

Lower Thames Crossing

6.6 Statement of Statutory Nuisance

APFP Regulation 5(2)(f)

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

Volume 6

DATE: October 2022

Planning Inspectorate Scheme Ref: TR010032
Application Document Ref: TR010032/APP/6.6

VERSION: 1.0

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1 Executive summary

- 1.1.1 This Statement of Statutory Nuisance assesses the A122 Lower Thames Crossing (the Project) against the statutory nuisances described in the Environmental Protection Act 1990 (EPA 1990).
- 1.1.2 The Project does have the potential to create five of the statutory nuisances described in the EPA 1990. However, with the appropriate mitigation measures in place, none of the statutory nuisances identified in section 79(1) of the EPA 1990 are predicted to arise during the construction or operation of the Project.

2 Introduction

2.1 Purpose of this document

- 2.1.1 National Highways (the Applicant) has submitted an application under section 37 of the Planning Act 2008 for an order to grant development consent for the A122 Lower Thames Crossing (the Project).
- 2.1.2 This statement identifies whether the A122 Lower Thames Crossing would create one or more of the statutory nuisances set out in section 79(1) of the Environmental Protection Act (EPA) 1990, and if so, how the Applicant would mitigate or limit such nuisances.
- 2.1.3 This Statement of Statutory Nuisance is part of a suite of documents which accompanies the application to grant development consent. A full description of all the Application Documents is provided in the Introduction to the Application (Application Document 1.3) which also accompanies the application.
- 2.1.4 This statement has been prepared in accordance with the requirements of section 37(3)(d) of the Planning Act 2008 and Regulation 5(2)(f) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. This statement is informed by and should be read alongside other Application Documents, in particular, the Environmental Statement (ES) (Application Documents 6.1 to 6.3).

