

Lower Thames Crossing

9.177 Applicant's responses to Interested Parties' post-event submissions at Deadline 6

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1 Introduction

1.1 Introduction

1.1.1 The Applicant has reviewed the post-hearing submissions by Interested Parties from Deadline 6. This covers those hearings that took place between 17 October 2023 and 24 October 2023.

1.1.2 The Applicant has prepared responses to the following submissions in order to assist the Examining Authority and examination process:

- a. Accompanied Site Inspection 4 (ASI4) in response to Mrs Jackie Thacker [\[REP6-194\]](#)
- b. Compulsory Acquisition Hearing 3 (CAH3) in response to E and K Benton Limited [\[REP6-179\]](#), Holland Land & Property on behalf of Linford Land Group & Mulberry Strategic Land Ltd [\[REP6-180\]](#), Port of London Authority [\[REP6-160\]](#), and Port of Tilbury London Limited [\[REP6-163\]](#)
- c. Compulsory Acquisition Hearing 4 (CAH4) in response to Northumbrian Water Limited (operating as Essex and Suffolk Water) [\[REP6-156\]](#)
- d. Issue-Specific Hearing 8 (ISH8) on Construction & Operational Effects in response to Gravesham Borough Council [\[REP6-129\]](#), London Borough of Havering [\[REP6-145\]](#), Mrs Jackie Thacker [\[REP6-195\]](#), Port of Tilbury London Limited [\[REP6-163\]](#), Thurrock Council [\[REP6-166\]](#), and Trevor Thacker [\[REP6-207\]](#)
- e. Issue-Specific Hearing 9 (ISH9) on Environment & Biodiversity in response to Gravesham Borough Council [\[REP6-127\]](#), Kent County Council [\[REP6-138\]](#), Kent Downs AONB Unit [\[REP6-140\]](#), Thames Crossing Action Group [\[REP6-204\]](#), and Thurrock Council [\[REP6-166\]](#)
- f. Issue-Specific Hearing 10 (ISH10) on Traffic & Transportation in response to Cycle Advocacy Network [\[REP6-172\]](#), DP World London Gateway (DPWLG) [\[REP6-176\]](#), Gravesham Borough Council [\[REP6-128\]](#), Holland Land & Property on behalf of Mott Family [\[REP6-188\]](#), Kent County Council [\[REP6-138\]](#), London Borough of Havering [\[REP6-147\]](#), Mr Finnis on behalf of the Cole Family [\[REP6-205\]](#), Mr John Thacker [\[REP6-193\]](#), Mrs Jackie Thacker [\[REP6-196\]](#), Port of Tilbury London Limited [\[REP6-163\]](#), Thurrock Council [\[REP6-166\]](#), and Transport for London [\[REP6-170\]](#)

1.1.2 Where an Interested Party's post-hearing submission is not identified, the Applicant has no further comments to make at this stage.

1.2 Signposting to other responses to Deadline 6 submissions

- 1.2.1 This document does not include responses to the following matters:
- a. Responses to the Examining Authority's Further Written Questions (ExQ2). For information on this, refer to the Applicant's Comments on IPs' Responses to ExQ2 at Deadline 6 [**Document Reference 9.175**].
 - b. Response to other submissions at Deadline 6. For information on this, refer to the Applicant's Comments on IPs' submissions at Deadline 6 [**Document Reference 9.176**].
 - c. Any comments made on the draft Development Consent Order (dDCO), planning obligations, agreements and the adequacy of security. These have been covered in the Applicant's response to IPs' comments on the dDCO at Deadline 6 [**Document Reference 9.180**].


2 Accompanied Site Inspection 4 (ASI4)

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
ASI4	Mrs Jackie Thacker	<p>Link to IP's submission: [REP6-194]</p> <p>Applicant's response: The area of 'The Wilderness' has featured in the Issue Specific Hearings (ISH9 Item 4a). The Applicant has included details of this within its Post-event submissions, including written submission of oral comments, for ISH9 [REP6-090].</p> <p>The Applicant is aware of the concerns over the loss of woodland in The Wilderness and has been working to further reduce the impacts on what Natural England has recognised as 'Long Established Woodland'.</p> <p>The Applicant has sought to further reduce the level of impact upon The Wilderness through the new Register of Environmental Actions and Commitments item LV034 [REP6-038] and via the new Design Principle S12.19 [REP6-046].</p> <p>The Applicant does not consider The Wilderness or any other ecological habitat to be unimportant. This can be seen in the Environmental Statement Chapter 8: Terrestrial Biodiversity [APP-146] which recognises the value, magnitude and significance of effects on The Wilderness.</p>

