckingford Road, following the Community Impacts Consultation in July 2021, and ongoing engagement with UK Power Networks, the Applicant is now proposing a new way of delivering the diversion of electricity lines in this location. This is because more detailed investigations have shown that what was previously proposed would be incompatible with the existing infrastructure in this location.</p> <p>It is now proposed that residents of Linford would see a new type of pylon replacing an existing one and would continue to see approximately 300m of existing overhead power lines that were previously proposed to be laid underground. There would not be a significant change in visual effects, compared with the existing situation.</p> <p>At junction 29 of the M25, following discussions with the utility company (Cadent Gas), a solution has been identified to avoid diverting a high-pressure gas pipeline to the south-east of junction 29. The updated proposal addresses concerns raised by the landowner about potential</p>	

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						<p>impacts on future development. It also removes the proposed substation on North Road. This change would require the relocation of the Warley Street compound to the east of its previously proposed location, due to its proximity to the retained pipeline.</p> <p>At South Ockendon, the Applicant had previously proposed a diversion of the gas pipeline that supplied Barking Power Station. This proposal, following engagement with the pipeline owner, has been revised to the capping off and removing of sections of the pipeline that the Project interfaces with. This has resulted in a reduced land requirement in the area, as presented at the Local Refinement Consultation, and would remove any associated restrictions on the land use for that asset.</p>	
GNC36	Comments expressing concern that the Project lacks sufficient walking, cycling and horse riding provision. Consultees express concern that existing routes for active travel would be removed or severed, and that replacement routes would be inadequate. Some consultees called for the Applicant to accommodate	Shorne Parish Council, Kent Downs AONB Unit, Transport for London	Thurrock Council	3	21	<p>The Project would promote active travel through the provision of over 60km of new and upgraded walking, cycling and horse riding routes, which would be delivered across Kent, Thurrock, Brentwood and Havering. The Project would deliver almost 3km of new Public Rights of Way for every 1km of new road.</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. Where replacement special category land is proposed, such as at Shorne Woods Country Park</p>	No

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	<p>electric cycles or e-scooters in the Project.</p> <p>One consultee expresses concern that the latest proposals would impact their proposed property development, particularly the proposed walking, cycling and horse riding track along Dennis Road and West Road, which they say could limit future access development on their land to the north of Dennis Road. They suggest alternative locations for the walking, cycling and horse riding route.</p>					<p>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>Electric cycles – those that meet the requirements to be classed as electrically assisted pedal cycles – can use any route on which normal pedal bikes are permitted. These electric cycles are speed-restricted and are compatible with the needs of walkers, cyclists and horse riders.</p> <p>E-scooters currently are classed as 'powered transporters' and are treated as motor vehicles, but most do not meet minimum requirements for legal road use, such as rear lights. The Government is trialling their use with a view to future legislation permitting e-scooters on roads.</p> <p>The alignment of the proposed walking, cycling and horse riding route along Dennis Road has been chosen because it provides a useful and safe off-road link between South Ockendon and Thames Chase Forest Centre. The Applicant is in discussions with the landowner about any future access arrangements once the proposed walking, cycling and horse riding route is in place.</p>	
GNC37	Comments expressing concern about the cost of the Project, saying estimates for cost are	Shorne Parish Council	Thurrock Council, Gravesham Borough Council	19	148	The Project's Scheme Objectives are set out in the Need for the Project (Application Document 7.1). These include reducing congestion at the Dartford Crossing, while also maintaining value for money for the Government. The costs of the	No

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	excessive in the current financial climate.					Project's construction and operation are considered at every stage of the design process.	
GNC38	<p>Comments expressing concern about the Project on the grounds that it would not provide value for money. Some consultees say the Project would only reduce traffic at the Dartford Crossing by 4%, which would be a poor return on the investment.</p> <p>Some consultees say the Project costs would be better invested into healthcare sector or tackling the cost of living crisis.</p>	-	Thurrock Council	10	32	<p>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.</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. The Scheme Assessment Report, produced to inform the Non-Statutory Consultation, reported that Route 3 had the highest BCR, would provide the shortest route, the greatest improvement to journey times and would have the lowest environmental impact of the three options. Of the options presented at the Non-Statutory Consultation, Route 3 also proved to be the most popular.</p> <p>More information about the costs and benefits of the Project can be found in the Economic Appraisal Package (Application Document 7.7, Combined Modelling and Appraisal Report, Appendix D).</p> <p>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</p>	No

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						<p>Project in place, traffic flows at the Dartford Crossing are predicted to remain below current levels for the foreseeable future.</p> <p>Average speeds on that part of the network would rise and journey times would become more reliable. More information about traffic flows can be found in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p> <p>The Applicant's remit is to manage the strategic road network and is limited within this Project to the fulfilment of the Scheme Objectives. Spending on healthcare and addressing the cost of living are the responsibility of other Government departments and agencies.</p>	
GNC39	<p>Comments expressing concern that the proposed charge to use the Project, saying it would discourage motorists. Some consultees say the crossing should be free, while others express concern that residents in some local authorities such as Havering, would not qualify for a Local Residents' Discount scheme, despite being negatively impacted by the Project.</p>	-	Thurrock Council	2	12	<p>A charge at the Lower Thames Crossing, in conjunction with the existing charging regime at the Dartford Crossing, would enable the effective operation of both crossings and the wider strategic road network and local road network. If there was no charge for using the Lower Thames Crossing, this would lead to higher overall demand and traffic taking longer routes than would otherwise be necessary.</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.</p> <p>It is also expected that a Local Residents' Discount Scheme, on the same terms as</p>	No

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GNC40	Suggestions that there should be discount schemes for certain users of the crossing, such as electric vehicle users, or that the crossing should be free to all users. There are also suggestions that local residents in Dartford, Thurrock, Gravesham and Havering should be part of the Project's Local Residents' Discount Scheme.	-	Gravesham Borough Council, London Borough of Havering	2	5	Dartford, would apply to those living in the local authorities in which the Project's tunnel portals are located, which are Gravesham and Thurrock.  There are no plans to make electric vehicles (EVs) exempt from crossing charges because it is expected that, by lowering or removing the charge, more traffic would be likely to use the new route, with the potential for increased congestion at the crossing and its approaches.  More information about the charging regime, including the Local Residents' Discount Scheme, can be found in the Road User Charging Statement (Application Document 7.6).	No
GNC41	Suggestions that charges to use the Project should be high enough to discourage increased vehicle use.	-	-	1	1		No
GNC42	Comments expressing concern about the impact of the Project on jobs in the areas. Some consultees say the Applicant would not meet commitments on employment and upskilling, and that any jobs provided would be short-term.	-	Gravesham Borough Council, Thurrock Council, Kent County Council	2	8	The Project would negatively impact some local businesses and, this has been assessed by the Applicant in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3), with ES Chapter 13: Population and Human Health (Application Document 6.1), setting out the impacts and proposed mitigation to reduce impacts. The Statement of Reasons (Application Document 4.1) sets out the reasons why each land parcel is required to implement the Project's construction and operation.	No



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	Other concerns are about the economic impact of the Project, with some saying the closure of local recreational facilities would reduce employment locally.					Overall, it is expected that the Project would have a positive impact on businesses and jobs in the region during its construction and operation.  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.	
GNC43	Comments expressing concern that the Project would have adverse impacts on local businesses, both during the construction and operational phases. Some consultees say increased congestion would make businesses relocate.	Forestry England, Southern Water	Thurrock Council, Gravesham Borough Council	14	24		No
GNC44	Comments expressing concern about the Project's economic benefits, with some consultees saying the Applicant's claims with regards to positive impacts are misleading.	-	Thurrock Council	2	5	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.	No

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						<p>Once the Project is operational, road users in Kent who travel along parts of the A2, M25 and M20, and who use the 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>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.</p> <p>With regards to congestion affecting businesses, SELEP local authorities north and south of the River Thames are forecast to receive substantial transport user benefits, which are mainly journey time savings and productivity benefits.</p> <p>More information about the costs and benefits of the Project can be found in the Economic Appraisal Package (Application Document 7.7, Combined Modelling and Appraisal Report, Appendix D).</p>	

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GNC45	Comments expressing concern that the assessments carried out as part of the Project, including air and noise impact assessments, are inadequate and outdated. Some consultees consider other impact assessments inadequate, including the impact on ancient woodland and local wildlife habitats. Some consultees also express concern that there would be no monitoring of air and noise impacts.	-	Thurrock Council, London Borough of Havering	7	12	<p>The impact assessments and proposed mitigations that the Applicant has developed are up-to-date and based on detailed and robust methodologies developed through industry best practice and engagement with key stakeholders such as Natural England.</p> <p>After the Community Impacts Consultation in July 2021, the Applicant revised its assessment of nitrogen deposition on sensitive habitats. This was in line with emerging science and after discussions with Natural England. The latest assessments include an assessment of ammonia from vehicle emissions, as well as nitrogen oxides. These revised assessments found significant impacts on designated habitats during the Project's operational phase. There were no predicted impacts from nitrogen deposition during construction and no impacts on human health.</p>	No
GNC46	General comments expressing concern that the Applicant's mitigation measures would be insufficient and inadequate. Areas of concern include air and noise pollution, along with flood risk.	Kent Downs AONB Unit, Shorne Parish Council, Forestry England	Kent County Council, Thurrock Council, Tonbridge and Malling Borough Council, London Borough of Havering	7	22	<p>The Applicant's Environmental Impact Assessment (EIA) is presented in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). This sets out the Project's impacts on the environment during construction and operation, as well as the proposed mitigation. More information can be found in the topic-specific chapters of ES Chapter 5: Air Quality; ES Chapter 8: Terrestrial Biodiversity; ES Chapter 12: Noise and Vibration; and ES Chapter 14: Road Drainage and the Water Environment (Application Document 6.1).</p>	No

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						<p>As well as being described in the ES, the mitigation measures proposed during the construction phase of the Project 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. Mitigation measures for the operational phase are described in the ES.</p> <p>There are no predicted impacts on flood risk during construction or operation. The Applicant is satisfied that the Project's impacts with regards to air and noise have been reduced to acceptable levels given the requirements and objectives of the Project.</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, near the Project stay within agreed limits compared with baseline levels assessed before construction started.</p> <p>The Applicant is not proposing to carry out monitoring of air quality and noise once the Project is operational. Air quality monitoring is not required based on the assessments of the Project's impacts during the operational phase. Noise monitoring once the Project is operational is not recommended by the Design Manual for Roads and Bridges because it is unreliable and would not be carried out for this reason. However, checks would be made to ensure noise</p>	

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						mitigations measures, such as noise barriers, have been correctly installed and are functioning properly.	
GNC47	Comments expressing concern that the Project would negatively impact on the water table and would pose a flood risk. Consultees raise concerns that the flood risk would increase along the route, with reference to the flood plains on Tilbury Fields, the tunnel portals, and say that proposals would impact drainage and surface water runoff land along the route. Some consultees also highlight concerns that particles would contaminate local water.	Shorne Parish Council, Pinsent Masons LLP on behalf of Port of Tilbury London Limited, HS1 Ltd	-	4	19	<p>The impacts on flood risk and water management during construction and operation are assessed in 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 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> <p>The proposals have been designed to meet the policies in the National Policy Statement for National Networks and National Planning Policy Framework. 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 (CFSAs). 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</p>	No

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						<p>assessments and mitigations include the projected effects of climate change.</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>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 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>	

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						<p>ES Chapter 14 also 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, removing any particles or substances that could harm local water supplies. It also sets out how any waste water from construction would be managed. Commitments to pollution control systems designed in line with Control of Water Pollution from Construction Sites C532 (CIRIA, 2001) are secured in the Register of Environmental Actions and Commitments, which is part of the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2).</p> <p>The Water Framework Directive (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 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 or operation.</p>	
GNC48	General comments expressing concern that the Project would have adverse impacts on the	-	Kent County Council,	21	159	Minimising adverse impacts on the environment during construction and operation is one of the Scheme Objectives agreed between the Applicant and the Department for Transport, and	No

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	environment. Consultees comment that the Project would cause further environmental harm and pollution than already experienced along the route.		Thurrock Council			the Project has been developed accordingly. The route has been designed to provide an appropriate balance between the need to reduce environmental impacts during construction and operation, while still fulfilling the other Scheme Objectives as set out in the Need for the Project (Application Document 7.1), including the need to reduce congestion at the Dartford Crossing, and complying with relevant legislation.	
GNC49	Comments expressing concern that the Applicant has exaggerated the effectiveness of environmental mitigation measures to overstate the Project's green credentials. Consultees say the latest proposals would not be effective in offsetting the environmental impacts.	-	Thurrock Council	5	23	<p>The Applicant has carried out an Environmental Impact Assessment (EIA), which is reported in the Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3). 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>The impact assessments and proposed mitigations that the Applicant has developed are up-to-date and based on detailed and robust methodologies developed through industry best practice and engagement with key stakeholders such as Natural England.</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 other topic areas – cultural heritage, landscape and visual, noise and vibration, and population and human health – there are predicted to be</p>	No



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						<p>some significant impacts during the Project's construction and operation, while in further topics areas – terrestrial biodiversity, geology and soils, and materials assets and waste – there would be impacts only during the construction phase.</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 Applicant's Environmental Statement Non-Technical Summary (Application Document 6.4).</p>	
GNC50	<p>Comments expressing concern that the Project would increase noise pollution and vibration along the route.</p> <p>Consultees express concern about the methodology of the noise pollution assessments, saying these lack up-to-date information.</p> <p>Some consultees express concern that increased vibrations from the Project would undermine the structure of old buildings such as local churches.</p>	Shorne Parish Council, Kent Downs AONB Unit	London Borough of Havering, Thurrock Council	21	1,486	<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> <p>These impacts have been mitigated as far as reasonably possible by designing the road low in the environment, using embedded earthworks, and installing noise barriers and low-noise</p>	No