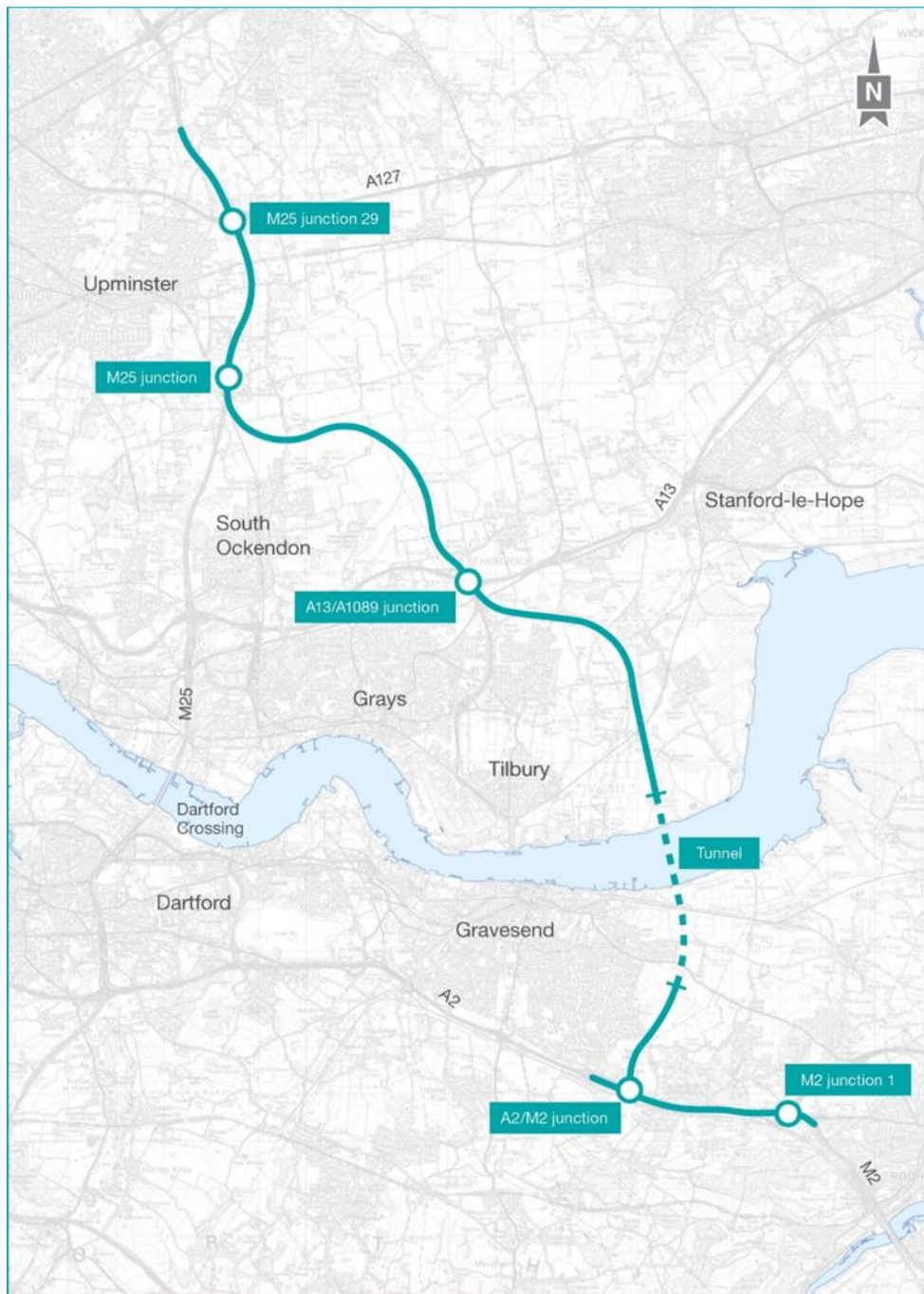
2.2 The need for the Project

- 2.2.1 Since 1963, the Dartford Crossing has provided the only significant road crossing of the River Thames east of London. It is a critical part of the country's road network, connecting communities and businesses and providing a vital link for the nearby major ports. However, traffic flows on the Dartford Crossing are consistently in excess of the design capacity of the road, which results in frequent congestion and poor journey time reliability, making it one of the least reliable sections of the strategic road network. The current operational challenges have significant negative impacts on users and non-users in terms of economic productivity and trade, social and user experience and environmental impacts. For more information on the needs case, refer to the Need for the Project (Application Document 7.1).

2.3 The Project

- 2.3.1 The Project would provide a connection between the A2 and M2 in Kent, south-east of Gravesend, crossing under the River Thames through a tunnel, before joining the M25 south of junction 29. The Project route is presented in Plate 2.1.
- 2.3.2 The A122 road would be 31km long, 4.25km of which would be in tunnel. On the south side of the River Thames, the Project route would link the tunnel to the A2 and M2. On the north side, it would link to the A13, M25 junction 29 and the M25 south of junction 29. The tunnel entrances would be located to the south-east of the village of Chalk on the south of the River Thames and to the west of East Tilbury on the north side.

- 2.3.3 Junctions are proposed at the following locations:
- a. New junction with the A2 to the south-east of Gravesend
 - b. Modified junction with the A13/A1089 in Thurrock
 - c. New junction with the M25 between junctions 29 and 30
- 2.3.4 To align with the National Policy Statement for National Networks (Department for Transport, 2014) and to help the Project meet the Scheme Objectives, it is proposed that road user charges will be levied in line with the Dartford Crossing. Vehicles would be charged for using the new tunnel.
- 2.3.5 The Project route would be three lanes in both directions, except for:
- a. link roads
 - b. stretches of the carriageway through junctions
 - c. the southbound carriageway from the M25 to the junction with the A13/A1089, which would be two lanes
- 2.3.6 In common with most A-roads, the A122 would operate with no hard shoulder but would feature a 1m hard strip on either side of the carriageway. It would also feature technology including stopped vehicle and incident detection, lane control, variable speed limits and electronic signage and signalling. The A122 design outside of the tunnel road would include emergency areas. The tunnel would include a range of enhanced systems and response measures instead of emergency areas.
- 2.3.7 The A122 would be classified as an ‘all-purpose trunk road’ with green signs. For safety reasons, walkers, cyclists, horse-riders and slow-moving vehicles would be prohibited from using it.
- 2.3.8 The Project would include adjustment to a number of local roads. There would also be changes to a number of public rights of way, used by walkers, cyclists and horse riders. Construction of the Project would also require the installation and diversion of a number of utilities, including gas mains, overhead electricity powerlines and underground electricity cables, as well as water supplies and telecommunications assets and associated infrastructure.
- 2.3.9 The Project has been developed to avoid or minimise significant effects on the environment. Some of the measures adopted include landscaping, noise mitigation, green bridges, floodplain compensation, new areas of ecological habitat and two new parks.
- 2.3.10 The Project Design Report (Application Document 7.4) and Environmental Statement Figure 2.4: Environmental Masterplan (Application Document 6.2) provide further details about the design of the Project and the proposed planting and landscaping.