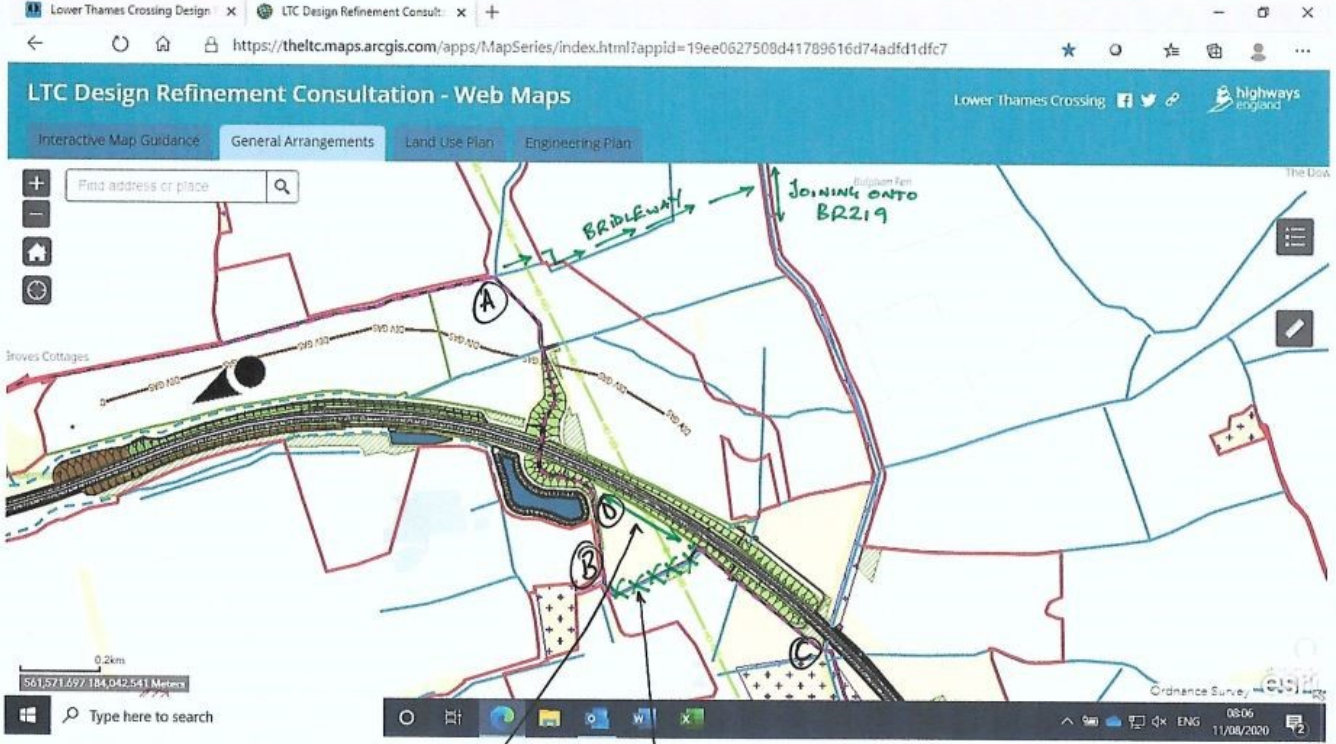
3 Compulsory Acquisition Hearing 3 (CAH3)

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
CAH3	E and K Benton Limited	<p>Link to IP's submission: [REP6-179]</p> <p>Item 1 – Objection to bridleway between Green Lane and Mardyke</p> <p>Applicant's response:</p> <p>This proposed new bridleway connection between the Mardyke Way BR219 to Green Lane BR161 was initially proposed along the alignment of FP90 to the east of the Project alignment. Due to requests from the Cole family this link was moved to the west of the Project alignment in order to reduce the potential impact of unauthorised access on farmland and the Cole family. Linking two bridleways with a footpath would not provide the connectivity that user groups or the local authority have requested, and that the Applicant is required to consider in compliance with the National Policy Statement for National Networks¹.</p> <p>At present the Mardyke Way is accessible from Fen Lane and Harrow Road and the entire western side of Harrow Road borders fields with no ditch, hedge or fence. This creates a 500-metre-long fully accessible edge for people to gain access to farmland and to the Mardyke Way.</p> <p>Figure 1 Northern end of Mardyke Way with dropped curb from the corner of Fen Lane and Harrow Road</p> 

¹ Department for Transport (DfT) (2014). National Policy Statement for National Networks. <https://assets.publishing.service.gov.uk/media/5a7e0a40ed915d74e6223b71/npsnn-web.pdf>


Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>Once on the Mardyke Way there are no physical restrictions that limit access to fields to the east. The image below is taken looking north along the Mardyke Way and illustrates how the field edge merges into the bridleway.</p> <p>Figure 2 View looking north along Mardyke Way showing open relationship of fields to bridleway</p>  <p>The Applicant's view is that the level of anti-social behaviour and unauthorised access reported by the landowner is in part due to the permeability of access from the existing road network to the Mardyke Way, and from the Mardyke Way to the adjoining fields. The fields are themselves divided by ditches and hedges but are linked in places to provide farm vehicle access, but these points do not appear to have access restrictions. The Applicant therefore contends that very large areas of farmland, including the area in which the new bridleway is proposed, are already accessible to off-road vehicles, quad bikes and dirt bikes. This is borne out by the evidence of Mr Holland in Issue Specific Hearing 10 [EV-081].</p>


Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>Furthermore, the proposed bridleway link between the Mardyke Way and Green Lane is through a large area of permanently acquired land; it will therefore be a significant distance from land that will continue to be used as agricultural land.</p> <p>In summary, the Applicant's position is that the creation of a new bridleway link in itself will not create additional anti-social behaviour or significantly increase unauthorised access.</p> <p>Item 2 – Objection to Mardyke Way surface upgrades Applicant's response: While part of the Mardyke will have its surface upgraded and the new length of bridleway would also have a surface suitable for cyclists, there is approximately 1km of the Mardyke Way between these improvements and the road network to the north, which will remain an unsurfaced track. Unauthorised access into the area from the north will therefore not be made easier.</p> <p>The access point to the new bridleway from Green Lane will include access controls to prevent vehicular access from the south.</p> <p>During an initial meeting with the British Horse Society and Essex Bridleway Association the Mardyke was described as 'well used', however as there are no connections to other bridleways, it is somewhat separate from other equestrian provision. By connecting the Mardyke into an extended bridleway network it is hoped that more horse riders will be encouraged and able to use it.</p> <p>Item 3 – New WCH field bridge across the Mardyke Applicant's response: See response to Item 6.</p> <p>Item 4 – Mardyke to FP136 connection Applicant's response: Footpath 136 was originally proposed to be upgraded to a bridleway, however following the Applicant's Design Refinement Consultation, Mr Holland on behalf of Mr Benton outlined concerns over this proposal and an alternative northern bridleway connection on the alignment of FP136 was suggested by Mr Holland and Mr Benton. The design was revised to include the northern bridleway link but retain the southern connection as a footpath only. This was in line with a sketch provided by Mr Holland, shown below.</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>Figure 3 Proposed alternative Public Right of Way (PRoW) arrangement suggested by E+K Benton Ltd</p> <p>E+K BENTON LTD DESIGN REFINEMENT CONSULTATION REPRESENTATIONS REFER TO PARA 3.4</p>  <p>Lower Thames Crossing Design x LTC Design Refinement Consult: x +</p> <p>https://theltc.maps.arcgis.com/apps/MapSeries/index.html?appid=19ee0627509d41789616d74adfd1dfc7</p> <p>LTC Design Refinement Consultation - Web Maps</p> <p>Interactive Map Guidance General Arrangements Land Use Plan Engineering Plan</p> <p>0.2km 561571.697184, 042541 Metres</p> <p>Type here to search</p> <p>08:06 11/08/2020</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>Figure 4 Images from an email to Mr Holland describing revised proposals</p> <p>This arrangement would allow FP136 to be gated (to allow access for farm vehicles) to the north of the new FP136 bridge over the Project alignment; access control appropriate to footpaths would be used adjacent to this to restrict access from the north to pedestrians only, keeping any unauthorised vehicles to the north.</p> <p>A link between FP136 and the Mardyke Way on the southern side of the Project alignment is important for those PRow users coming from South Ockendon. Users wishing to transfer from FP136 to the Mardyke Way southbound, looping back to South Ockendon, would need to cross over the Project alignment on the new bridge and then come beneath the Mardyke viaduct. This would add an additional 1,600 metres to the journey. Users may be content with a longer walk but adding in the link to the south would offer a choice and remove the need to interface with the Project alignment twice as well as the need to climb a bridge ramp, which would be an advantage for some mobility-impaired users.</p> <p>Item 5 – FP136 realignment – no objection</p> <p>Applicant's response: No response required.</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>Item 6 – FP136 upgrade to bridleway</p> <p>Applicant's response:</p> <p>The design seeks to minimise additional impact on landowners while maximising access to walkers, cyclists and horse riders (WCH) by upgrading existing PRoWs and filling in missing links where required. The upgrade of part of FP136 is in line with this and conforms with the suggestion by Mr Holland and Mr Benton, shown in Figure 3.</p> <p>Any bridleway crossing of the Mardyke will require a bridge that accords with bridleway standards and approaches that do not exclude legitimate users. It is clear from site visits and the evidence provided by Mr Benton and Mr Finnis that unauthorised access to the Mardyke Way and from there, the fields to the east, is already relatively straightforward. In accordance with the Design Principles [REP6-046] the Applicant will investigate the site-specific requirements for access controls to the eastern side of the bridge that may deter unauthorised vehicles crossing from east to west.</p> <p>Item 7 – FP136 to FP135 connection</p> <p>Applicant's response:</p> <p>The design seeks to minimise additional impact on landowners while maximising access to WCH by upgrading existing PRoWs and filling in missing links where required. The gap between FP136 and FP135 has a significant negative impact on the connectivity offered by the existing PRoW network. By making this connection and filling this gap, a circular route from South Ockendon can be established (with the proposed North Road route) and a long-distance link between Upminster/Thames Chase Forest Centre and the Baker Street/Orsett area would be established helping to link communities and link people to green spaces and the countryside.</p> <p>Item 8 – FP135 surface improvements</p> <p>Applicant's response:</p> <p>The people that currently use the area to engage in anti-social behaviour on quad bikes, dirt bikes and four-wheel drive vehicles do so along muddy tracks and across fields. The Applicant contests the suggestion that surface improvements to an existing gravel track will encourage greater unauthorised use.</p> <p>The Design Principles document [REP6-046] commits the Contractor to consider the site-specific context when specifying surface materials. In this location a gravel track may be the most suitable solution.</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>Item 9 – North Road WCH track</p> <p>Applicant's response:</p> <p>While it is recognised that moving the change in speed limit further north along North Road could have some benefit as proposed by Mr Holland on behalf of Mr Benton, the available footway to the west of North Road is not wide enough to meet current industry best practice and is considerably narrower than required for a shared use pedestrian-cycle route. The Applicant's position therefore is that providing a fully accessible WCH route into South Ockendon is a more appropriate solution than requiring cyclists and horse riders to join North Road 170 metres north of the urban edge.</p> <p>Figure 5 View looking north along North Road towards Townfield cottages demonstrating the narrow width of footway</p> 