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						<p>surfacing. More information about the operational mitigation measures can be found in Operational Road Traffic Noise Mitigation (Application Document 6.2, Environmental Statement (ES) Figure 12.7).</p> <p>There are no significant vibration impacts predicted during operation. More information on noise and vibration impacts is provided in ES Chapter 12: Noise and Vibration (Application Document 6.1). The impacts of noise and vibration on heritage assets, such as listed buildings, is set out in ES Chapter 6: Cultural Heritage (Application Document 6.1), along with any proposed mitigation.</p> <p>The study area for the operational noise assessment has been defined in accordance with the guidance in the Design Manual for Roads and Bridges, which recommends measuring noise levels up to 600m from the affected routes. The noise and vibration assessments used information from the Project's traffic modelling, which has been carried out according to the Government's the latest transport analysis guidance (Department for Transport, 2021) and is as reliable and accurate as possible within the limits of the discipline.</p>	
GNC51	Comments expressing concern that the Project would undermine the visual amenity of the local landscape, including an	Forestry England, Shorne Parish Council	London Borough of Havering	2	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	No

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	<p>Area of Outstanding Natural Beauty, and that this would not be sufficiently mitigated against with planting.</p> <p>Consultees also comment that the height of the route would make the visual impact more noticeable, and that the visual representations within the latest proposals fail to adequately demonstrate the final impact of the Project.</p> <p>There are also concerns about the visual impact of changing the proposed flood protection at the North Portal from earth bunds to concrete retaining walls.</p>					<p>Documents 6.1, 6.2 and 6.3). ES Chapter 7: Landscape and Visual (Application Document 6.1) presents the Applicant's assessment of the visual impacts of the Project on the surrounding landscape during construction and operation, while setting out the relevant mitigation measures.</p> <p>The Project has been designed so that 80% of it would be below ground in either a tunnel, cutting or false cutting. These measures are secured by the relevant plans such as the Engineering Drawings and Sections (Application Document 2.9) and Design Principles (Application Document 7.5).</p> <p>Structures, earthworks and compensatory planting, such as woodlands, would be designed to screen or complement the existing landscape, reducing the Project's impacts once it is operational. In the Kent Downs Area of Outstanding Natural Beauty enhanced structures would provide additional mitigation. These mitigation measures are set out in the Environmental Masterplan (Application Document 6.2, ES Figure 2.4) and in the Design Principles (Application Document 7.5). The commitments within the Environmental Masterplan and Design Principles are secured within the draft Development Consent Order (Application Document 3.1).</p> <p>There would be minimal visual impact from using concrete retaining walls rather than earth bunds on the approach to the North Portal because</p>	

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						these would only be visible to motorists entering the tunnel. This change was consulted on during the Local Refinement Consultation in May 2022.	
GNC52	Comments expressing concern that the Project would have adverse impacts on wildlife and habitats, including rare species. Consultees express concern that these impacts would occur from a rise in noise, air and light pollution, along with disruption to habitats. One consultee expresses concern that species translocation could introduce dangerous animals into receptor sites near residential properties.	Higham Parish Council, Kent Downs AONB Unit	London Borough of Havering, Thurrock Council	17	1,577	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. 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 how all the relevant flora and fauna have been valued and assessed. ES Chapter 8 describes the predicted impacts on biodiversity and the Applicant's proposals to mitigate those impacts during construction and operation. ES Chapter 5: Air Quality; Chapter 7: Landscape and Visual; Chapter 12: Noise and Vibration (Application Document 6.1) also include assessments as to how noise, air and light pollution would impact habitats and wildlife and how those impacts would be mitigated.	No
GNC53	Comments expressing concern that the Project would have an adverse impact on Sites of Special Scientific Interest (SSSIs). Consultees express concern that damaging these sites would have a negative impact on the habitats and wildlife within them.	Shorne Parish Council, Forestry Commission, Kent Downs AONB Unit	-	4	1,451		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>ES Chapter 8 also describes the Applicant's proposals to create new habitats, build green bridges, and introduce landscaping measures. It also explains what measures would be implemented to reduce adverse effects in each area.</p> <p>The Environmental Masterplan (Application Document 6.2, ES Figure 2.4) and Design Principles (Application Document 7.5) present the mitigation measures that are embedded in the design to ensure any long-term impacts on habitats and wildlife are minimised. The commitments in the Environmental Masterplan and Design Principles are secured through the draft Development Consent Order (draft 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>There is also predicted to be some habitat deterioration as a result of nitrogen deposition caused by vehicle emissions once the Project is operational. During the Local Refinement Consultation in May 2022, the Applicant consulted on a package of compensatory land, which would be converted into new habitats to offset the impacts on existing habitats.</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Overall, across the Project the Applicant would seek to increase the value of the area's habitats and biodiversity. This would be achieved by planting compensatory woodlands, grassland, hedgerows, along with 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>Species translocation involves moving animals to newly created habitats because their existing ones would be subject to removal or interference as a result of the construction or operation of the Project. The protected species that would be moved include great crested newts, dormice and water vole. None of the protected species that are being relocated poses any threat to humans or pets. For more information about the proposed translocation mitigation measures, see ES Chapter 8.</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 Sites of Special Scientific Interest (SSSIs), Ramsar site and 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>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
GNC54	Comments expressing concern about the financial compensation offered by the Applicant to property owners. Some consultees say the proposed payments are insufficient and would leave them unable to buy an equivalent property.	-	Thurrock Council	4	1	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 Project. 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, including businesses, potentially affected or that would require demolition.	No
GNC55	Suggestions that there should be proportionate compensation given to those affected by the Project. Consultees say generous financial compensation should be provided to residents who would be impacted by increased pollution during the construction and operation of the Project. Some consultees suggest that compensation should be awarded to local businesses who might suffer losses due to construction.	HS1 Ltd	Thurrock Council	3	9	All parties with an interest in land that would be impacted by the Project are able to enter into voluntary discussions with the Applicant to reach agreement regarding their interests.  Since the Preferred Route Announcement in 2017, owner-occupiers of residential properties within the Order Limits have been able to ask the Applicant to purchase their properties by serving a Blight Notice under the Town and Country Planning Act 1990 (as amended). The Applicant has received a number of Blight Notices and is processing these. More information about the blight process can be found in the booklet Your Property and Blight (National Highways, 2022).  The Applicant has also written to residents near the route regarding compensation that may be available to them due to the effects on their	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>property from the Project once it is opened and has been in operation for a year.</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 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 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 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>	
GNC56	Comments expressing concern that the Project is not needed. Some consultees express concern that no convincing	-	-	0	12	The Scheme Objectives for the Project were agreed between the Applicant and the Department for Transport and are set out in the Need for the Project (Application Document 7.1). These objectives include the requirement to	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	business case has been presented to show the Project's long-term benefits.					<p>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>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>The 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 Applicant carries out periodic reviews to ensure costs are controlled. The budget is also subject to close scrutiny by the Department for Transport, whose objectives include that the Project be affordable to Government and users, and to achieve value for money.</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. The Scheme Assessment Report, produced to inform the Non-Statutory Consultation, reported that Route 3 had the highest BCR, would provide the shortest route, offered the greatest improvement to journey times and would have the lowest environmental impact of the three options. Of the options</p>	

Code	Summary of issue(s) raised	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 at the Non-Statutory Consultation, Route 3 also proved to be the most popular.</p> <p>More information about the costs of the Project can be found in the Economic Appraisal Report (Application Document 7.7, Combined Modelling and Appraisal Report, Appendix D). The Appraisal Summary Table within the Economic Appraisal Package (Application Document 7.7, Appendix D) summarises the Project's cost and benefits, while the Economic Appraisal Report provides more information about the appraisal methods and results. Information about the Scheme Objectives can be found in the Need for the Project (Application Document 7.1).</p>	
GNC57	<p>Comments expressing concern about the traffic modelling used to support the Project. Some consultees say the data for the modelling is out of date and does not accurately represent future traffic trends.</p> <p>Some consultees say modelling fails to account for the changing socio-political events, with COVID-19, global conflict, and climate change changing traffic behaviour.</p>	Higham Parish Council, Shorne Parish Council, Transport for London	London Borough of Havering, Thurrock Council, Gravesham Borough Council, Medway Council, Tonbridge and Malling Borough Council	7	54	<p>The Applicant's traffic modelling has been carried out according to the latest Department for Transport (DfT) transport analysis guidance (TAG) and is as up-to-date, reliable and accurate as possible within the limits of the discipline. The Project's transport model (the Lower Thames Area Model or 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.</p> <p>The traffic modelling submitted as part of the application for development consent predicts that, compared with the situation without 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
GNC58	Comments expressing concern that the Project would not meet its objectives to reduce the congestion at the Dartford Crossing and to support sustainable development and regional economic growth.	Shorne Parish Council	Thurrock Council	24	158	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. More information about traffic flows can be found in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).	No
GNC59	Comments expressing opposition to the Project, saying it should be cancelled regardless of the latest proposals.	Pinsent Masons LLP on behalf of Port of Tilbury London Limited, Shorne Parish Council	Thurrock Council, London Borough of Havering	60	1,702	<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>Overall, the transport benefits of the Project 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</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						Objectives and its transport benefits, see the Need for the Project (Application Document 7.1). There is no evidence that recent changes and events such as COVID-19, global conflict, and climate change remove the overall need for the Project.	
GNC60	Comments expressing concern that the Project is unnecessary. Some consultees say demand for new roads has decreased due to COVID-19 with more people working from home. Others cite increasing fuel prices, Brexit, population decline, and a growing awareness of climate change as reducing the need for new roads.	-	Thurrock Council	5	59	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 agreed.  There is no evidence that recent developments such as home-working, fuel prices, Brexit, population decline or climate change remove the need for the Project or negate its benefits. While the COVID-19 pandemic did result 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
GNC61	Comments expressing concern that the Project is being implemented primarily to generate profits for the Applicant.	-	-	5	23	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	No

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GNC62	Suggestions for uses for the revenue from the charge for using the Project, such as setting up educational, cultural and recreational initiatives in local communities. Some consultees ask who would benefit from the charge revenue once construction costs are recovered.	-	-	2	1	Statement for National Networks (Department for Transport, 2014).	No
GNC63	Comments expressing concern that the Project would negatively impact traffic and congestion. Consultees say the local area is already congested, and that the latest proposals would simply move traffic to a new area or increase congestion.	Cobham Parish Council, Royal Mail, Higham Parish Council, Shorne Parish Council	Dover District Council, Thurrock Council, Brentwood Borough Council, Essex County Council, Kent County Council, Gravesham Borough Council	24	139	<p>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 Dartford Crossing are predicted to remain below current levels for the foreseeable future.</p> <p>Overall, the transport benefits of the Project clearly and significantly outweigh the negative impacts on the road network, with the Project fulfilling the Scheme Objective to relieve the congested Dartford Crossing and approach roads, improving their performance by providing additional free-flowing north-south capacity across the River Thames. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1).</p>	No

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

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>authorities, which would begin one year before the tunnel area opens.</p> <p>National Highways 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, 2015)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.</p>	
GNC64	<p>Suggestions that improvements should be made to the existing Dartford Crossing instead of building the Project. Consultees suggest adding additional tunnels adjacent to the current Dartford Crossing, as this area would be more suited to increased traffic than areas such as Thurrock. Some consultees suggest expanding the Dartford Crossing as well as implementing the Project.</p>	Higham Parish Council	-	6	42	<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 Project's Scheme Objectives.</p> <p>The Scheme Objectives 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 agreed.</p> <p>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</p>	No
GNC65	<p>Suggestions that the Project should be built further east, including linking it to the A130, A12,</p>	-	-	2	22		No

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	and A127. Consultees also suggest locating the Project at alternative locations such as Sheppey, Medway or Pitsea to Canvey Island.					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.	
GNC66	Suggestions that the Project should be built further west, in particular that 'Option A14' be revisited at Dartford, with a view to making the M25 a complete circuit. Other suggestions include a route from Swanley through Essex, a route through east London, or at the Swanscombe Peninsula.	-	-	6	41	The Non-Statutory Consultation in January 2016 consulted on 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).  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. 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.	No
GNC67	Suggestions for alternative locations for a new crossing, with consultees suggesting linking the M20 to the M25, building a tunnel in an alternative part of the country, plus other requests to build on brownfield sites and find a less environmentally impactful solution.	-	-	4	19	Due to the existing constraints at the Dartford Crossing, improvements to the existing infrastructure and management, while improving	No



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						<p>traffic flow, would not provide the additional capacity needed to relieve the congested Dartford Crossing and its approach roads.</p> <p>The Project would also provide an alternative to the Dartford Crossing if the crossing is closed due to an incident or poor weather.</p> <p>Designing the crossing as a tunnel instead of a bridge reduces the environmental and community impacts and 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.</p> <p>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 Dartford Crossing are predicted to remain below current levels for the foreseeable future.</p>	
GNC68	<p>Suggestions for measures that should be adopted during the construction phase of the Project. These include suggestions for how the Applicant should best transport materials and waste, that construction workers should use active travel for</p>	<p>Port of London Authority, HS1 Ltd, Pinsent Masons LLP on behalf of Port of Tilbury</p>	<p>Thurrock Council</p>	3	12	<p>The assessment of material assets and waste is documented in Environmental Statement (ES) Chapter 11: Material Assets and Waste (Application Document 6.1). The Applicant has produced an outline Site Waste Management Plan (oSWMP) (Application Document 6.3, ES Appendix 2.2, Annex A) which is part of the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2). The Applicant's outline Materials Handline Plan (oMHP)</p>	No

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	<p>commuting, and that the Applicant should adhere to approved standards for the safety and security of staff working on the Project's construction.</p>	<p>London Limited</p>				<p>(Application Document 6.3, ES Appendix 2.2, Annex B), also part of the CoCP, provides further information as to how materials would be moved efficiently and with the least impact on local people as is reasonably practicable, either via mitigation embedded in the design (such as the reuse of material at Chalk Park and Tilbury Fields) or via commitments to the use of ports for importing aggregates. Commitments within the oSWMP and oMHP are secured within the draft Development Consent Order (draft DCO) (Application Document 3.1).</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 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 in Chapter 14 of this report, 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>A key aim of the FCTP is to minimise adverse local disruption or traffic impacts on the highway</p>	

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						<p>network from worker and visitor travel to and from construction worksites and compounds. This would be achieved by reducing the number of single-occupancy vehicle trips and encouraging the uptake of sustainable and active modes of travel. Measures to encourage walking, cycling and sustainable transport include providing footways for pedestrians, controlling parking at compounds, and providing shuttle buses for workers from existing transport hubs.</p> <p>Site security would work 24/7 around the compounds, Utility Logistics Hubs and other working areas. Other security measures such as lighting would also be in place. Lighting to site boundaries would be provided, where needed and appropriate during construction, as set out in the CoCP.</p> <p>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> <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</p>	