Plate 2.1 Lower Thames Crossing route

2.4 Structure of this document

2.4.1 The remainder of this document comprises four chapters as described below:

- a. Chapter 3: Policy and statutory context
- b. Chapter 4: Potential for breaches of section 79(1) of the Environmental Protection Act 1990
- c. Chapter 5: Article 58 of the draft Development Consent Order
- d. Chapter 6: Conclusion

3 Policy and statutory context

3.1 Policy context

- 3.1.1 The National Policy Statement for National Networks (paragraphs 4.57 to 4.59) (Department for Transport, 2014) highlights the importance of considering the possible sources of nuisance under section 79(1) of the EPA 1990.
- 3.1.2 Paragraph 5.81 identifies that the construction and operation of national networks infrastructure has the potential to create a range of emissions such as odour, dust, steam, smoke and artificial light.
- 3.1.3 Paragraph 5.82 states that *‘Because of the potential effects of these emissions and in view of the availability of the defence of statutory authority against nuisance claims described previously, it is important that the potential for these impacts is considered by the applicant in their application, by the Examining Authority in examining applications and by the Secretary of State in taking decisions on development consents’*.
- 3.1.4 Paragraph 5.84 states that *‘Where the development is subject to an Environmental Impact Assessment, the applicant should assess any likely significant effects on amenity from emissions of odour, dust, steam, smoke and artificial light and describe these in the Environmental Statement’*. Paragraph 5.86 advises that consultation be undertaken with the relevant local planning authorities, and where appropriate the Environment Agency, about the scope and methodology of assessment.

3.2 Statutory context

- 3.2.1 This statement sets out whether the Project is likely to result in one or more of the statutory nuisances, set out in section 79(1) of the EPA 1990, and if so, how the Applicant proposes to mitigate or limit such nuisances.
- 3.2.2 Section 79(1) of the EPA 1990 states that the following matters constitute statutory nuisances:
- ‘(a) any premises in such a state as to be prejudicial to health or a nuisance;*
 - (b) smoke emitted from premises so as to be prejudicial to health or a nuisance;*
 - (c) fumes or gases emitted from premises so as to be prejudicial to health or a nuisance;*
 - (d) any dust, steam, smell or other effluvia arising on industrial, trade or business premises and being prejudicial to health or a nuisance;*
 - (e) any accumulation or deposit which is prejudicial to health or a nuisance;*
 - (f) any animal kept in such a place or manner as to be prejudicial to health or a nuisance;*
 - (fa) any insects emanating from relevant industrial, trade or business premises and being prejudicial to health or a nuisance;*
 - (fb) artificial light emitted from premises so as to be prejudicial to health or a nuisance;*
 - (g) noise emitted from premises so as to be prejudicial to health or a nuisance;*

(ga) noise that is prejudicial to health or a nuisance and is emitted from or caused by a vehicle, machinery or equipment in a street or in Scotland, road; and

(h) any other matter declared by any enactment to be a statutory nuisance’.