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p data-bbox="616 242 1624 274">Figure 6 View looking south along North Road towards South Ockendon</p>  <p data-bbox="616 1077 2060 1173">The possibility of a WCH route on the west of North Road was initially considered but discounted in favour of an eastern route because of the impact on front gardens and driveways to houses, specifically Townfield Cottages and Grove Farm cottages.</p> <p data-bbox="616 1189 2060 1356">The Applicant understands that the concerns of Mr Benton relate to people using this new bridleway to gain access to fields to the east. The Applicant, therefore, proposes that as part of the detailed bridleway design, and to deter unauthorised access to the east of the bridleway, a ditch is constructed between the adjacent field and new bridleway, bounded by a hedgerow and post and rail fence. A commitment to this effect will be included in the Design Principles at Deadline 7 [Document Reference 7.5 (5)].</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
CAH3	Holland Land & Property on behalf of Linford Land Group & Mulberry Strategic Land Ltd	<p>Link to IP's submission: Section on Land Use and Importance in [REP6-180]</p> <p>Applicant's response: These matters were raised at CAH3 and were responded to within Post-event submissions, including written submission of oral comments, for CAH3 [REP6-087].</p>
CAH3	Port of London Authority	<p>Link to IP's submission: Point 3 in [REP6-160]</p> <p>Applicant's response: The Applicant does not agree that reasonable attempts to explore alternatives to compulsory acquisition have not been made. The Applicant opened negotiations with the Port of London Authority (PLA) in August 2020 and followed this up regularly with further meetings and correspondence. Key engagements in respect of compulsory acquisition are set out in the following schedule:</p> <p>August 2020 – June 2021 In June 2021 PLA appointed Cluttons to act as agent in respect of land and property matters and compulsory purchase and compensation. Prior to this date, the Applicant's Land & Property team had been liaising directly with the PLA's in-house Estates team. The Applicant's records indicate an initial meeting on 10 August 2020.</p> <p>26 July 2021 A 'Cost Recovery Agreement' (CRA) was completed between the parties. This provided for the PLA to recover its reasonable legal, surveyors' and consultants' fees incurred in liaising with the Applicant.</p> <p>4 March 2022 On behalf of the Applicant, the Valuation Office Agency (VOA) had previously undertaken a formal 'Red Book' valuation of the subsoil and associated rights required for the tunnel and wrote to PLA's agents (Cluttons) with a formal offer of £50 (fifty pounds) for a voluntary pre-Development Consent Order (DCO) agreement to acquire the same. The valuation was based on current market values and comparable evidence.</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>7 April 2022 – 6 July 2023 The VOA requested a response/confirmation of receipt to the above offer from the PLA's agent on five separate occasions during this period. No confirmation of receipt nor other response was received. The Applicant was therefore unable to progress negotiations without such a response from the affected party.</p> <p>6 July 2023 The PLA's agent responded to the VOA (some 18 months after initial approach) rejecting the £50 offer and proposing instead a counter-offer of £150,000. The agent also requested clarification on compensation for temporary works.</p> <p>15 July 2023 The VOA responded rejecting the PLA's argument for a £150,000 proposal as their original valuation was considered reliable and accurate.</p> <p>20 September 2023 The PLA's agent submitted further correspondence to the VOA justifying their £150,000 claim and seeking a clarification of the temporary works in the draft DCO and a property agreement at a rental for the minor temporary works on the foreshore (an outfall pipe and a small water inlet sluice).</p> <p>9 October 2023 PLA agents wrote to VOA requesting a further response.</p> <p>26 October 2023 The Applicant forwarded draft heads of terms for a property agreement to PLA's agents and currently awaits their further comments. The Applicant believes that the above demonstrates it has made considerable effort to progress a voluntary agreement for the acquisition of the subsoil and associated rights over the past 3+ years. In particular, no response was received from the PLA during the 18 month hiatus period and as such the Applicant was unable to progress any negotiations on either the terms of a property agreement or the quantum thereof.</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>The PLA's agent's correspondence to the Applicant dated 20 September 2023 (as referenced above) was seeking clarification on minor temporary works and did not contain any specific proposals, nor heads of terms for an agreement, beyond a reference to a general 'consensual rental agreement'.</p> <p>Notwithstanding the difficulties encountered in engaging with the PLA's estate team and representatives, a draft agreement was forwarded on 26 October 2023 and the Applicant remains committed to entering into such an agreement, if achievable, but has not seen evidence that the PLA is open to such, other than their latest representation. The Applicant requires co-operation from the PLA on specific terms for such a property agreement and continues to await a positive response.</p>
CAH3	Port of London Authority	<p>Link to IP's submission: Points 4 & 5 in [REP6-160]</p> <p><i>"4. Summary of oral submissions made by the PLA at ISH8 – construction and operational effects Agenda item 3 a) – Construction compound matters i. Whether the approach to waste and material management is appropriate 4.1. The PLA is the statutory harbour authority for the river and its general functions include the promotion of the use of the river for freight transport and as an important and sustainable transport corridor. The PLA does not share the Applicant's view that it has a "robust and appropriate approach" to waste and material management. For some time, the PLA has been seeking from the Applicant: i. a clear commitment to the use of the river; ii. a sufficient commitment to the use of the river – taking into account the range of materials, plant and equipment that will be required for a project of this size; and iii. robust monitoring and reporting arrangements."</i></p> <p>Applicant's response: The Applicant has held further discussions on this matter with the Port of London Authority (PLA) and will be submitting some amendments to the outline Material Handling Plan (oMHP) at Deadline 7 [Document Reference 6.3 ES Appendix 2.2 Annex B (4)]. These amendments are agreed with the PLA, but it is recognised that not all of the PLA's points of disagreement have been accommodated. The agreed amendments relate to the inclusion of the PLA as a standing member of the Traffic Management Forum (TMF) sub-group concerned with river usage and the inclusion of wharves in the multimodal transport strategy considerations. Additionally, further explanation was given around the inclusion of pre-cast elements in the calculation of aggregate tonnages and the expectation of quantity for spoil to be removed from site (by any means). As a point of clarification to the definition of bulk aggregates set out in paragraph 6.2.13, the Applicant has added <i>"including precast elements"</i>.</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>A review and feedback mechanism has been added to the derogation process to allow revocation of a previously approved derogation if decided at the TMF sub-group. This is set out in paragraph 6.2.27 of the oMHP.</p> <p>Paragraph 8.2.20 of the oMHP was altered to clarify the intent of the Project position in the use of wharves, and that is that wharves can be used to supply various compounds throughout the Project both north and south of the river.