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						and wellbeing targets aligned to the Home Safe and Well strategy (National Highways, 2019).	
GNC69	Suggestions that the Applicant monitors the impact of the Project throughout the construction and operational phases, saying monitoring should evaluate the environmental and traffic impacts of the Project.	-	Essex County Council	0	1	<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>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, near the Project stay within agreed limits compared with</p>	No

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						<p>baseline levels assessed before construction started.</p> <p>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 once the Project is open, and no likely significant effects have been identified for noise or air quality in relation to human health.</p>	
GNC70	Suggestions that additional lanes should be incorporated into the Project design. Some consultees say there should be a minimum of four lanes and a hard shoulder per carriageway to allow for future traffic flows.	Metropolitan Police Service (MPS)	Thurrock Council, Kent County Council	0	5	<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 would be carried out by the Applicant's appointed Contractors in accordance with the DMRB standards published at the time of detailed design. These are updated by the Applicant regularly and based on knowledge gained from constructing and operating major road schemes.</p> <p>The number of lanes along the route has been adjusted over time as part of the ongoing design development process. While it was originally expected that two lanes in each direction would be enough to accommodate predicted traffic flows, after carrying out further traffic modelling in 2017, this was increased to three lanes in each</p>	No

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						<p>direction for the Statutory Consultation in October 2018 proposals.</p> <p>A subsequent phase of traffic modelling confirmed the decision to have three lanes along the majority of the route but enabled the Applicant to reduce the number of lanes on the southbound section between the proposed M25/A122 Lower Thames Crossing and A13/A1089/A122 Lower Thames Crossing junctions from three lanes to two, while still maintaining free-flowing traffic for the foreseeable future. This would reduce the footprint of the route at this location, thereby reducing its environmental impact and cost.</p> <p>More information about the design of the route can be found in the Project Design Report (Application Document 7.4). Information about the traffic modelling can be found in the Traffic Forecasts Non-Technical Summary (Application Document 7.8).</p>	
GNC71	Suggestions that the design of the Project be improved, including increasing the length of the tunnelled section of the route to preserve the Green Belt, designing an air filtration system to filter pollutants from the tunnel, and request for passive provision for an additional	Kent Downs AONB Unit, HS1 Ltd	Thurrock Council	2	13	<p>Following the Non-Statutory Consultation in 2016 and Preferred Route Announcement in 2017, significant development of the new road's design was carried out before it was presented in the Statutory Consultation in October 2018. South of the River Thames, the A226 junction was removed, which allowed the South Portal to be redesigned and moved 600m southwards.</p> <p>The South Portal was moved 350m south after the Statutory Consultation and its new location was consulted on during Supplementary Consultation in January 2020, meaning that the</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	junction at South Ockendon.					<p>South Portal has been moved 950m southwards in total. The location of the South Portal has been determined by the need to mitigate negative environmental impacts, such as changes to groundwater levels on the Thames Estuary and Marshes Ramsar site and Special Protection Area. Extending the tunnel further south is not practicable due to the need to maintain a safe distance between the tunnel portal and the proposed M2/A2/A122 Lower Thames Crossing junction to allow for the appropriate signage and to give motorists enough time to make safe lane changes.</p> <p>The Applicant investigated extending the tunnel northwards to pass under the Tilbury Loop railway line and Station Road, which would locate the North Portal 2km north of where it was proposed. Extending the tunnel that far would present significant engineering challenges due to the geology of the area and the need to adapt the existing tunnel design to account for the increased length. Both these factors would have added significantly to the Project costs. In addition, extending the tunnel beyond the location of the previously proposed Tilbury junction would limit any future connection to the route. For more information about the tunnel portal locations, see the Project Design Report (Application Document 7.4).</p> <p>The Applicant's air quality predictions for the tunnel portals show no significant adverse effects and, as such, there are no plans to filter or</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>screen air being expelled from the tunnel portals. This analysis is set out in Environmental Statement (ES) Chapter 5: Air Quality (Application Document 6.1).</p> <p>There are no proposals to implement a junction to the Project near Ockendon, but passive provision does exist at this location should a future junction there be required. Once the Project is operational, this area would be adequately linked to the Project by junctions on the M25 and the A13/A1089.</p>	
GNC72	<p>Suggestions that clear signage be included as part of the Project to help motorists navigate the new road layout. Consultees say electronic signage showing journey times for the Project and the Dartford Crossing would help traffic flows. Some consultees suggested additional signage to improve safety for wildlife crossings, such as badgers.</p>	<p>HS1 Ltd, Kent Downs AONB Unit</p>	-	0	7	<p>Before the Project is operational, signage would be installed along the road and within the tunnel, as required, 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 so motorists could make informed decisions about their route. For more information about signage, see the Project Design Report (Application Document 7.4).</p> <p>There is a suite of signs for animals which can be used on the strategic road network to warn motorists of the potential for animals on the road, including small mammals such as badgers. These would be considered as part of the signing strategy for 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
						The small wildlife sign complements other warning signs already used on UK roads. Its use on the Project would be considered alongside other signage.	
GNC73	Suggestions that the Project should include additional technology and infrastructure such as lorry parking, Wi-Fi and electric vehicle charging points.	Metropolitan Police Service	Kent County Council	5	6	<p>After further investigation and consideration of the issues raised during the Statutory Consultation in October 2018, the Applicant decided not to progress the proposed roadside service facility near East Tilbury as part of the application for development consent. The Project would operate safely without the inclusion of a roadside service facility, and the proposed facility would have had significant impacts on the environment and local communities.</p> <p>The Applicant will 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.</p> <p>Any future roadside service facility would be developed and operated by a third-party roadside facility operator and would need planning consent from the local planning authority, providing opportunities for interested parties to make their views known about those proposals at that time – for example, commenting on what facilities should be provided such as Heavy Goods Vehicle parking and electric vehicle charging points.</p>	No

Code	Summary of issue(s) raised	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 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 roadside service facilities in accordance with their perception of market demand.</p> <p>Mobile phone and radio signals would be available throughout the route, with 4G/5G connectivity also available within the tunnel. Cabling and other infrastructure would be built into the route to provide high-bandwidth connectivity, should this be needed in the future.</p>	
GNC74	Suggestions for additional traffic control measures, such as lower speed limits and speed cameras, to improve the Project's safety and traffic flow.	Cobham Parish Council, Shorne Parish Council, HS1 Ltd	London Borough of Havering, Thurrock Council	0	8	<p>The route would operate with variable mandatory speed limits, with the default limit being the national speed limit for an all-purpose trunk road (e.g., 70mph for cars). Speed limits would be adjusted using electronic signage and would change depending on the road conditions and in response to any incidents. Where appropriate, such as on some junction links, advisory speed limit signs would be installed to encourage responsible driver behaviour.</p> <p>Speed limits within the tunnel would be enforced using the latest available technology. On the open road sections of the Project, enforcement is expected to be via speed detection cameras and police patrols.</p> <p>For more information about the design of the Project, see the Project Design 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
						(Application Document 7.4) and the Design Principles (Application Document 7.5).	
GNC75	Suggestions to allow walkers, cyclists and horse riders to use the Project, including a cycle route, a footway, a rail link and a shuttle bus service. There is a suggestion that all Project bridges and walking, cycling and horse riding routes should be accessible to people in wheelchairs.	Kent Downs AONB Unit	Thurrock Council	1	10	<p>The existing ferry across the River Thames between Gravesend and Tilbury, used by pedestrians and cyclists, is operated by a private company that is subsidised by Kent County Council and Thurrock Council. Their service would not be affected by the Project. There is no existing provision for horse riders to cross at the Dartford Crossing except using specialist vehicles. This would be the case for the Project also.</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 technical feasibility, operational issues, 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</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>A2/M2 junction and as far north as the proposed A13/A1089 junction. For more information about the proposed walking, cycling and horse riding routes, see the Project Design Report (Application Document 7.4).</p> <p>Development of the rail network is the responsibility of Network Rail and the Department for Transport (DfT). An assessment was carried out by the DfT in 2009, which found that, accounting for both passenger and freight provision, the inclusion of rail infrastructure within the Project did not have a reasonable business case.</p> <p>If the Project is approved, then the walking, cycling and horse riding routes would be reviewed during the detailed design phase, to consider them against feedback received during consultation and ongoing engagement with stakeholders. Where practicable, they would adhere to the appropriate disability standards, as defined in the Design Manual for Roads and Bridges (DMRB). The surfacing materials used would be determined according to the environment and expected users. Further information is included in the Design Principles (Application Document 7.5).</p>	
GNC76	Suggestions of other ways to invest the funds currently set aside for the Project. These include investing in areas in the	-	-	5	49	The Scheme Objectives were agreed between the Applicant and the Department for Transport and are recorded in the Need for the Project (Application Document 7.1). These objectives include the requirement to relieve the congested	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	north of the country and spending money on public transport, schools, hospitals, housing and climate projects.					Dartford Crossing and its approach roads. National policies regarding investment dealing with other areas of the economy are the responsibility of the Government, including the Department for Transport, the Department of Health and Social Care, and the Department for Business, Energy and Industrial Strategy.	
GNC77	Suggestions for additional mitigation measures that could be implemented to reduce the impacts of the Project. Suggestions include quieter road surfacing, more noise barriers, air and noise pollution monitoring, additional tree planting, a code of considerate construction practices, and safeguarding of land from further development.	HS1 Ltd, Kent Downs AONB Unit, Southern Water, Shorne Parish Council, Forestry England, Pinsent Masons LLP on behalf of Port of Tilbury London Limited	Essex County Council, Tonbridge and Malling Borough Council, Gravesham Borough Council, Thurrock Council, London Borough of Havering	6	21	<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). 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, and includes the use of cuttings and false cuttings to reduce the noise impacts on nearby communities.</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>	Yes

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>Having carried out further assessments, the Applicant is now also proposing the use of a higher-performing surfacing for some of the Project's new and upgraded trunk roads and slip roads. The higher-performing surfacing would be used in the most noise-sensitive locations and would provide up to a 7.5dB(A) noise reduction compared with standard tarmac.</p> <p>The Applicant is also proposing the use of another type of low-noise surfacing suitable for all the Project's new and upgraded local roads (where traffic speeds are less than 75km/h). This would provide up to a 2.5dB(A) reduction in traffic noise on those local roads compared with standard tarmac. This was informed by assessment work based on the latest traffic forecasts.</p> <p>For more information about the locations of the proposed noise barriers and other noise-mitigation measures, see Operational Road Traffic Noise Mitigation (Application Document 6.2, ES Figure 12.7).</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>Across the Project the Applicant would seek to increase the value of the area's habitats and biodiversity. This would be achieved by planting compensatory woodlands, grassland, hedgerows,</p>	

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
						<p>along with 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>The Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) sets out the good practice measures that would be implemented to reduce the impacts of construction on local people and the environment.</p> <p>There are a number of measures to ensure a considerate workforce both onsite and on the road network. They include Construction Logistics and Community Safety, the Freight Operator Recognition Scheme, and Driving for Better Business. In working areas, many activities that might disturb local communities would be proscribed, such as smoking near residential areas or worksite entrances, dropping litter, congregating outside worksites before or after work, or playing music or radios outdoors onsite.</p> <p>These measures are secured in the Applicant's draft Development Consent Order (draft DCO) (Application Document 3.1) and would be binding on the appointed Contractor. The Applicant consulted on a draft CoCP during the Community Impacts Consultation in July 2021. Information about the comments received about the CoCP and how the Applicant had regards to that feedback is presented in Chapter 14 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>Land that forms part of the Project, falling within the Order Limits, would have its use designated by the draft DCO and associated documents. Any future development outside Order Limits 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>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 once the Project is open, and no likely significant effects have been identified for noise or air quality in relation to human health.</p>	
GNC78	Suggestions that further assessments and reviews should be undertaken, both prior to submitting the application for development consent and on completion of the Project. These include a cost-benefit analysis of the Project and a flood risk assessment.	Forestry England, HS1 Ltd, UK Health Security Agency, Health and Safety Executive, Transport for London	Thurrock Council, Medway Council, Kent County Council, Dartford Borough Council, Gravesham Borough Council, London	10	31	<p>The Applicant has carried out the necessary assessments of the impact of the Project and of the cost and benefits, in line with the requirements of the Planning Act 2008 and other relevant guidance and legislation. The results of these assessments are documented within the application for development consent.</p> <p>The documents that make up the application are listed in the Applicant's Navigation Document (Application Document 1.4) and include documents such as the Environmental Statement (Application Documents 6.1, 6.2 and 6.3), and the Combined Modelling and Appraisal Report (Application Document 7.7), which cover</p>	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
			Borough of Havering			respectively flood risk and the economic benefits of the Project.	
GNC79	<p>Comments expressing conditional support for the Project, provided the Applicant undertakes some further measures, including compensating for negative impacts, particularly in areas most directly affected.</p> <p>Consultees welcomed the chance to increase overall habitat but recognised that direct compensation for loss of ancient woodland is hard to achieve.</p>	<p>Pinsent Masons LLP on behalf of Port of Tilbury London Limited, NATS Limited, Metropolitan Police Service (MPS), Health and Safety Executive, Canal and River Trust, Port of London Authority</p>	<p>Thurrock Council, Medway Council, Essex County Council, Kent County Council, London Borough of Havering</p>	12	10	These comments have been noted.	No
GNC80	<p>Comments expressing support for the Project on the basis that it would have a positive impact on the community by improving connectivity for residents and providing</p>		<p>Thurrock Council, Kent County Council, London</p>	2	11		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	them with adequate compensation.		Borough of Havering				
GNC81	Comments expressing support for the Project, saying it would have a positive impact on the local economy. Consultees say the Project would bring investment and prosperity to the area, benefitting local businesses and providing communities with new job and skills opportunities.	HS1 Ltd	Brentwood Borough Council, Tonbridge and Malling Borough Council, Essex County Council, Kent County Council, Thurrock Council, London Borough of Havering	1	18		No
GNC82	Comments expressing support for the Project on the basis that the environmental impacts would be successfully mitigated. Consultees say reducing congestion at Dartford Crossing would reduce air and noise pollution there. Some consultees highlight the	-	Kent County Council, Thurrock Council	2	16		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	expected increase in electric vehicle use and its positive impact on the Project's carbon footprint. The visual benefits of the Project's landscaping were also raised.						
GNC83	Comments expressing general support for the Project and urging the Applicant to start construction works as soon as possible. Consultees say the Project is a necessary infrastructure project that is long overdue, will cut journey times, and should be built quickly to provide relief to the Dartford Crossing.	Pinsent Masons LLP on behalf of Port of Tilbury London Limited, Metropolitan Police Service (MPS)	Kent County Council, Dartford Borough Council	4	80		No
GNC84	Comments expressing support for the Project, saying it would ease traffic and congestion, especially around the Dartford Crossing. Consultees highlight the positive impact the Project would have on journey times, easing travel between	Royal Mail, HS1 Ltd	Tonbridge and Malling Borough Council, Kent County Council, Brentwood Borough Council,	2	52		No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	different areas, and encouraging economic growth in the South East.		Thurrock Council, London Borough of Havering				