3.2.3 Section 79 of the EPA 1990 contains exceptions in respect of the statutory nuisances. The exceptions relevant to the Project are as follows:

- a. Section 79(4) clarifies that subsection (1)(c) does not apply in relation to premises other than private dwellings.
- b. Section 79(6A) clarifies that subsection (1)(ga) does not apply to noise made by traffic but could apply to construction vehicles or plant.

3.2.4 Definitions are set out in section 79(7), as follows:

- a. *“dust” does not include dust emitted from a chimney as an ingredient of smoke’*
- b. *“fumes” means any airborne solid matter smaller than dust’*
- c. *“industrial, trade or business premises” means premises used for any industrial, trade or business purposes or premises not so used on which matter is burnt in connection with any industrial, trade or business process, and premises are used for industrial purposes where they are used for the purposes of any treatment or process as well as where they are used for the purposes of manufacturing’*
- d. *“noise” includes vibration’*
- e. *“prejudicial to health” means injurious, or likely to cause injury, to health’*
- f. *“premises” includes land and ... any vessel’*
- g. *“private dwelling” means any building, or part of building, used or intended to be used, as a dwelling’*
- h. *“street” means a highway and any other road, footway, square or court that is for the time being open to the public’*

4 Potential for breaches of section 79(1) of the Environmental Protection Act 1990

4.1 Screening

- 4.1.1 This section considers the type of impacts associated with the Project that could potentially engage one or more of the matters set out in section 79(1) of the EPA 1990. Matters that have the potential to constitute ‘statutory nuisances’ that are not applicable to the Project have been screened out.
- 4.1.2 The findings of the Environmental Impact Assessment have been drawn on to inform this statement.
- 4.1.3 Subsections (1)(a), (1)(b), (1)(c), (1)(f), (1)(fa) and (1)(h) of section 79(1) of the EPA 1990 are not deemed applicable to the Project during either construction or operation and are therefore not considered further within this statement due to the following:
- (a) In relation to section 79(1)(a) of the EPA 1990, there would be no premises in a state so as to be prejudicial to health or a nuisance during construction or operation of the Project.
 - (b) In relation to section 79(1)(b) of the EPA 1990, no burning of waste materials would be permitted on site. Smoke would therefore not be emitted from the premises so as to be prejudicial to health or cause a nuisance.
 - (c) Section 79(4) of the EPA 1990 notes that section 79(1)(c) does not apply in relation to premises other than private dwellings and is therefore not applicable to the Project.
 - (f) In relation to section 79(1)(f) of the EPA 1990, no animals would be kept on site.
 - (fa) In relation to section 79(1)(fa) of the EPA 1990, no materials would be stored on site in such a way that they could attract insects which would constitute a nuisance or be prejudicial to health.
 - (h) In relation to section 79(1)(h) of the EPA 1990, there are no other matters or elements of the Project which could be considered to be a statutory nuisance.
- 4.1.4 The provisions of section 79(1) of the EPA 1990 that could be engaged as a result of the Project are:
- (d) *‘any dust, steam, smell or other effluvia arising on industrial, trade or business premises and being prejudicial to health or a nuisance’*
 - (e) *‘any accumulation or deposit which is prejudicial to health or a nuisance’*
 - (fb) *‘artificial light emitted from premises so as to be prejudicial to health or a nuisance’*
 - (f) *‘noise emitted from premises so as to be prejudicial to health or a nuisance’*
 - (ga) *‘noise that is prejudicial to health or a nuisance and is emitted from or caused by a vehicle, machinery or equipment in a street or in Scotland, road’.*

4.2 Section 79(1)(d) – relating to dust, steam, smell or other effluvia

Construction

- 4.2.1 The construction of the Project would involve activities that could generate dust, such as movement of excavated materials. Environmental Statement Chapter 5: Air Quality (Application Document 6.1) assesses the likely air quality impacts. As part of this assessment, the risk of potential adverse construction dust impacts has been determined taking into account receptors located within 200m of the Order Limits.
- 4.2.2 Good practice mitigation measures have been proposed to minimise the dust effects at receptors, as outlined in the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2). With the implementation of the mitigation measures, emissions of construction dust are not expected to result in significant air quality effects.
- 4.2.3 With the measures described in Environmental Statement Chapter 5: Air Quality (Application Document 6.1), dust generated during construction would be controlled and is therefore unlikely to constitute a nuisance or be prejudicial to health under section (79)(1)(d) of the EPA 1990.