</p> <p>Finally, the wording for multimodal commitment was strengthened to highlight the Applicant's desire for the Contractor to employ the most sustainable modes of material transport at paragraph 8.3.3 and 8.3.4 of the oMHP.</p> <p><i>"4.2. The PLA acknowledges that there has been some progress, particularly in relation to point iii where updates were made at Deadline 5 to various documents including the outline materials handling plan (oMHP) (REP5-051) and the outline traffic management plan for construction (oTMPfc) (REP5-057) to include for the production of monitoring reports; their submission to the traffic management forum and the creation of a traffic management forum sub group."</i></p> <p>Applicant's response: No response – this is PLA acknowledgement of "some progress".</p> <p><i>"4.3. Notwithstanding the welcome nature of this progress, the PLA remains concerned that while the Applicant is making general statements of what it might do, actual commitments across the dDCO scheme are themselves limited, and the PLA is not convinced that those commitments which have been made go far enough."</i></p> <p>Applicant's response: The Applicant has held further discussions on this matter with the PLA and will be submitting some amendments to the oMHP at Deadline 7 [Document Reference 6.3 ES Appendix 2.2 Annex B (4)]. These amendments are agreed with the PLA. The Applicant therefore considers further substantial progress has been made since the time of the PLA's oral submission at ISH8. However, it is recognised that not all of the PLA's points of disagreement have been accommodated (see below). The agreed amendments relate to the inclusion of the PLA as a standing member of the TMF sub-group concerned with river usage and the inclusion of wharves in the multimodal transport strategy considerations. Additionally, further explanation was given around the inclusion of pre-cast elements in the calculation of aggregate tonnages and the expectation of quantity for spoil to be removed from site (by any means).</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p><i>“4.4. The primary example of this relates to the Applicant’s baseline commitment and better than baseline commitment as set out in the oMHP. The baseline commitment (as set out at paragraph 6.2.9 of the oMHP) is the utilisation of port facilities for at least 80% by weight of bulk aggregates to the north portal construction area. This constitutes, therefore, just one type of aggregate to one construction area. On the face of it, 80% appears to be a positive number, but it is not representative of the use of port facilities by the dDCO scheme as a whole. There are specific definitions of ‘bulk aggregates’ and the ‘north portal construction areas’ in the oMHP, and, further, no commitment to utilising wharves on the south side of the river or to importing anything other than aggregates.”</i></p> <p>Applicant’s response:</p> <p>The Applicant has had further discussions on this matter with the PLA and will be submitting some amendments to the oMHP at Deadline 7 [Document Reference 6.3 ES Appendix 2.2 Annex B (4)]. These amendments are agreed with the PLA. In particular, amendments have been made to both the baseline commitment and the better than baseline commitment. The Applicant therefore considers further substantial progress has been made since the time of the PLA’s response to ExQ2. Additionally, at the meeting between the Applicant and the PLA, further explanation was given regarding how the Better than Baseline Commitment is designed to operate. Following some further observation on this point by the PLA, additional corresponding amendments to the oMHP have been made for submission at Deadline 7 [Document Reference 6.3 ES Appendix 2.2 Annex B (4)]. However, it is recognised that not all of the PLA’s points of disagreement have been accommodated.</p> <p>In particular, PLA requested a commitment to import the tunnel boring machine (TBM) or other abnormal indivisible loads by water. The Applicant has explained that it is anticipated some parts of, if not all, the TBM will be imported via the river with local connection to the compound via the road network. Due to the size and weight of some TBM components, the Contractor will take a risk-based approach to the delivery of the TBM once procured. The TBM has not been procured; the exact parts to be delivered via the river are therefore not yet known and cannot be committed to. Additionally, if the river is not the option which proposes the least risk to the Applicant at the time of planning its delivery, then a commitment would restrict the Contractor from taking the most advantageous delivery route.</p> <p>Incorporating waste into the use of port facilities commitment was not included because it is addressed as part of the multimodal transport requirement. In addition, there is no spoil exported from the North Portal Construction Area. Although no contaminated waste is anticipated, an amount has been allowed for and potential receiver sites for contaminated waste on the river are limited.</p> <p>Similarly, the PLA requested the Applicant to include cement into the river use commitment with the added caveat that <i>‘if the specification allows, cement should be imported via the river’</i>. The Applicant does not consider this inclusion to be justified.</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>Steel was another material that the PLA requested the Applicant to consider including in the river use commitment. The Applicant would again rely on the multimodal commitment and the MHP produced by the Contractor to prove they have proposed the most sustainable option, taking both embodied carbon as well as that emitted from material transport into consideration.</p> <p>The Applicant notes that the steel required would be of various types throughout the construction period and that numerous suppliers, including some on the river, are suitable, however, forming a commitment to supply steel via the river at this stage would narrow the options available to the Contractor and could possibly impede an environmentally better option. To put the carbon aspect into perspective, material transport accounts for 13% of the Project carbon emissions while embodied carbon accounts for 53% of carbon emissions (Carbon and Energy Management Plan [APP-552]). Manufacturing techniques for steel vary and the more sustainable options for manufacturing may not lend to river use. Nonetheless, the transportation of steel is covered by the multimodal transport commitment and therefore would not need to be included in the river use commitment.</p> <p>The Applicant has made changes to the wording of the multimodal commitment at paragraph 8.3.3 and 8.3.4 of the oMHP to make clear the intent for the most sustainable material transport solution, without impeding the Contractor's ability to provide a competitive, value for money solution that does not cause disproportionate delay to the programme. The PLA asked the Applicant to provide more prescriptive wording. The Applicant emphasised that at this stage of the Project providing more prescriptive requirements could result in a situation where the most sustainable option is not, or cannot, be pursued and implemented. The Applicant considers its wording to be sufficiently robust commensurate to both the stage of design development, as well as the requirement to ensure environmentally sensitive options while ensuring value for money.</p> <p><i>"4.5. The better than baseline commitment as set out at paragraph 6.2.11 of the oMHP seeks for the contractor to proactively engage with suppliers, which is welcomed by the PLA. However, and once again, the text relates only to aggregates and to the north portal construction area. The PLA sees no reason why this baseline commitment should not be applied to a wider range of materials and to the southern compound. There are also further opportunities in the PLA's view to utilise the river for the transport of a wider range of materials and for the transport of plant and equipment, including potentially the tunnel boring machine(s)."</i></p> <p>Applicant's response: Response as detailed above.</p>