## Issues raised in response to open Question Q6

- 15.4.127 Table 15.18 below presents the issues raised in response to or on the subject of open question Q6 in the Local Refinement Consultation response form, which was as follows:
- 15.4.128 *Q6: Please let us know the reasons for your responses and any other comments you have on the delivery of this consultation.*
- 15.4.129 For reference, the open part of Question 6 above referred to the closed elements of the same question which were as follows:
- 15.4.130 *Was the information presented clearly?*
- 15.4.131 *Was the website easy to navigate?*
- 15.4.132 *Were the information videos useful for understanding our latest proposals?*
- 15.4.133 *Did the telephone surgery answer your questions about our latest proposals?*
- 15.4.134 *Were the physical events of good quality?*
- 15.4.135 *Were the physical events suitably located?*
- 15.4.136 *Was the consultation promoted well and to the right people?*
- 15.4.137 For more information about how consultees responded to closed questions in the consultation response form, see Section 15.3 of this report.
- 15.4.138 Where issues were raised in response to Q6 that relate to another topic, those issues can be found in one of the other tables in this chapter.
- 15.4.139 Table 15.18 explains how the Applicant has had regard to the issues raised, and the Applicant's response is presented in the penultimate column. 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.
- 15.4.140 Where similar issues have been raised by consultees, they are grouped together in the first column of the table and addressed by the Applicant with a combined response.

## Information presented in Table 15.18

- 15.4.141 The information presented in Table 15.18 is the following:
- a. 'Code' is a unique code assigned to each issue for reference purposes.
  - b. 'Summary of issue(s) raised' is a summary of the issues raised by respondents, either directly in response to Q6 or to another question in the response form but covering similar topics.
  - c. 's42(1)(a) & s42(1)(aa)' states which prescribed consultees (if any) that raised that issue. Prescribed consultees are explained in Section 4.3 of this Report.
  - d. 's42(1)(b) & s42(1)(c)' states which of the local authorities (if any) raised that issue and/or whether the Greater London Authority raised it also. The local authorities included in this list are set out in Section 4.3 of this Report.

- e. 's42(1)(d)' states how many respondents with a land interest raised that issue.
- f. 's47 & s48' states how many members of the public and non-statutory organisations 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 Local Refinement Consultation in line with the issue(s) raised. Some changes have been made as a result of environmental or other assessments, as well as through consideration of consultation responses.
  - ii. 'No' indicates that the suggestions or requests did not result in a change to the Project proposals.

### **Summary of issues raised relating to the Local Refinement Consultation and the Applicant's responses**

15.4.142 Table 15.18 below summarises the issues raised relating to the Local Refinement Consultation and presents the Applicant's responses to those issues raised.

**Table 15.18 Summary of issues raised relating to the Local Refinement Consultation and the Applicant's responses**

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
LRC1	<p>Comments expressing concern about the consultation events. Comments include suggestions that staff could not answer locally specific questions and that some specialists were not present at certain events.</p> <p>Some consultees say the telephone consultation call-back service was poor and that British Sign Language interpreters were not present at all in-person events.</p>	-	-	13	42	<p>The Applicant ensured that consultation events had an appropriate number of well-trained staff so that attendees could engage productively with staff in a safe environment and respond to the consultation at the event if they wanted. All public-facing staff at events consisted of 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. All staff received extensive training before the events to ensure they had a strong knowledge of the proposals and were informed about event safety and disability awareness.</p> <p>The Applicant also offered a follow-up telephone conversation for people who wanted details on a specific issue or area which could not be addressed at the event. The telephone call-back service was carried out efficiently for those consultees who took advantage of it.</p> <p>British Sign Language (BSL) translators were available at the Shorne Village Hall event on 10 June and at the Orsett Hall Hotel event on Monday 13 June. Other translators were available</p>	No

Code	Summary of issue(s) 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 request, but none were asked for during the Local Refinement Consultation.	
LRC2	Comments expressing concern that the consultation events were poorly located. In particular, comments state that they were not held in the relevant locations impacted by the Project, with reference to North and South Ockendon, Chadwell St Mary, East Tilbury, Medway, Linford, Chalk, Dartford, and Pepper Hill. Consultees express concern that the events were hard to find and poorly signposted, lacked adequate parking, were inaccessible via public transport, and that the location was not communicated ahead of time.	-	Thurrock Council	9	34	<p>The Applicant held a series of 10 Public Information Events (PIEs) for the Local Refinement Consultation. The purpose of the events was to provide opportunities for local people to speak to members of the Project team about the proposals, collect copies of consultation documents, and to view material produced for the events such as large-scale maps of the Project area.</p> <p>The number and locations of the consultation events were chosen to be appropriate for the Project proposals being consulted on. The size of the venues was chosen based on the Applicant's experience hosting previous events and the predicted numbers of attendees.</p> <p>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.</p> <p>The Applicant carried out an extensive publicity campaign in advance of and during the Local Refinement Consultation, in line with the approach taken to previous consultations. In the run up to the launch, a leaflet on the consultation was sent out to approximately 150,000 properties within a 2km corridor of the proposed route and in</p>	No



Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>proximity to the proposed new areas of compensatory habitat for the potential impacts of nitrogen deposition on designated ecological sites.</p> <p>Advertisements and public notices were also placed in a range of local newspapers, and the Applicant's various social media platforms were used to promote the consultation. Consultation materials were available to collect from 15 information points across the area, with maps also available for viewing at eight additional deposit locations, all listed in the mailing leaflet and online.</p> <p>Emails were also sent to more than 27,000 subscribers on the Project's customer database, informing them of the Local Refinement Consultation and inviting them to give their views. This included people who responded to the Statutory and Supplementary, Design Refinement and Community Impacts Consultations.</p>	
LRC3	<p>Comments expressing concern over the timing of consultation events. Consultees comment that the events were inaccessible for those with full-time jobs because events took place during working hours and there were none at weekends.</p>	-	Thurrock Council	0	10	<p>The consultation was carried out over a five-and-a-half-week duration, with 10 Public Information Events spread across most of that period, allowing most people time to attend an event. 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</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						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. Consultation events ran on weekdays from 14:00 to 20:00. If people were still not able to attend, then the digital and telephone information services provided an alternative means of engaging with the proposals. There were no events at weekends because there was a lack of venue availability on suitable weekends.	
LRC4	Comments expressing concern over the accessibility of the information and materials provided in the latest proposals. Consultees comment that the online documents were not available to those without computer or internet access and were not accessible to those from non-English speaking groups. Some consultees say the documents were hard to read and that they referred to previous documents that consultees did not have access to. Consultees also say that the website was difficult to	Shorne Parish Council	Thurrock Council, Dartford Borough Council	7	27	A dedicated consultation website was available throughout the consultation and no technical problems or outages were reported or identified during the consultation period. Some users may have experienced local connectivity issues related to their internet or mobile signal strength.  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 free of charge and delivered on request 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 National Highways customer contact centre. A total of 12 call requests were made during the consultation period and each received a call-back from a member of the Project team. Of the 12	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	navigate, with too many sub-headings and links.					<p>calls received, six queries were addressed by the Project team and six were followed-up by call-backs from a specialist.</p> <p>Copies of documents could be requested in alternative languages, by calling the Applicant's telephone line advertised on consultation materials or using an equivalent email address. There were no requests received for Local Refinement Consultation documents in alternative languages.</p> <p>All consultation documents were presented in a clear and readable format. As far as possible, given the subject matter, the information was presented in plain English, using maps and tables to help comprehension. For some topics, such as nitrogen deposition, some technical language was required to provide the appropriate amount of information to allow consultees to take an informed view of the proposals. In this instance, a more technical appendix was provided for those who wanted more in-depth information on the topic and to help keep the chapter in the guide more understandable.</p> <p>The documents published during consultation did not typically refer to documents from previous consultations, providing a self-contained explanation of the latest proposals. The Applicant provided links online to all documents published during previous consultations, so that consultees could refer to these if they wanted.</p>	

Code	Summary of issue(s) 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 website was presented using a simple format, with single pages or groups of web pages covering each topic. The website used standard headings and navigation types, which would be usable to the majority of people.	
LRC5	Comments expressing concern that the materials provided as part of the consultation were biased or misleading, in particular with regards to the environmental impacts of the Project. Some consultees say the materials presented the benefits of the Project without the potential disadvantages. Some consultees express concern over the website, maps and event materials, saying they were intended to encourage favourable responses to the consultation.	-	Thurrock Council, Essex County Council	16	1,500	<p>The Local Refinement Consultation materials included information about the additional changes and impacts of the Project during the construction and operational phases. The information provided was up-to-date, relevant and consistent, providing an accurate representation of the Project at the time of consultation.</p> <p>The Guide to Consultation included a table of proposals, with each proposal including a column setting out the impacts for the proposals, explaining any benefits or negative impacts for each. The information presented for each proposal was proportionate to the scale of the proposals and its impacts. For example, the nitrogen deposition proposals were explained over a chapter and appendix, and provided clear explanations of the revised assessments, the predicted impacts and the potential mitigation and compensatory land proposals.</p> <p>All consultation materials passed through a rigorous and extensive assurance process before publication to ensure accuracy and clarity. While there were very minor omissions and inaccuracies, the documents provided comprehensive and useful information, which allowed consultees to take an informed view of</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
						<p>the proposals and to provide feedback during consultation. In the event of errors in consultation material being reported to the Applicant, corrections were promptly made to online versions if this was considered to be appropriate. There were no instances of errors being reported that would have prevented consultees from reaching an informed view of the proposals. More information on the materials produced for the Local Refinement Consultation is provided in Chapter 9 of this report.</p> <p>The Applicant produced a number of map books for the Local Refinement Consultation. 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. 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>The Project's consultation website included accessible consultation materials such as an interactive map and explanatory video.</p>	
LRC6	Comments expressing concern that information provided as part of the	Shorne Parish Council, Higham	Thurrock Council, Kent	7	41	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	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42(1)(d)	s47 & s48	The Applicant's response	Project change
	<p>latest proposals is inaccurate.</p> <p>Some comments suggest the consultation should be termed a Statutory Consultation, as it acts as an addendum to an existing Statutory Consultation.</p>	Parish Council	County Council			<p>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, 2021) and is as reliable and accurate as possible within the limits of the discipline.</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 completing the Environmental Impact Assessment (EIA) and updated traffic modelling. These are set out in detail in the application for development consent.</p> <p>The Local Refinement Consultation was carried out on a non-statutory basis, which was appropriate given the nature of the proposals. However, some provisions of the Applicant's Statutory Consultation were followed during the Local Refinement Consultation, such as publishing notices in line with the requirements of the Planning Act 2008. This was done in order to provide robust publicity for the consultation.</p>	
LRC7	Comments expressing concern that the latest consultation materials explaining the proposals were not accurate in setting out the impacts	-	-	3	1,101	The proposals presented during the Local Refinement Consultation included a summary of the environmental impacts for each change. In addition, the proposals for the compensatory land to offset the impacts of nitrogen deposition included more detailed information on	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	that the Project would have, including on the environment. Some consultees express concern that there is insufficient information about the surveys and assessments carried out as part of the latest proposals. Some say there should have been traffic modelling provided.					<p>environmental assessments and effects, including a technical appendix. The potential mitigation measures were also set out in detail for these proposals.</p> <p>The Applicant also provided traffic modelling information, highlighting changes to traffic flows that would result from those proposals that would significantly impact traffic, such as the addition of a new link from Orsett Cock junction to the A1089.</p> <p>It is normal for an Applicant to publish the results of its full Environmental Impact Assessment (EIA) as part of its application for development consent. The Environmental Statement (ES) (Application Documents 6.1, 6.2 and 6.3) submitted as part of this application sets out the impacts and proposed mitigation for the Project.</p>	
LRC8	<p>Comments expressing concern that the interactive maps lacked sufficient detail. Some consultees question why many additional maps and other information would not be provided until the application for a Development Consent Order is submitted.</p> <p>Some consultees say maps that refer to walking, cycling or horse riding routes should provide more clarity on which modes a route is intended for, with information on path surfaces, widths and</p>	Shorne Parish Council, UK Health Security Agency	London Borough of Havering, Tonbridge and Malling Borough Council, Essex County Council, Thurrock Council, Brentwood Borough Council, Gravesham Borough Council	49	1543	<p>The latest proposals for walking, cycling and horse riding were presented during the Local Refinement Consultation. The maps explained clearly which route would be suitable for each mode of transport, though the Applicant acknowledges and is grateful for feedback on potential improvements to the way in which this information could be conveyed. Where available, widths of footbridges were provided, though, as is typical of other infrastructure schemes, the widths and surfacing of walking, cycling and horse riding routes would be determined later, at the detailed design stage. These would be safe and appropriate for all users and in line with the Design Manual for Roads and Bridges (DMRB)</p>	No

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	how different routes would be separated.					for these routes and local transport note (LTN)1/20 guidance.  More information about the proposals for walking, cycling and horse riding routes can be found in the Project Design Report (Application Document 7.4). The Design Principles (Application Document 7.5) explains which design standards would be followed at the detailed design stage.	
LRC9	Comments expressing concern that the latest proposals do not contain adequate detail on mitigation measures, such as for the nitrogen deposition proposals.	Shorne Parish Council	Medway Council	2	3	Chapter 5 of the Guide to Consultation published during the Local Refinement Consultation in May 2022, presented an explanation of the potential mitigation measures to reduce the impacts of nitrogen deposition. The guide also included an appendix that provided more detail about each mitigation measure. Overall, the consultation materials included sufficient detail for consultees to provide informed feedback on the mitigation measures. For more information about the consultation materials published during the Local Refinement Consultation, see Appendix T of this report.	No
LRC10	Comments expressing concern that PDF documents were slow to load and that documents were hard to find. Some consultees say that the interactive maps were difficult to use, especially on mobile devices.	-	-	5	17	Consultation documents could be viewed and downloaded from the Project's consultation website, though it is acknowledged that factors such as a user's broadband connection would affect the speed at which this could be achieved.  The Project's consultation website included accessible consultation materials such as an interactive map and explanatory video.	No