Operation

- 4.2.4 As outlined in the air quality chapter of the ES, emissions to air from road traffic associated with the operational phase of the Project have been assessed in the quantitative assessment undertaken for the ES. Particulates (PM₁₀ and PM_{2.5}) are constituents of dust and as the impacts of road traffic emissions with the Project have been assessed and do not lead to a significant effect, no statutory nuisance is expected to arise.

4.3 Section 79(1)(e) – relating to accumulations or deposits of material

- 4.3.1 The Project would include provision for the storage of excavated materials on site. The Outline Materials Handling Plan (Application 6.3, Environmental Statement Appendix 2.2, Annex B) of the CoCP details the potential need to store materials on site.
- 4.3.2 During construction, excavated material would be removed from the bored tunnels. Excavated material stockpiling would be required across the Project, to aid the phasing of construction and the reuse of material across the Project. Where practicable, the phasing of the earthwork activities would minimise double handling (handling and placement of excavated material more times than necessary) and movements of material to its permanent destination.
- 4.3.3 Where practicable, excavated material would be reused within the Project for landscaping purposes. Good practice mitigation secured within the CoCP (Application Document 6.3, ES Appendix 2.2) includes using a material delivery system to reduce the need to stockpile materials during construction.

- 4.3.4 Where stockpiling is required, measures would be implemented such as ensuring sufficient space is provided, and labelling materials to prevent mixing of materials. Where stockpiling is required for periods of over 30 days, stockpiles would be sealed to maintain the integrity of the materials.
- 4.3.5 The mitigation measures described mean that no statutory nuisance under section 79(1)(e) is expected to arise during construction or operation of the Project.

4.4 Section 79(1)(fb) – relating to artificial light

- 4.4.1 Artificial lighting is considered to be a statutory nuisance if it is emitted from premises so as to be prejudicial to health or a nuisance.
- 4.4.2 Environmental Statement Chapter 7: Landscape and Visual (Application Document 6.1), Environmental Statement Appendix 7.9: Schedule of Landscape Effects, and Environmental Statement Appendix 7.10: Schedule of Visual Effects (Application Document 6.3) consider the effects of artificial lighting from the Project on the night-time environment at representative viewpoint locations.

Construction

- 4.4.3 During construction, artificial lighting would be required at construction compounds, the locations of which are shown on Environmental Statement Figure 2.5: Construction Information (Application Document 6.2). There would also be lighting from construction vehicle headlights, construction staff accommodation and site offices, on haul routes and other general working areas.
- 4.4.4 The effect of lighting on receptors would be reduced through good design in the layout and directional nature of night-time lighting at compounds and during night-time construction activities to avoid light glare, light spill and light pollution. These mitigation measures are secured in the CoCP (Application Document 6.3, ES Appendix 2.2).
- 4.4.5 Although it is anticipated that artificial lighting may be perceived at some receptors during construction, this is not expected to be prejudicial to health or to unreasonably or substantially interfere with the use or enjoyment of any home or premises. Therefore, no statutory nuisance under section 79(1)(fb) would arise during construction.

Operation

- 4.4.6 During operation, artificial light would be present at some locations within the Order Limits due to streetlights, vehicle headlights and digital signage. The landscape and visual impact assessment concludes that many of the areas on which the Project could have an impact through the installation of artificial lighting, are already subject to night-time lighting, and therefore the potential for effects from Project lighting is reduced.
- 4.4.7 The main areas in which artificial street lighting could impact on residential receptors are the properties on Baker Street. There is the potential for these properties to experience glare from vehicle headlights. This is dealt with on a case-by-case basis as issues are identified, using standard mitigation.