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		<p><i>“4.6. The river could also be used to serve the northern tunnel entrance compound and the southern tunnel entrance compound, and it remains unclear to the PLA how full and proper consideration of river use would take place with the Applicant relying on the Materials Handling Plan (MHP) that is due to be produced by the appointed contractors in due course. The MHP is not available at the current time, but it must be substantially in accordance with the oMHP. The oMHP includes baseline and better than baseline commitments that relate only to aggregates and to the north portal construction area, the MHP is only required to provide the forecast quantity of bulk aggregate for the part of the works for which the MHP is being prepared, and the contractor is only monitoring the weight of bulk aggregates. Wharves should be considered as part of the better than baseline commitment, but the better than baseline commitment specifically relates to aggregates and the northern portal only. Consequently, it seems that all the contractors are required to explain in the MHP its approach to the movement of aggregates to the northern portal.”</i></p> <p>Applicant's response: Response as detailed above.</p> <p><i>“4.7. In addition, it is the view of the PLA that the better than baseline commitment also lacks teeth; proactive engagement is all that it requires, which is not a requirement to use the river. The PLA's experience on other schemes which engage the river is that, unless incentivised to do so - as was the case for the Thames Tideway Tunnel - contractors will work to what is required under the governing Order and associated documents. Consequently, in this scenario, it is the baseline commitment that the contractor will seek to comply with; they will be required to proactively engage but will not be compelled to develop use of the river.”</i></p> <p>Applicant's response: Response as detailed above.</p> <p><i>“4.8. It also needs to be clear what is being monitored and what actions will be taken if the contractor identifies further opportunities to use the river. If, for example, a contractor was able to utilise the river for the transport of cement - noting that three large cement import terminals exist already on the river – the forecast quantity of cement to be transported by river should be clearly set out in the MHP so that it can then be monitored and data subsequently included in the monitoring report provided to the Traffic Management Forum. All materials identified for transport by river should also be subject to the derogation process. That would ensure that all opportunities to use the river are not merely investigated, but that those which are practical are taken forward, monitored, reported on and committed to, not just the question of aggregates to the northern portal.”</i></p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>Applicant's response: Response to address this point is as detailed above.</p> <p><i>"4.9. In the context of the above, the PLA does not agree that in the context of the dDCO scheme and its use of the river that the Applicant's approach is "robust and appropriate". We would welcome meaningful commitments to make further use of the river. The PLA has had discussions with the Applicant on this following ISH8 and will respond in more detail at Deadline 7."</i></p> <p>Applicant's response: Noted. The Applicant considers the amendments to the oMHP being discussed will address the above points and continues to work with the PLA to reach final agreement on all of the outstanding matters.</p> <p><i>"The Proposed Lower Thames Crossing Port of London Authority Deadline 6 – Written submission of oral comments at CAH3 and ISH8 5 5. Further written submissions</i></p> <p><i>5.1. The PLA has identified a small number of matters in relation to matters raised at ISH8 which it would address in written submissions. Matters which the PLA wishes to raise but which were not raised in the PLA's oral submissions are dealt with below.</i></p> <p><i>ISH8 – Agenda item 3 a) i)</i></p> <p><i>5.2. It is unclear what attendance (if any) the PLA would have at any traffic management forum (TMF). Appendix E para E3.1 of the Outline Traffic Management Plan for Construction, (REP5-056) (oTMPfC) states that membership of the TMF would be by invitation and comprise the Traffic Manager, senior executive representatives from the Contractors, utility companies and those included in table 2.1 of the oTMPfC. While table 2.1 includes the local councils, the Port of Tilbury and DP London Gateway among others, the PLA is not identified in table 2.1. Paragraph E3.2 allows for attendance by "any other relevant stakeholders...when their participation is pertinent and relevant to the topics under discussion." If the PLA is not an automatic attendee of the TMF because it is not identified in table 2.1 of the oTMPfC then it would only be able to attend the TMF and raise its concerns when it is identified by someone as being 'pertinent and relevant' to have the PLA in attendance."</i></p> <p>Applicant's response: Attendance to the TMF is not limited to the individuals listed in Table 2.1 of the outline Traffic Management Plan for Construction (oTMPfC) [REP6-048] and attendance can be extended to relevant stakeholders by the Traffic</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>Manager, depending on the specific issue and its geographic location. The Applicant has revised the oTMPfC, submitted at Deadline 7 [Document Reference 7.14 (7)]. Specifically, the PLA would be a part of the TMF sub-group dedicated to matters concerning the use of port facilities, as outlined in paragraph E.4.19 of the oTMPfC [REP6-048]. Attendance at the sub-group also provides access to the escalation process in the event that agreement cannot be reached. Importantly, this arrangement does not confine their participation to this subgroup alone. Attendance outside of the subgroup remains a matter of relevance, which the Traffic Manager would oversee.</p> <p><i>“5.3. The Applicant’s response as set out on numbered page 68 of the Applicant’s Comments on IP submissions at Deadline 1 to 3 (REP5-088) states that “if the PLA or any other relevant stakeholder is not satisfied with the Contractor’s approach, a challenge can be made with the avenues provided at the Traffic Management Forum (TMF), and escalated via the dispute resolution process.” That does not address the point that the PLA is not included in the baseline list of consultees in table 2.1, despite the fact that the PLA may well have valuable input and views to share with the TMF with regards to construction traffic.”</i></p> <p>Applicant’s response: Please refer to the Applicant’s response to paragraph 5.2 above, which covers this point as well.</p> <p><i>“5.5. The Applicants response as set out on numbered page 68 of the Applicant’s Comments on IP submissions at Deadline 1 to 3 (REP5-088) advises that ‘For matters associated with the monitoring of the river use commitment, a subgroup that forms part of the TMF has been specified to which the PLA would form part of.’ Whilst the PLA welcomes the identification of this specific sub group it is unclear to the PLA how its attendance at this sub group is to be secured.”</i></p> <p>Applicant’s response: Please refer to the Applicant’s response to paragraph 5.2 above, which covers this point as well.</p> <p><i>“5.6. New text at paragraphs 6.2.18 to 25 of the oMHP (REP5-051) sets out the process by which the contractor may seek a derogation from its commitments in respect of use of the river for material transportation to project sites. It is key that the PLA attends the TMF given that this is the forum at which derogations will be discussed. The appropriateness is questioned of a contractor making a decision to implement a derogation without consent and then seeking retrospective approval. Additionally, the oMHP does not specify a timeframe within which the</i></p>