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						<p>The website hosted an online version of the consultation response form and was available throughout the consultation period. During the consultation, there were approximately 20,000 click-throughs to the website.</p> <p>The interactive map published during consultation (which is still available on the Applicant’s website) includes text instructions explaining how to use its features. The icons on the map also include text that explains what each does when the user rolls their mouse cursor over them. The map also features a search bar so users can zoom into an area of interest to them. The interactive map was of a very similar in design to the interactive map provided during the Community Impacts Consultation in July 2021 in order retain familiarity for consultees who had used that map previously. Overall, the Applicant is satisfied that the vast majority of consultees who are familiar with computers would have been able to use the interactive map.</p> <p>During the consultation, the Applicant also 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 free of charge and delivered on request 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.</p>	

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LRC11	<p>Comments expressing concern over the online response form used to provide feedback on the proposals. Some consultees comment that the form was time-consuming to complete. Consultees also express concern that the form asked leading questions which would not accurately measure their views, and relied on consultees having a level of historical knowledge of the Project.</p>	-	London Borough of Havering	0	21	<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 Local Refinement Consultation and on the consultation website. Signposts were provided within the guide and within the online response form (or survey) 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. There was a significant number of responses submitted to the online survey. Of the 863 non-campaign responses received during the Local Refinement Consultation, 516 of these were submitted via the online survey, suggesting that consultees were comfortable using the response form as provided. 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>Consultees were not required to answer all questions and could choose to respond to the questions they found most relevant.</p>	No

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LRC12	Comments expressing concern that the consultation materials included too much technical language and confusing information. Consultees comment that no glossary was provided. Consultees highlight the proposals regarding junction layouts and nitrogen deposition compensation areas as being confusing.	-	Essex County Council, Thurrock Council, Kent County Council, Gravesham Borough Council	21	87	<p>Considerable care was taken to ensure the consultation materials produced for the Local Refinement Consultation were clear and understandable, provided an appropriate level of detail, and were suitable for both non-technical and technical audiences. In common with previous consultation materials, the Guide to Consultation used box-outs to explain less obvious terms.</p> <p>An Easy Read version of the proposed changes was also available in an accessible format.</p> <p>All consultation materials passed through a rigorous and extensive assurance process before publication to ensure accuracy and clarity. Depictions of junction layouts and other features of the proposals, especially those used in the guide, were simplified to an appropriate extent, balancing the need for clear and accessible information with the need to include all relevant features of the proposals.</p>	No
LRC13	Comments expressing concern over the cost of the consultation process, saying it is expensive and the long printed consultation documents are a waste of taxpayer money.	-	-	0	14	<p>The cost of consultation, which the Applicant regards as a necessary and helpful phase of work, falls within the overall budget that has been allocated for the Project.</p>	No

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LRC14	General concerns that the consultation process has been inadequate and mismanaged. Some consultees had a concern that certain socio-demographic groups or key stakeholders may not have been adequately consulted, undermining the representativeness of the consultation process.	-	Thurrock Council	4	4	<p>In preparing for and delivering the Local Refinement Consultation, the Applicant ensured that information and material was made accessible to hard to reach groups. This included making information available, sometimes on request, in formats suitable for older and disabled people. These included information in digital and traditional formats.</p> <p>During the development of the Project to date, including the Local Refinement Consultation, the Applicant has engaged productively and appropriately 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 and has gone well beyond its legal obligations.</p>	No
LRC15	<p>Comments expressing concern that there was a lack of adequate engagement and communication regarding the latest proposals, particularly with local authorities and other key stakeholders.</p> <p>Other concerns about the level of engagement include that previous concerns and queries have not been responded to, and that there has not been specific engagement on certain decisions.</p> <p>Some consultees say that letters sent out by the</p>	Forestry England, HS1 Ltd, Shorne Parish Council	Thurrock Council, London Borough of Havering	28	49	<p>The Applicant carried out a range of activities 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>There have 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 described in Chapter 3. The Applicant continues to engage proactively with</p>	No

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	Applicant's land and property team reached people with land interests several days after the consultation began and the extension period given to those land interests was shorter than the delay.					key stakeholders and local people on issues raised.  The Applicant acted promptly to address an issue that caused a delay to the delivery of letters to persons with an interest in land. A new batch of letters was sent to each party and the consultation end date was extended to match the period of time between the beginning of the consultation and the delayed delivery of the first batch of letters. All recipients were provided with at least the 28-day statutory minimum period to respond to the Project proposals.	
LRC16	Comments expressing concern that consultees are not knowledgeable enough to give useful feedback on topics such as traffic flows or environmental impacts. Some consultees say there is insufficient value added by the consultation process.	-	Thurrock Council, London Borough of Havering	0	3	The consultation process is an important part of the Project's development process, designed to elicit feedback from all types of consultee including those with a less technical background. All responses are read and reviewed thoroughly as part of the consideration process. Where possible, technical topics such as traffic and environmental impacts are explained as simply as possible in consultation materials and through engagement with consultees during consultation.	No
LRC17	Comments expressing concern that the latest proposals have not been sufficiently promoted. Some consultees say that many local people were not aware that there was another consultation or	-	London Borough of Havering	6	45	The Applicant carried out an extensive publicity campaign in advance of and during the Local Refinement Consultation, in line with the approach taken to previous consultations. In the run up to the launch, a leaflet on the consultation was sent out to approximately 150,000 properties within a 2km corridor of the proposed route and in proximity to the proposed new areas of	No

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	that events were being held. Consultees say that local action groups should have been informed about the consultation.					<p>compensatory habitat for the potential impacts of nitrogen deposition on designated ecological sites.</p> <p>Advertisements and public notices were also placed in a range of local newspapers, and the Applicant's various social media platforms were used to promote the consultation. This was all part of a comprehensive publicity campaign to highlight the consultation to those near the area that would be affected by the Project's construction and operation. Consultation materials were available to collect from 15 information points across the area, with maps also available for viewing at eight additional deposit locations, all listed in the mailing leaflet and online.</p> <p>Emails were also sent to more than 27,000 subscribers on the Project's customer database, informing them of the Local Refinement Consultation and inviting them to give their views. This included people who responded to the Statutory and Supplementary, Design Refinement and Community Impacts Consultations.</p> <p>Stakeholders, including interest groups were contacted by the Applicant at the start of the consultation to inform them about it and to encourage them to respond.</p>	
LRC18	Comments expressing concern that the consultation process is predetermined or	Pinsent Masons LLP on behalf of Port of	Thurrock Council, Essex	23	81	The Applicant has complied with its duty to have regard to views expressed by consultees in shaping the Project. Chapters 11 to 15 of this report show how comments submitted by	No

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	<p>consultee responses do not always have influence on the Project. Some consultees question the fact that the Applicant sets the standards in the Design Manual for Roads and Bridges, and so is accountable to itself.</p> <p>Concern was expressed that the Applicant has not consulted on what they consider to be important local changes, such as moving some compounds, due to them being 'minor and localised changes' and being excluded from the latest consultation.</p>	Tilbury London Limited, Shorne Parish Council, Higham Parish Council	County Council			<p>consultees have been considered and, where appropriate, have influenced the Project.</p> <p>The Planning Act 2008, along with the National Policy Statements, provide the frameworks for the assessment of the Project, while the Design Manual for Roads and Bridges (DMRB), among other documents, provides technical guidance relating to the design, assessment and operation of major roads in the UK. The Planning Inspectorate is able to challenge adherence to DMRB standards if it feels this is appropriate.</p> <p>The Applicant carried out a process of landowner engagement in May 2022 concurrently with the Local Refinement Consultation. Information about proposed localised changes was issued to owners of land, or holders of interests in land, that would be affected, so that they were aware of the proposal and provided with an opportunity to comment. These proposed changes were not included in the Local Refinement Consultation on the basis that their impacts were localised and negligible, and therefore not relevant to a wider set of consultees. More information about this engagement activity can be found in Chapter 9 of this report.</p> <p>The Applicant abided by its statutory duty to consult by carrying out a Statutory Consultation in October 2018. Since then, the Applicant has consulted on four sets of revisions to the proposals, which have been consulted on a non-statutory basis. The Project follows the same alignment and has the same fundamental</p>	
LRC19	<p>Comments expressing concern about the previous consultations, with consultees saying their responses have been ignored by the Applicant.</p> <p>A consultee asks if another statutory consultation is required following the number and significance of changes proposed since the</p>	Shorne Parish Council	Gravesham Borough Council, Thurrock Council, London Borough of Havering, Essex County Council	9	5	<p>included in the Local Refinement Consultation on the basis that their impacts were localised and negligible, and therefore not relevant to a wider set of consultees. More information about this engagement activity can be found in Chapter 9 of this report.</p> <p>The Applicant abided by its statutory duty to consult by carrying out a Statutory Consultation in October 2018. Since then, the Applicant has consulted on four sets of revisions to the proposals, which have been consulted on a non-statutory basis. The Project follows the same alignment and has the same fundamental</p>	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	Statutory Consultation in 2018.					objectives and benefits as it did in 2018, which is why the Applicant is satisfied that no further statutory consultation is required.	
LRC20	Comments expressing concern about the Project's management team, with consultees questioning the Applicant's decision-making during the Project's development.	-	-	3	5	The Project is managed by an experienced and professional leadership team, with decisions taken on the basis of evidence from multiple technical assessments, as well as consultation and engagement with the public and stakeholders. In addition, the Project is continuously appraised as to how it performs against the Scheme Objectives. For more information about the Scheme Objectives, see the Need for the Project (Application Document 7.1)	No
LRC21	Comments expressing concern about the timing of the latest consultation, the duration of the consultation, and the timing of the Development Consent Order submission.  Consultees say the consultation was too close to the local elections to allow local authorities to have a fully informed response. Consultees also say the consultation period was too short for members of the public to read all the	-	Thurrock Council, Kent County Council	10	19	The date for the launch of the consultation was decided following a formal process of consulting host local authorities on the Applicant's draft plans for the delivery of the consultation as a whole. This feedback prompted the decision to change the planned launch date to avoid the pre-election period and the election itself. Launching the consultation after the election was consistent with available guidance on consultation during or close to pre-election periods and the Applicant therefore maintains that the timing of the consultation was valid and fair.  As has been the case for all previous rounds of consultation on the Project, decisions on the length of the consultation were made based on an appreciation of the scale of the proposals, the length and complexity of the material in which those proposals were to be presented, 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
	information and submit an informed response.					anticipated levels of public interest, and other factors. The suite of consultation materials for the Local Refinement Consultation was significantly shorter than, for example, the equivalent suite for the Community Impacts Consultation, for which an eight-week consultation period was provided. A period of five and half weeks for the Local Refinement Consultation was considered to be appropriate and proportionate. The volume of responses received and the breadth of issues that those responses addressed indicates that consultees felt able to understand and respond to the proposals.	
LRC22	Comments expressing concern about the necessity of the consultation process. Consultees comment on the repeated consultations for the Project and suggest they no longer wish to provide feedback about the Project.	-	-	1	11	Consultation is a requirement of the Planning Act 2008 that ensures that those with an interest in the Project have an opportunity to comment on and influence the proposals prior to the application for development consent being submitted.	No
LRC23	Suggestions for the introduction of interactive maps to facilitate understanding of the latest proposals. Some consultees suggest including an interactive traffic modelling map that	-	-	0	4	The Applicant acknowledges and is grateful for suggestions concerning interactive consultation material, and would apply them, where practicable, to future projects. A consultation website was available for people to access and download the Local Refinement Consultation materials, including a response form. The consultation website also publicised the telephone	No

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	would allow people to see changes in journey times for their own journeys.					call-back service and the deposit location and information points. A link to this website was included in all notices and materials produced. The Project website provided general information including the history of the route, news for the local community and how to get in touch. This website was updated at the start of the Local Refinement Consultation to promote the consultation with a link to direct people to the consultation website. The Project's consultation website also included accessible consultation materials such as an interactive map and explanatory video. The Applicant has published successive rounds of traffic modelling during various consultations, with these showing changes to traffic flows as a result of the Project's implementation. Creating an online system that allows consultees to see changes in their journey times as a result of the changes in traffic flows would be technically challenging, time-consuming and expensive, and would not be a proportionate use of Project resources.	
LRC24	Suggestions that the Applicant should provide further information on the latest proposals, including the anticipated costs of the Project, environmental impact assessments, further traffic modelling data, and information about how stakeholder	Environment Agency, Royal Mail, Forestry England, Transport for London, National Grid Gas PLC (NGG),	Thurrock Council, Tonbridge and Malling Borough Council, London Borough of Havering, Medway	19	25	During the Local Refinement Consultation and previous consultations, the Applicant has provided detailed information about the impacts and mitigations for the Project during its construction and operation. The information provided, including that published during the most recent consultation, has included information about traffic and environmental impacts. The Applicant has also published information	No

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	engagement has informed the latest proposals.	Natural England, National Grid Electricity Transmission PLC (NGET), HS1 Ltd	Council, Essex County Council, Maidstone Borough Council, Dartford Borough Council, Brentwood Borough Council, Gravesham Borough Council			explaining how feedback has influenced the Project during its development.  The final assessments of the Project are set out in detail in the application for development consent, which includes the Environmental Statement (Application Documents 6.1, 6.2 and 6.3), the Combined Modelling and Appraisal Report (Application Document 7.7) and this Consultation Report (Application Document 5.1).	
LRC25	Suggestions that the Applicant should conduct further engagement and consultation with local people, councils, and affected landowners, to respond to specific concerns.  Consultees suggest further consultation should be held once environmental impact assessments have been published. Other comments suggest that all elements of the Project	Cobham Parish Council, Royal Mail, Transport for London, Natural England, Metropolitan Police Service (MPS), Pinsent Masons LLP on behalf of Port of	Gravesham Borough Council, London Borough of Havering, Tonbridge and Malling Borough Council, Thurrock Council, Brentwood Borough Council, Maidstone	35	32	Pre-application has been extensive and fully compliant with the Planning Act 2008, with appropriate opportunities provided by the Applicant to the public and stakeholders to comment on the Project as it has been developed as a result of ongoing assessments and feedback.  Alongside formal periods of consultation, the Applicant has engaged effectively with all relevant parties, including technical stakeholders, as well as local community groups. The Statement of Engagement (Application Document 5.2) provides an overview of the activities that have taken place during the pre-application period over several years.	No