- 4.4.8 The South Portal would also introduce new lighting. However, mitigation will be in place to ensure that all the lighting is within the cutting to avoid light spill.
- 4.4.9 The effects of additional lighting would be mitigated as a result of sections of the Project route being in cutting and the establishment of new planting. Light spill would also be contained by using the shortest practicable lighting column heights and the use of LED luminaires to reduce light spill. These mitigation measures are secured within the CoCP (Application Document 6.3, ES Appendix 2.2).
- 4.4.10 North of the River Thames, lighting is constrained to 200m northwards of the North Portal, the A13/A1089/A122 Lower Thames Crossing junction and all areas of the M25 involved in the Project. Other areas of straight road remain unlit.
- 4.4.11 Artificial lighting during operation is not expected to be prejudicial to health or to unreasonably or substantially interfere with the use or enjoyment of a home or premises. Therefore, no statutory nuisance under section 79(1)(fb) would arise during the operation of the Project.

4.5 Section 79(1)(g) and (ga) – relating to noise and vibration

- 4.5.1 The Project has the potential to generate noise during construction from the use of construction plant, and during operation through plant associated with tunnel ventilation. Section 79(6A) of the EPA 1990 clarifies that subsection (1)(ga) does not apply to noise generated by road traffic.

Construction

- 4.5.2 Environmental Statement Chapter 12: Noise and Vibration (Application Document 6.1) describes the assessment of the noise and vibration impacts associated with construction.
- 4.5.3 The assessment considers the impacts of construction noise and vibration at residential properties and other sensitive receptors. The assessment includes the use of site compounds and haul roads within the Order Limits and concludes that, during construction, the Project would have the potential to generate noise as a result of piling and other construction activities.
- 4.5.4 The CoCP (Application Document 6.3, ES Appendix 2.2) includes good practice mitigation measures to control the effects of construction noise. Best Practicable Means would be secured through the Register of Environmental Actions and Commitments (which forms part of the CoCP) and employed during the construction phase.
- 4.5.5 In addition to the EPA 1990, there are additional protections around the generation of noise. Section 60 of the Control of Pollution Act 1974 relates to the control of noise on construction sites and enables the local authority to serve a notice of its requirements for the control of site noise and vibration. The notice allows the local authority to specify the methods, plant or machinery used for the works, the hours during which the construction work can be carried out and the level of noise that can be emitted.

- 4.5.6 Section 61 of the Control of Pollution Act 1974 allows the main Contractor to obtain consent from the local authority regarding noise requirements of the works prior to them commencing. Once consent is granted, the local authority cannot take action under section 60 of the Control of Pollution Act 1974 or section 80 of the EPA 1990, so long as the consent remains in force and the Contractor complies with its terms. The requirement to obtain Section 61 consents from the relevant local authorities is secured through commitment NV004 in the Register of Environmental Actions and Commitments, which forms part of the CoCP (Application Document 6.3, ES Appendix 2.2).
- 4.5.7 While the Project could generate noise during construction, taking into account the mitigation measures and the temporary and transient nature of the noise-generating works, the construction of the Project is unlikely to be prejudicial to health or cause a nuisance, and is unlikely to give rise to a statutory nuisance under section 79(1)(g) or (ga) of the EPA 1990.

Operation

- 4.5.8 The Project includes a Tunnel Services Building at each end of the tunnel. The Tunnel Services Buildings would accommodate mechanical and electrical plant, drainage pumps and maintenance operations. Ventilation fans would be located throughout the tunnel for use during emergencies or at times of congestion.
- 4.5.9 Environmental Statement Chapter 12: Noise and Vibration (Application Document 6.1) assesses the likely noise impacts associated with the Tunnel Services Buildings and tunnel fans. Based on the low levels of noise that would be emitted from these sources, no significant adverse noise effects are predicted. The operation of the Project is therefore not expected to give rise to a statutory nuisance under section 79(1)(g) of the EPA 1990.