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		<p><i>retrospective approval must be sought and what may constitute an emergency. The penalty is that the baseline percentage commitment will not be reduced but it is only in one specific circumstance that the baseline percentage is not reduced; for every derogation that is approved the baseline is then amended. This does not provide the public with good visibility of the Applicant's commitments at the application stage versus the reality of the ultimate scenario."</i></p> <p>Applicant's response: Following discussions with the PLA, the Applicant has worked jointly with the PLA to address the matters related to derogation, which is set out in Section 6 of the oMHP submitted at Deadline 7 [Document Reference 6.3 ES Appendix 2.2 Annex B (4)].</p> <p><i>"5.7. Finally, and in terms specifically of use of wharves on the south side of the river and the materials, plant and equipment that could be transported by water, the PLA and the Applicant have engaged in recent discussions, at which progress has been made and the PLA anticipates that once it has seen the results of the Applicant's actions from the meeting it will be able to comment on these to the ExA at Deadline 7."</i></p> <p>Applicant's response: The Applicant has held further discussions on this matter with the PLA and will be submitting some amendments to the oMHP at Deadline 7 [Document Reference 6.3 ES Appendix 2.2 Annex B (4)]. These amendments are agreed with the PLA, but it is recognised that not all of the PLA's points of disagreement have been accommodated.</p>
CAH3	Port of Tilbury London Limited	<p>Link to IP's submission: Section 2 in [REP6-163]</p> <p>Applicant's response: The Applicant has provided a response to the Port of Tilbury London Limited's submissions in respect of the proposed Protective Provisions, including the suggestion that loss of profits be indemnified, within the Applicant's responses to IPs' comments on the dDCO at D6 [Document Reference 9.180].</p>