Code	Summary of issue(s) raised	s42(1)(a) & s42(1)(aa)	s42(1)(b) & s42(1)(c)	s42 (1)(d)	s47 & s48	The Applicant's response	Project change
	should be brought together in a final consultation prior to the submission of an application for a Development Consent Order.	Tilbury London Limited, HS1 Ltd, Network Rail, Port of London Authority, Shorne Parish Council, Southern Water	Borough Council, Kent County Council, Medway Council, Essex County Council			<p>The Applicant intends continuing the engagement with stakeholders but does not consider there is any need for further pre-application consultation.</p> <p>The Development Consent Order (DCO) application, of which this report forms a part, sets out a detailed and comprehensive explanation and assessment of the Project proposals. The proposals reflect the influence of previous consultations, including the extensive measures proposed to mitigate the impacts associated with the Project.</p> <p>The Acceptance and Examination phases of the DCO process allow for further scrutiny of the proposals. The Examination period allows for consultees to make Relevant Representations on the application. The Applicant looks forward to addressing any remaining concerns during this period. More information on the pre-application process is available in Planning Act 2008: Guidance on the Pre-Application Process (Department for Communities and Local Government, 2015).</p> <p>Publishing the Environmental Impact Assessment (EIA) at application is standard practice in line with the Applicant's legal obligations under the Planning Act 2008. The law requires consultation on the EIA once an application is accepted, so further consultation is already part of the required legal process.</p> <p>The Applicant, and the Department for Transport before it, has carried out thorough investigations</p>	
LRC26	Suggestions as to how the consultation process should proceed. Some consultees say there should be a route options re-evaluation due to new knowledge becoming available. Some consultees say it would be better to delay the Development Consent Order application process until 2023 so all the technical information could be evaluated before submission.	Shorne Parish Council	Thurrock Council, Brentwood Borough Council	3	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
						into Project options, including different route alignments and junction locations. These options have been the subject of a substantial, iterative consultation process. The Applicant is satisfied that it has considered all the relevant information to support the proposed route alignment. Further commentary on the options assessment and selection of alternatives can be found in Environmental Statement (ES) Chapter 3: Assessment of Reasonable Alternatives (Application Document 6.1) and in the Planning Statement (Project Evolution, Application Document 7.2).	
LRC27	Comments expressing support for the consultation events, including those saying they provided useful information, were located in the right places and at helpful times of day. Some consultees highlight event staff, saying they were well informed and polite. Some consultees say they were pleased additional events were added on request and that they appreciated the combination of online and in-person events.	Cobham Parish Council	-	0	9	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
LRC28	Comments supporting the information and materials provided as part of the consultation, including the information provided online, on paper and at events. Some consultees say the information was clear and easy to understand and that this demonstrates that the Applicant has responded to previous concerns.	Cobham Parish Council, Royal Mail	London Borough of Havering, Essex County Council, Medway Council, Kent County Council, Dartford Borough Council, Brentwood Borough Council	3	21		No
LRC29	Comments expressing support for the consultation process, including those commenting that it has been well thought out, thorough, effective and well promoted.	Royal Mail, Forestry Commission, Pinsent Masons LLP on behalf of Port of Tilbury London Limited, Natural England	Essex County Council, London Borough of Havering, Tonbridge and Malling Borough Council, Kent County Council	5	21		No

## 15.5 Summary of changes made after the Local Refinement Consultation

- 15.5.1 Some comments made by consultees during the Local Refinement Consultation resulted in or informed changes to the Project, which were then included within the DCO application. The Applicant had due regard to all responses made during the consultation.
- 15.5.2 If a request for a change to the proposals was adopted, this is indicated throughout Section 15.4 of this report with a 'Yes' in the final column (entitled 'Project change') of each table. More information on the changes and the reasons for adopting them is provided in the column entitled 'The Applicant's response'. Wherever a 'No' is provided in the final column of each table, indicating that the relevant comments did not result in a change to the Project proposals, the Applicant has provided an explanation of why a change was not considered necessary or appropriate, including information on where in the DCO application the subject is addressed in greater detail.
- 15.5.3 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.
- 15.5.4 Section 15.4 provides references to other DCO Application Documents where information about the development of the Project proposals, including changes to the proposals in response to consultation, can be found. All changes that were adopted as a result of responses to consultation are included in this report.
- 15.5.5 The tables below provide summaries of four Project changes made in response to feedback from the Local Refinement Consultation.
- 15.5.6 In October 2022, the Applicant published Feedback on the local refinement consultation (National Highways, 2022) which set out the levels of support and opposition to proposals and some of the suggestions that were made in feedback to the Local Refinement Consultation.
- 15.5.7 The document can be accessed at the following link:

[REDACTED]

### Summary of Project changes

- 15.5.8 The following tables provide references to response codes in Section 15.4; however, this is not an exhaustive list of the response codes relevant to a given change. The changes listed below focus on physical changes to the Project.

## Environmental impacts and mitigation

**Table 15.19 Summary of Project changes: Environmental impacts and mitigation**

Change No.	Project change	Summary of consultee comments	Relevant code in Section 15.4
1	At the Community Impacts Consultation, the Applicant proposed the use of low-noise road surfacing on all new trunk roads and slip roads. Following further assessments the Applicant is now also proposing the use of a higher-performing surfacing for some new and upgraded trunk and slip roads and another type of low-noise surfacing suitable for new and upgraded local roads.	Suggestions for additional mitigation measures that could be implemented to reduce the impacts of the Project, including quieter road surfacing.	GNC77
2	The Order Limits for the Project increased during the Local Refinement Consultation in May 2022, following revisions to the Project, including the addition of 279ha of nitrogen deposition compensation areas. Since consultation, the Applicant has considered feedback from landowners and carried out additional assessments, revising the amount of land required to 246ha. The Applicant has assessed this as sufficient to compensate for the nitrogen deposition impacts. Further details about the site selection and amendments to the compensation land can be found in the Project Air Quality Action Plan (Application Document 6.3, Environmental Statement (ES) Appendix 5.6).	Comments expressing concern that the proposed M2/A2 corridor and Blue Bell Hill nitrogen deposition compensation area would require too much land.	M2C10, M2C11 and M2C16.
	Following feedback received during the Local Refinement Consultation in May 2022, the Applicant removed 13ha of the proposed 55ha compensation area proposed for Gravesham and Shorne Woods. This included removing field closest to the A289, but the other field north-east of Shorne Woods Country Park and the site south of High Speed 1 (HS1) railway both remain part of the compensation land package because they still fulfil the site selection requirements.	Comments expressing concern that the Gravesham and Shorne Woods nitrogen deposition compensation area is in the wrong location and requires too much land. The two fields north-east of Shorne Woods Country Park and an area south of HS1 at Church Road were both highlighted as unsuitable.	GSW4 and GSW12.



## Walking, cycling and horse-riding provision

**Table 15.20 Summary of Project changes: walking, cycling and horse-riding provision**

Change No.	Project change	Summary of consultee comments	Relevant code in Section 15.4
3	In response to feedback received during the Local Refinement Consultation, the Applicant has revised proposals for an alternative route for National Cycle Network (NCN) Route 177. This route, south of the A2/M2, was previously proposed to be built for use during construction, and then to become a permanent feature. However, in response to feedback received with regards to the proposed route's negative impacts on woodland and biodiversity due to increased usage, a temporary cycle route is now proposed through Jeskyns and Ashenbank Wood. These routes would have permissive rights for cycling, in addition to horse-riding, until the permanent NCN Route 177 has been constructed. Therefore, there would be no permanent impacts on woodland or habitat in these areas.	Suggestions that walking, cycling and horse-riding proposals should maximise access to open land and green spaces. One consultee said the impact of the temporary diversion of NCN177 should consider the impacts on woodland and habitats.	WCH17.

## Construction and utilities

**Table 15.21 Summary of Project changes: construction and utilities**

Change No.	Project change	Summary of consultee comments	Relevant code in Section 15.4
4	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.	Comments expressing concern about the latest proposals for utility diversions north of the River Thames, with consultees saying these could have negative impacts on local communities compared with the previous proposals. Some consultees say that diverted overhead power lines would be affected by the activities of the East Tilbury and Linford Gun Club.	CNR21.

## 15.6 Local Refinement Consultation late responses

- 15.6.1 The Applicant received 12 responses that had been submitted after the stated closing date for the Local Refinement Consultation. These responses were not analysed by Traverse and are not included within the tables included in Section 15.4 in which the Applicant sets out its explanation of how each issue raised by respondents has been considered.
- 15.6.2 Notwithstanding the above, and separately to the process which was carried out by Traverse, the Applicant has considered each response submitted after the close of the consultation. As shown in Table 15.22 to Table 15.33 below, each issue contained in the late responses has been listed, with corresponding references to the relevant entries in the tables contained in Section 15.4 where the Applicant's consideration of that issue (as raised in responses submitted before the deadline) is set out.

### Local Refinement Consultation late responses

- 15.6.3 Table 15.22 below summarises the issues raised relating to the proposed changes south of the River Thames.

15.6.4 Table 15.22 below summarises the issues raised relating to the proposed changes north of the River Thames.

**Table 15.22 Summary of issues raised relating to the proposed changes south of the River Thames**

Respondent (user ID / organisation)	Consultee strand	Issues raised	Local Refinement Consultation response text where the issue is addressed	Project change
LTCLRCONLATE10	Public (s47)	Concern that the Cyclopark access to Gravesham should be left alone.	CSR6	No

15.6.5 Table 15.23 below summarises the issues raised relating to the proposed changes north of the River Thames.

**Table 15.23 Summary of issues raised relating to the proposed changes north of the River Thames**

Respondent (user ID / organisation)	Consultee strand	Issues raised	Local Refinement Consultation response text where the issue is addressed	Project change
LTCLRCONLATE02	PIL (s42(1)(d))	Concern that there is no provision for the public to drive to Tilbury Fields to use the footpaths and cycle tracks.	CNR2 CNR30	No
LTCLRCONLATE02	PIL (s42(1)(d))	Concern that there are no proposed car parks and facilities at Tilbury Fields; disabled people would not benefit from the proposed park.	CNR2 CNR30	No
LTCLRCONLATE02	PIL (s42(1)(d))	Concern that the revised proposals for Tilbury Fields would not provide views in the same way that the previous proposals would.	CNR31	No
LTCLRCONLATE02	PIL (s42(1)(d))	Concern that the height of the proposed Tilbury Fields landforms have increased from 16m to 24m	CNR31	No
LTCLRCONLATE04	Public (s47)	Concern that part of Thames Chase Forest, which was mitigation for the M25, will be permanently taken for the new road and earthworks.	CNR7	No

Respondent (user ID / organisation)	Consultee strand	Issues raised	Local Refinement Consultation response text where the issue is addressed	Project change
LTCLRCONLATE04	Public (s47)	Concern changes to the Tilbury area have only been made because Thames Freeport takes preference over the Project.	CNR14	No
LTCLRCONLATE04	Public (s47)	Concerns about congestion, safety and signage due to the new Orsett Cock/A1089 junction link road	CNR20	No
LTCLRCONLATE04	Public (s47)	Concern about raising the cuttings around the Mardyke will cause increased noise and pollution; impact on residents, the environment and wildlife in The Wilderness.	CNR35	No
LTCLRCONLATE07	Public (s47)	Opposed to proposed changes at Mardyke Valley/North Road and M25 Junction 29 - raising will result in more light, air and noise pollution.	CNR1 CNR3 CNR11 CNR13	No
LTCLRCONLATE07	Public (s47)	Concern how St Mary Magdalene Church would be affected by changes to the Project, such as new earthworks and the M25 compound, which has moved closer to the church.	CNR8	No
LTCLRCONLATE11	Public (s47)	Opposition to the construction compound opposite North Ockendon Conservation area.	CNR6	No

15.6.6 Table 15.24 below summarises the issues raised relating to the changes to proposals for walking, cycling and horse-riding.

**Table 15.24 Summary of issues raised relating to the changes to proposals for walking, cycling and horse-riding**

Respondent (user ID / organisation)	Consultee strand	Issues raised	Local Refinement Consultation response text where the issue is addressed	Project change
LTCLRCONLATE04	Public (s47)	Concern about NMU proposals - changing walkers' footpaths to bridleways 'for all' does not constitute 'improvements'; safety concerns in that cyclists do not give way to horse-riders and walkers.	WCH8	No
LTCLRCONLATE06	Public (s47)	Concern that pollution would have an impact on walkers, cyclists, horse-riders.	WCH13	No
LTCLRCONLATE07	Public (s47)	Concern the proposals cut off communities / existing footpath network.	WCH7	No
LTCLRCONLATE07	Public (s47)	Concern the proposals do not adequately promote cycling/walking.	WCH8	No
LTCLRCONLATE07	Public (s47)	Concern that there would be an impact of pollution on WCHs.	WCH13	No
LTCLRCONLATE07	Public (s47)	Concern that there would be an impact of noise on horses.	WCH14	No
LTCLRCONLATE09	Public (s47)	Concern that people will not want to walk, cycle or horse ride near a polluted road.	WCH13	No

15.6.7 Table 15.25 below summarises the issues raised relating the proposed compensation areas in Gravesham and Shorne Woods.