5 Article 58 of the draft Development Consent Order

- 5.1.1 Article 58 of the draft Development Consent Order (DCO) (Application Document 3.1) provides a defence to proceedings in respect of statutory nuisance. The defence applies to statutory nuisance that falls under subsections (1)(d), (1)(e), (1)(fb), (1)(g) and (1)(ga) of section 79(1) of the EPA. The defence will apply if one of the following scenarios applies:
- a. If the nuisance relates to premises used by the Applicant for or in connection with the construction or maintenance of the Project and the nuisance is attributable to the construction or maintenance of the Project in accordance with a notice served under section 60 of the Control of Pollution Act 1974 or consent given under section 61 of the Control of Pollution Act 1974.
 - b. The nuisance is a consequence of the construction or maintenance of the Project and it cannot reasonably be avoided.
 - c. The nuisance is a consequence of the use or operation of the Project and it cannot reasonably be avoided.
- 5.1.2 Under article 58(2) of the draft DCO (Application Document 3.1), compliance with the CoCP (Application Document 6.3, ES Appendix 2.2) or environmental management plans approved under the draft DCO will be sufficient to show that any alleged nuisance could not reasonably be avoided.

6 Conclusion

- 6.1.1 As described, the Project does have the potential to engage five of the statutory nuisances listed in the EPA 1990. However, with the appropriate mitigation measures in place, none of the statutory nuisances identified in section 79(1) of the EPA 1990 are predicted to arise during the construction or operation of the Project.

References

Department for Transport (2014). National Policy Statement for National Networks.
Accessed June 2020.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/387223/npsnn-web.pdf.

Glossary

Term	Abbreviation	Explanation
A122		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)
A122 Lower Thames Crossing	Project	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.
A2		A major road in south-east England, connecting London with the English Channel port of Dover in Kent.
Application Document		In the context of the Project, a document submitted to the Planning Inspectorate as part of the application for development consent.
Best Practicable Means	BPM	A term used under the Control of Pollution Act 1974 and Environmental Protection Act 1990 to refer to measures which are reasonably practicable, having regard to local conditions and circumstances, to the current state of technical knowledge and to financial implications, concerning the mitigation of noise and other potential nuisance.
Code of Construction Practice	CoCP	Contains control measures and standards to be implemented by the Project, including those to avoid or reduce environmental effects.
Construction		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.
Development Consent Order	DCO	Means of obtaining permission for developments categorised as Nationally Significant Infrastructure Projects (NSIP) under the Planning Act 2008.
Development Consent Order application	DCO application	The Project Application Documents, collectively known as the 'DCO application'.
Environmental Protection Act 1990	EPA 1990	Makes provision for the improved control of pollution to the air, water and land by regulating the management of waste and the control of emissions.
Environmental Statement	ES	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.
Highways England		Former name of National Highways.
National Highways		A UK government-owned company with responsibility for managing the motorways and major roads in England. Formerly known as Highways England.
National Policy Statement	NPS	Sets out UK government policy on different types of national infrastructure development, including energy, transport, water and waste. There are 12 NPSs, providing the framework within which Examining Authorities make their recommendations to the Secretary of State.

Term	Abbreviation	Explanation
National Policy Statement for National Networks	NPSNN	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.
Nationally Significant Infrastructure Project	NSIP	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.
North Portal		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.
North Portal Tunnel Services Building		Building located at the North Portal to accommodate mechanical, electrical and drainage equipment, and to control normal and maintenance operation of the tunnels.
Operation		Describes the operational phase of a completed development and is considered to commence at the end of the construction phase, after demobilisation.
Order Limits		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.
Planning Act 2008		The primary legislation that establishes the legal framework for applying for, examining and determining Development Consent Order applications for Nationally Significant Infrastructure Projects.
Project road		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).
Project route		The horizontal and vertical alignment taken by the Project road.
South Portal		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.
South Portal Tunnel Services Building		Proposed building located at the South Portal of the Project to accommodate mechanical, electrical and drainage equipment, and to control normal and maintenance operation of the tunnels.

Term	Abbreviation	Explanation
The tunnel		Proposed 4.25km (2.5 mile) 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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