**Table 15.25 Summary of issues raised relating to the proposed compensation areas in Gravesham and Shorne Woods**

Respondent (user ID / organisation)	Consultee strand	Issues raised	Local Refinement Consultation response text where the issue is addressed	Project change
LTCLRCONLATE06	Public (s47)	Concern that there would be an impact on Shorne Woods.	GSW9	No
LTCLRCONLATE07	Public (s47)	Concern Shorne Woods is well established, and it would take several years for any new planting to grow.	GSW9	No
LTCLRCONLATE07	Public (s47)	Concern previous new planting projects have used the wrong types of trees and not been maintained.	GSW9	No
LTCLRCONLATE08	Public (s47)	Concern Gravesham and Shorne Woods are sensitive areas home to wildlife that would be adversely affected by such a significant increase in pollution.	GSW9	No
LTCLRCONLATE09	Public (s47)	Concern that Shorne Woods is irreplaceable.	GSW9	No

15.6.8 Table 15.26 below summarises the issues raised relating to the proposed changes to the proposed compensation areas in Southfields, Thurrock

**Table 15.26 Summary of issues raised relating to the proposed compensation areas in Southfields, Thurrock**

Respondent (user ID / organisation)	Consultee strand	Issues raised	Local Refinement Consultation response text where the issue is addressed	Project change
LTCLRCONLATE07	Public (s47)	Concern Southfields is a decommissioned landfill site.	SOT1	No
LTCLRCONLATE09	Public (s47)	Concern Southfields is a decommissioned landfill site.	SOT1	No

15.6.9 Table 15.27 below summarises the issues raised relating to the proposed compensation area at Hole Farm, Brentwood

**Table 15.27 Summary of issues raised relating to the proposed compensation area at Hole Farm, Brentwood**

<b>Respondent (user ID / organisation)</b>	<b>Consultee strand</b>	<b>Issues raised</b>	<b>Local Refinement Consultation response text where the issue is addressed</b>	<b>Project change</b>
LTCLRCONLATE04	Public (s47)	Concern Hole Farm is not near the Project so will not mitigate against negative effects and will result in the loss of 75ha of farmland.	HOF2	No
LTCLRCONLATE06	Public (s47)	Concern Hole farm should stay as a farm, producing food.	HOF10	No
LTCLRCONLATE07	Public (s47)	Concern that Hole Farm was already bought to help with biodiversity; it is a standalone project; it is an example of greenwash.	HOF7	No
LTCLRCONLATE07	Public (s47)	Concern Hole Farm is not near the proposed Project.	HOF11	No
LTCLRCONLATE09	Public (s47)	Concern about loss of green space and impact on sports clubs.	HOF1	No

15.6.10 Table 15.28 below summarises the issues raised relating to the nitrogen deposition methodology

**Table 15.28 Summary of issues raised relating to the nitrogen deposition methodology**

Respondent (user ID / organisation)	Consultee strand	Issues raised	Local Refinement Consultation response text where the issue is addressed	Project change
LTCLRCONLATE01	Public (s47)	Concern that planting and compensation areas will not mitigate the impact on homes near the proposed works.	NDP4 NDP16	No
LTCLRCONLATE04	Public (s47)	Concern about the nitrogen impacts on the Gravesham and Shore Woods area, and that no benefit will be gained from the proposed compensation at Blue Bell Hill nor the loss of 104ha of farmland in this area.	NDP5	No
LTCLRCONLATE04	Public (s47)	Concern only Orsett Golf Course is shown as a 'designated site' which needs special protection from nitrogen.	NDP5	No
LTCLRCONLATE04	Public (s47)	Concern about loss of farmland/food production to address nitrogen impacts.	NDP5	No
LTCLRCONLATE04	Public (s47)	Concern about increasing the Order Limits to offset nitrogen and pollution.	NDP5	No
LTCLRCONLATE07	Public (s47)	Concern NDEP proposals take the 'easy option', which is costly to the taxpayer and less effective than if the impacts were mitigated against.	NDP4	No
LTCLRCONLATE07	Public (s47)	Concern that nitrogen deposition would be bad for the environment.	NDP21	No
LTCLRCONLATE08	Public (s47)	Disagree that there would be no significant nitrogen emissions from construction vehicles	NDP12	No
LTCLRCONLATE08	Public (s47)	Concern the necessary NDEP surveys have not been carried out; levels have been assumed, and are higher.	NDP13	No
LTCLRCONLATE08	Public (s47)	Claim that Natural England and other organisations do not agree with the Applicant's assessment of NDEP.	NDP18	No



Respondent (user ID / organisation)	Consultee strand	Issues raised	Local Refinement Consultation response text where the issue is addressed	Project change
LTCLRCONLATE09	Public (s47)	Concern about the impact of NDEP on Epping Forest and Benfleet.	NDP9	No
LTCLRCONLATE09	Public (s47)	Concern proposals to address NDEP are 'all talk' - no reduction to speed limits and 9m barriers.	NDP16	No

15.6.11 Table 15.29 below summarises the issues raised relating to the proposed changes to Special Category Land.

**Table 15.29 Summary of issues raised relating to the proposed changes to Special Category Land.**

Respondent (user ID / organisation)	Consultee strand	Issues raised	Local Refinement Consultation response text where the issue is addressed	Project change
LTCLRCONLATE06	Public (s47)	Concern that special category land should be left alone.	SCL6	No
LTCLRCONLATE08	Public (s47)	Concern about special category land - some sites are far-removed from the construction areas but the Applicant suggests other closer areas will not be affected.	SCL6	No
LTCLRCONLATE09	Public (s47)	Opposition to the changes to special category land because of pollution concerns.	SCL4	No

15.6.12 Table 15.30 below summarises the issues raised relating to changes to private recreational facilities

**Table 15.30 Summary of issues raised relating to changes to private recreational facilities**

Respondent (user ID / organisation)	Consultee strand	Issues raised	Local Refinement Consultation response text where the issue is addressed	Project change
LTCLRCONLATE04	Public (s47)	Concern about the use of Linford allotments during construction.	REC1	No
LTCLRCONLATE04	Public (s47)	Concern about the loss of private recreational facilities due to the negative impact on residents.	REC10	No
LTCLRCONLATE06	Public (s47)	Concern that there would be an impact on fishing sites.	REC6	No
LTCLRCONLATE07	Public (s47)	Concern about the loss of private recreational facilities.	REC10	No
LTCLRCONLATE07	Public (s47)	Concern about a lack of footpath from South to North Ockendon. Residents currently walk through adjacent fields but the Project would stop this.	REC12	No
LTCLRCONLATE07	Public (s47)	Concern there is no crossing to be able to cross from the footpath over the North Road green bridge.	REC12	No
LTCLRCONLATE08	Public (s47)	Concern about the loss of recreational facilities.	REC10	No
LTCLRCONLATE09	Public (s47)	Concern about the lack of information about private recreational facilities; very confusing.	REC1	No
LTCLRCONLATE10	Public (s47)	Concern that the latest proposals for the Project, including construction, would have a negative effect on recreational spaces.	REC1	No

15.6.13 Table 15.31 below summarises the issues raised relating to general comments about the Project.

**Table 15.31 Summary of issues raised relating to general comments about the Project**

Respondent (user ID / organisation)	Consultee strand	Issues raised	Local Refinement Consultation response text where the issue is addressed	Project change
LTCLRCONLATE01	Public (s47)	Concern about traffic impact on existing roads.	GNC63	No
LTCLRCONLATE01	Public (s47)	Concern that the Project alignment should make better use of existing roads.	GNC64	No
LTCLRCONLATE01	Public (s47)	Suggestion the movement of traffic between Essex and Kent should be around the M25 area, not around Gravesend /A2/ M20.	GNC66	No
LTCLRCONLATE02	PIL (s42(1)(d))	Concern about the redesign of tunnel maintenance access in the Tilbury area - this is likely to be a major additional junction on the Project, which has the potential to create similar problems to the additional junctions on the Dartford Crossing, being too close to the tunnel.	GNC6	No
LTCLRCONLATE02	PIL (s42(1)(d))	Query as to why the temporary haul road between Church Lane and Low Street Lane is still required, as the proposed water utilities work along Church Road and the Utilities Logistic Hub have been removed.	GNC22	No
LTCLRCONLATE02	PIL (s42(1)(d))	Suggestion of building a superhighway between M25 J3 and J29 without entrances and exits.	GNC66	No
LTCLRCONLATE02	PIL (s42(1)(d))	Concern the option of taking the Project under the Tilbury Loop Railway was rejected to retain the option for additional future connections, repeating the problems of the current crossing.	GNC71	No
LTCLRCONLATE03	Public (s47)	Concern that wildlife would be displaced.	GNC52	No
LTCLRCONLATE05	Public (s47)	Concerns over the Project's impact on children's health.	GNC2	No

Respondent (user ID / organisation)	Consultee strand	Issues raised	Local Refinement Consultation response text where the issue is addressed	Project change
LTCLRCONLATE05	Public (s47)	Concerns over the Project's impact on mental health.	GNC2	No
LTCLRCONLATE05	Public (s47)	Concern that air pollution would increase.	GNC8	No
LTCLRCONLATE05	Public (s47)	Concern over the Project's impact on habitats and wildlife.	GNC52	No
LTCLRCONLATE05	Public (s47)	Opposition to crossing overall.	GNC59	No
LTCLRCONLATE06	Public (s47)	Concerns regarding wildlife relocation.	GNC52	No
LTCLRCONLATE06	Public (s47)	Concern about loss of trees, hedgerows and habitats.	GNC52	No
LTCLRCONLATE08	Public (s47)	Concern that there would be an increase of pollution in Riverview Park area, leading to health impacts.	GNC2	No
LTCLRCONLATE08	Public (s47)	Concern air pollution levels contravene legal levels, so future improvements would not provide adequate mitigation.	GNC8	No
LTCLRCONLATE08	Public (s47)	Concern residents would not be able to enjoy parks and woodland during 6-7 years of construction.	GNC14	No
LTCLRCONLATE08	Public (s47)	Concern at the loss of ancient woodland.	GNC14	No
LTCLRCONLATE08	Public (s47)	Concern incidents in the LTC would not be dealt with quickly.	GNC31	No
LTCLRCONLATE08	Public (s47)	Concern the Project will be a 'smart motorway' in all but name.	GNC34	No
LTCLRCONLATE08	Public (s47)	Concern wildlife and protected species would be at risk, as environmental mitigations will not be carried out until after construction.	GNC52	No
LTCLRCONLATE08	Public (s47)	Concern pollution from construction vehicles would adversely affect wildlife, flora and farmland.	GNC52	No
LTCLRCONLATE08	Public (s47)	Concern new planting would take decades to mature; volume does not replace quality.	GNC52	No

Respondent (user ID / organisation)	Consultee strand	Issues raised	Local Refinement Consultation response text where the issue is addressed	Project change
LTCLRCONLATE08	Public (s47)	Concern changes north of the river would not improve traffic-flow between the M25 'north' and M25 'south'.	GNC63 GNC66	No
LTCLRCONLATE08	Public (s47)	Suggestion of an alternative option - a longer tunnel at Dartford.	GNC64 GNC66	No
LTCLRCONLATE09	Public (s47)	Opposition to taking more farmland that is needed to grow food.	GNC15	No
LTCLRCONLATE09	Public (s47)	Concern that the proposed changes and the compounds will increase congestion on local roads for 5-7 years.	GNC22	No
LTCLRCONLATE09	Public (s47)	Concern about the potential environmental impact on Hornchurch and other areas affected by the Project.	GNC48	No
LTCLRCONLATE09	Public (s47)	Suggestion the funding should be spent on helping the economy and other public services.	GNC76	No
LTCLRCONLATE10	Public (s47)	Concern that the Project would increase air pollution.	GNC8	No
LTCLRCONLATE11	Public (s47)	Concern that the Project would have a negative impact on woodlands.	GNC14	No
LTCLRCONLATE11	Public (s47)	Concern that the Project would disrupt wildlife.	GNC52	No
LTCLRCONLATE11	Public (s47)	Concern that species of flora and fauna do not respond well to change of environments.	GNC52	No

15.6.14 Table 15.32 below summarises the issues raised relating to comments about the Local Refinement Consultation

**Table 15.32 Summary of issues raised relating to comments about the Local Refinement Consultation**

Respondent (user ID / organisation)	Consultee strand	Issues raised	Local Refinement Consultation response text where the issue is addressed	Project change
LTCLRCONLATE01	Public (s47)	Consultation inadequate - unable to answer questions.	LRC1	No
LTCLRCONLATE01	Public (s47)	Concern about the quality of consultation materials.	LRC8	No
LTCLRCONLATE02	PIL (s42(1)(d))	Concern about an inaccurate description of the Scout Centre on p135 of the guide - it is NOT a holiday facility.	LRC6	No
LTCLRCONLATE02	PIL (s42(1)(d))	Query about p135 of the guide which states 'A small section of the site in the south-west corner is needed temporarily during construction for water utility works'; it is understood the area required in the south-east corner.	LRC6	No
LTCLRCONLATE02	PIL (s42(1)(d))	Disputes the claim made in section 4.4 of the Guide - Private Recreational facilities – that the Applicant has continued to engage with landowners near the Project.	LRC15	No
LTCLRCONLATE02	PIL (s42(1)(d))	Opposition to the Project until i) further information is provided on what future possible developments are being considered; ii) who are the key stakeholders who have been involved in these discussions; iii) how consultees can be involved in any future planning in the area.	LRC15 LRC24 LRC25	No
LTCLRCONLATE02	PIL (s42(1)(d))	Concern notification of the PIEs was very late, which did not help people plan their attendance.	LRC17	No

Respondent (user ID / organisation)	Consultee strand	Issues raised	Local Refinement Consultation response text where the issue is addressed	Project change
LTCLRCONLATE02	PIL (s42(1)(d))	Request for confirmation on the purpose of proposed utility works.	LRC24	No
LTCLRCONLATE02	PIL (s42(1)(d))	Request for supporting information showing the utility works would not impact the existing use of a recreational facility.	LRC24	No
LTCLRCONLATE02	PIL (s42(1)(d))	Pleased the East Tilbury PIE was added to the schedule.	LRC27	No
LTCLRCONLATE07	Public (s47)	Concern there was no consultation event in South or North Ockendon.	LRC2	No
LTCLRCONLATE07	Public (s47)	Concern the consultation telephone number was not a freephone service.	LRC4	No
LTCLRCONLATE07	Public (s47)	Concern the interactive maps and website videos did not work.	LRC10	No
LTCLRCONLATE07	Public (s47)	Concern the Guide was confusing.	LRC12	No
LTCLRCONLATE07	Public (s47)	Concern the consultation is a tick box exercise.	LRC18	No
LTCLRCONLATE08	Public (s47)	Concern sufficient consultation events were not carried out in all affected areas.	LRC2	No
LTCLRCONLATE12	Public (s47)	Request to be consulted on the design details of any bridges and crossings that involve railway lines.	LRC25	No

15.6.15 Table 15.33 below summarises the issues raised that were answered during previous consultations

**Table 15.33 Summary of issues raised during previous consultations**

Respondent (user ID / organisation)	Consultee strand	Issues raised	Consultation where the issue is addressed	Consultation response text where the issue is addressed	Project change
LTCLRCONLATE02	PIL (s42(1)(d))	Concern regarding construction sites, which would disrupt communities and increase risk of injury to members of the public.	Community Impacts Consultation	BC4	Yes
LTCLRCONLATE04	Public (s47)	Concern FP200 would be negatively affected by the Project and would not be available for use once the Project is operational.	Community Impacts Consultation	TF9	Yes
LTCLRCONLATE06	Public (s47)	Suggestion that rather than compensate for nitrogen, people should be encouraged not to drive.	Community Impacts Consultation	GC71	No
LTCLRCONLATE07	Public (s47)	Suggestion to improve the design of the green bridge taking North Road over the Project.	Community Impacts Consultation	CN19	Yes
LTCLRCONLATE08	Public (s47)	Concern the reconfiguration of the A2/M2 upgraded as part of the Project would cause more congestion as there would be fewer lanes available to A2 traffic.	Community Impacts Consultation	CS17	No
LTCLRCONLATE08	Public (s47)	Concern the access from M25 J1 would not be able to cope with a re-route of traffic onto the coastbound section of the A2 at J1.	Supplementary Consultation	SOU19	No
LTCLRCONLATE08	Public (s47)	Concern construction and road closures over a long period would cause congestion on the A2.	Supplementary Consultation	BLD16	No



<b>Respondent (user ID / organisation)</b>	<b>Consultee strand</b>	<b>Issues raised</b>	<b>Consultation where the issue is addressed</b>	<b>Consultation response text where the issue is addressed</b>	<b>Project change</b>
LTCLRCONLATE08	Public (s47)	Concern about a rise in pollution (air, noise and light) due to restricted traffic flows.	Community Impacts Consultation	GC1 GC15	No

## 16 Conclusion

- 16.1.1 The pre-application Statutory Consultation held by the Applicant on the Project proposals between 10 October and 20 December 2018 met the requirements of the Planning Act 2008, the EIA Regulations and the APFP Regulations. It was carried out in line with the relevant guidance published by the Planning Inspectorate and Government. Appendix A of this report provides evidence of the ways in which compliance has been demonstrated.
- 16.1.2 In delivering its initial non-statutory consultation on potential route options for the Project, the pre-application Statutory Consultation and subsequent non-statutory consultations (the Supplementary Consultation, Design Refinement Consultation, Community Impacts Consultation and Local Refinement Consultation), the Applicant has engaged extensively with the communities and stakeholder organisations that are affected by the proposals. Issues raised by consultees have been conscientiously considered, leading to progressive refinement of the design of the Project and the proposed approach to its operation.
- 16.1.3 For the pre-application Statutory Consultation, the Applicant prepared a draft Statement of Community Consultation (SoCC) which set out how it proposed to consult people living in the vicinity of the land about the proposed application, in accordance with section 47 of the Planning Act 2008 and Regulation 12 of the EIA Regulations. The Applicant consulted all host and neighbouring local authorities about the contents of the SoCC, therefore, going beyond the minimum requirements of section 47(2) of the Planning Act 2008 in recognition of the wider regional impact of the Project. The delivery of the pre-application consultation was carried out in accordance with the final SoCC (Appendix G). The ways in which the consultation was publicised, and channels for responding to the proposals, were extensive, as described in Chapter 4 of this report.
- 16.1.4 The Applicant received 28,493 responses to the Statutory Consultation and ensured that the issues contained in each were categorised using a series of issue-based codes. This Consultation Report contains an explanation of how each issue has been considered and addressed by the Applicant, with clear indications of those responses which have led to changes in the Project proposals.
- 16.1.5 Two subsequent rounds of non-statutory consultation held in 2020 provided consultees with an opportunity to comment on and influence the refinement of the Project proposals. The Supplementary Consultation held in early 2020 on updates to the Statutory Consultation proposals generated 6,576 responses, and a further round of consultation on a set of design refinements generated 1,206 responses. These responses were considered in the same way as those submitted to the Statutory Consultation, and this report provides explanations of how the issues raised have been considered.
- 16.1.6 As described in Chapter 8, in October 2020 the Applicant submitted but later withdrew an application for development consent to build the Project. Adequacy of Consultation Representations (AoCRs) submitted by some of

the relevant local authorities in relation to the previous application contained a series of concerns about the pre-application consultation undertaken, whilst other AoCRs did not express concerns or objections. The Applicant carried out a detailed review of the AoCRs, as explained in further detail in Chapter 8 and Appendix V of this report.

- 16.1.7 One important outcome of the review was a revised and expanded approach to stakeholder engagement, in which local authorities and other bodies were provided with additional opportunities to shape the development of the Project through ongoing workshops, meetings and document sharing. The Statement of Engagement (Application Document 5.2) and the Statements of Common Ground (Application Document 5.4) provide further information on this process.
- 16.1.8 Another outcome was the decision to plan and hold, in the summer of 2021, the Community Impacts Consultation. The focus of the consultation was a more localised description of the predicted impacts of the construction and operation of the Project, as well as the Applicant's proposed mitigation. This included the publication of a series of Ward Impact Summaries, each of which covered a directly affected local authority ward as well as two wards at either end of the Dartford Crossing. The materials published for the Community Impacts Consultation described a series of updates to the Project proposals and included draft versions of 'control documents that would provide the framework for managing the environmental effects of construction and operation of the Project.
- 16.1.9 The Community Impacts Consultation also included a comprehensive 'You Said, We Did' document, in which the Applicant set out the key issues raised at the three preceding stages of pre-application consultation and how they had been considered and acted upon.
- 16.1.10 The Applicant held a final phase of non-statutory public consultation on the proposals – the Local Refinement Consultation – between May and June 2022. This consultation presented a further series of localised updates to the Project proposals. An equivalent to the You Said, We Did document described in 16.1.9 was produced in time for the launch of this consultation. It demonstrated how feedback from the Community Impacts Consultation had been considered in advance of the Local Refinement Consultation.
- 16.1.11 In October 2022 the Applicant published two further sources of information on its consideration of consultation feedback, of which one was an equivalent 'You Said, We Did' document focussing on feedback from the Local Refinement Consultation. The other is an online interactive tool that allows users to explore maps, images and videos explaining how consultation and engagement has brought about changes to the Project proposals throughout the pre-application period. The resource was made freely available online at [REDACTED] on 19 October 2022 and was widely publicised by the Applicant including a press release and social media posts.
- 16.1.12 The level of interest in the Statutory Consultation, as evidenced by the volume of responses and the detailed comments they contained,

demonstrate that public interest in the Project and interest among statutory consultees and stakeholder organisations is significant. The results of the consultation indicate that there is considerable support for the Project as a whole and for individual elements of it. For example, over 22,000 of the approximately 26,000 people who answered the relevant question indicated that they either agreed or strongly agreed that the Project is needed.

- 16.1.13 Subsequent phases of non-statutory consultation have been used to seek feedback on updates and refinements to the proposals, and to develop plans for environmental mitigation, open space provision and other matters.
- 16.1.14 Extensive efforts have been made by the Applicant to address outstanding consultee concerns and to provide meaningful opportunities for public participation. The Applicant acknowledges and is grateful for the time and effort of all those who have engaged in the pre-application process.

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## 18 Glossary

Term	Abbreviation	Explanation
<b>A122</b>		The new A122 trunk road to be constructed as part of the Lower Thames Crossing project, including links, as defined in Part 2, Schedule 5 (Classification of Roads) in the draft DCO (Application Document 3.1)
<b>A122 Lower Thames Crossing</b>	<b>Project</b>	A proposed new crossing of the Thames Estuary linking the county of Kent with the county of Essex, at or east of the existing Dartford Crossing.
<b>A122 Lower Thames Crossing/M25 junction</b>		New junction with north-facing slip roads on the M25 between M25 junctions 29 and 30, near North Ockendon.
<b>A13/A1089/A122 Lower Thames Crossing junction</b>		Alteration of the existing junction between the A13 and the A1089, and construction of a new junction between the A122 Lower Thames Crossing and the A13 and A1089, comprising the following link roads: <ul style="list-style-type: none"> <li>• Improved A13 westbound to A122 Lower Thames Crossing southbound</li> <li>• Improved A13 westbound to A122 Lower Thames Crossing northbound</li> <li>• Improved A13 westbound to A1089 southbound</li> <li>• A122 Lower Thames Crossing southbound to improved A13 eastbound and Orsett Cock roundabout</li> <li>• A122 Lower Thames Crossing northbound to improved A13 eastbound and Orsett Cock roundabout</li> <li>• Orsett Cock roundabout to the improved A13 westbound</li> <li>• Improved A13 eastbound to Orsett Cock roundabout</li> <li>• Improved A1089 northbound to A122 Lower Thames Crossing northbound</li> <li>• Improved A1089 northbound to A122 Lower Thames Crossing southbound</li> </ul>
<b>A2</b>		A major road in south-east England, connecting London with the English Channel port of Dover in Kent.
<b>Application Document</b>		In the context of the Project, a document submitted to the Planning Inspectorate as part of the application for development consent.
<b>Construction</b>		Activity on and/or offsite required to implement the Project. The construction phase is considered to commence with the first activity on site (e.g. creation of site access), and ends with demobilisation.
<b>Design Manual for Roads and Bridges</b>	<b>DMRB</b>	A comprehensive manual containing requirements, advice and other published documents relating to works on motorway and all-purpose trunk roads for which one of the Overseeing Organisations (National Highways, Transport Scotland, the Welsh Government or the Department for Regional Development (Northern Ireland)) is highway authority. For the A122 Lower Thames Crossing the Overseeing Organisation is National Highways.

<b>Term</b>	<b>Abbreviation</b>	<b>Explanation</b>
<b>Development Consent Order</b>	<b>DCO</b>	Means of obtaining permission for developments categorised as Nationally Significant Infrastructure Projects (NSIP) under the Planning Act 2008.
<b>Development Consent Order application</b>	<b>DCO application</b>	The Project Application Documents, collectively known as the ‘DCO application’.
<b>Environmental Statement</b>	<b>ES</b>	A document produced to support an application for development consent that is subject to Environmental Impact Assessment (EIA), which sets out the likely impacts on the environment arising from the proposed development.
<b>Highways England</b>		Former name of National Highways.
<b>M2 junction 1</b>		The M2 will be widened from three lanes to four in both directions through M2 junction 1.
<b>M2/A2/A122 Lower Thames Crossing junction</b>		New junction proposed as part of the Project to the east of Gravesend between the A2 and the new A122 Lower Thames Crossing with connections to the M2.
<b>M25 junction 29</b>		Improvement works to M25 junction 29 and to the M25 north of junction 29. The M25 through junction 29 will be widened from three lanes to four in both directions with hard shoulders.
<b>National Highways</b>		A UK government-owned company with responsibility for managing the motorways and major roads in England. Formerly known as Highways England.
<b>National Planning Policy Framework</b>	<b>NPPF</b>	A framework published in March 2012 by the UK’s Department of Communities and Local Government, consolidating previously issued documents called Planning Policy Statements (PPS) and Planning Practice Guidance Notes (PPG) for use in England. The NPPF was updated in February 2019 and again in July 2021 by the Ministry of Housing, Communities and Local Government.
<b>National Policy Statement</b>	<b>NPS</b>	Set out UK government policy on different types of national infrastructure development, including energy, transport, water and waste. There are 12 NPS, providing the framework within which Examining Authorities make their recommendations to the Secretary of State.
<b>National Policy Statement for National Networks</b>	<b>NPSNN</b>	Sets out the need for, and Government’s policies to deliver, development of Nationally Significant Infrastructure Projects (NSIPs) on the national road and rail networks in England. It provides planning guidance for promoters of NSIPs on the road and rail networks, and the basis for the examination by the Examining Authority and decisions by the Secretary of State.
<b>Nationally Significant Infrastructure Project</b>	<b>NSIP</b>	Major infrastructure developments in England and Wales, such as proposals for power plants, large renewable energy projects, new airports and airport extensions, major road projects etc that require a development consent under the Planning Act 2008.

Term	Abbreviation	Explanation
<b>North Portal</b>		The North Portal (northern tunnel entrance) would be located to the west of East Tilbury. Emergency access and vehicle turn-around facilities would be provided at the tunnel portal. The tunnel portal structures would accommodate service buildings for control operations, mechanical and electrical equipment, drainage and maintenance operations.
<b>Operation</b>		Describes the operational phase of a completed development and is considered to commence at the end of the construction phase, after demobilisation.
<b>Order Limits</b>		The outermost extent of the Project, indicated on the Plans by a red line. This is the Limit of Land to be Acquired or Used (LLAU) by the Project. This is the area in which the DCO would apply.
<b>Planning Act 2008</b>		The primary legislation that establishes the legal framework for applying for, examining and determining Development Consent Order applications for Nationally Significant Infrastructure Projects.
<b>Project road</b>		The new A122 trunk road, the improved A2 trunk road, and the improved M25 and M2 special roads, as defined in Parts 1 and 2, Schedule 5 (Classification of Roads) in the draft DCO (Application Document 3.1).
<b>Project route</b>		The horizontal and vertical alignment taken by the Project road.
<b>South Portal</b>		The South Portal of the Project (southern tunnel entrance) would be located to the south-east of the village of Chalk. Emergency access and vehicle turn-around facilities would be provided at the tunnel portal. The tunnel portal structures would accommodate service buildings for control operations, mechanical and electrical equipment, drainage and maintenance operations.
<b>The tunnel</b>		Proposed 4.25km (2.5 miles) road tunnel beneath the River Thames, comprising two bores, one for northbound traffic and one for southbound traffic. Cross-passages connecting each bore would be provided for emergency incident response and tunnel user evacuation. Tunnel portal structures would accommodate service buildings for control operations, mechanical and electrical equipment, drainage and maintenance operations. Emergency access and vehicle turn-around facilities would also be provided at the tunnel portals.

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