4 Compulsory Acquisition Hearing 4 (CAH4)

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
CAH4	Northumbrian Water Limited (operating as Essex and Suffolk Water)	<p>Link to IP's submission: Action Point 2 in [REP6-156]</p> <p>Applicant's response: These matters were raised at CAH4 and were responded to within Post-event submissions, including written submission of oral comments, for CAH4 [REP6-088] and within Section 3.3 of Deadline 7 Hearing Actions [Document Reference 9.174].</p>

5 Issue Specific Hearing 8 (ISH8) on Construction & Operational Effects

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
ISH8	Gravesham Borough Council	<p>Link to IP's submission: Action Point 3 in [REP6-129]</p> <p><i>'ISH8 action point 3 All IPs Outstanding Items for Adjudication on Agenda Item 3(a) Construction Compound Matters Please draw the ExA's attention to any matters arising from this Agenda item which are not agreed with the Applicant and on which you seek adjudication.'</i></p> <p>GBC comments: <i>'GBC concerned about potential for unknown archaeological remains, where previous data is unavailable, so recommend comprehensive geophysical survey, with more detailed assessment (trenching, or other site-specific assessment tools) reserved for areas of archaeological interest, identified potential or known development impact impacts, either as a result of the geophysical survey, or other desk-based assessment. (NB - even temporary uses i.e. soil storage have the potential to result in a permanent effect on any buried archaeological remains and upstanding earthworks within their footprint, due to the shallow depth or surface presence of such remains).'</i></p> <p>Applicant's response: Archaeological advice to Gravesham Borough Council (GBC) is provided by Kent County Council (KCC) who are members of the Association of Local Government Archaeology Officers. The Applicant has been engaged with the Local Authority Archaeological Advisors at KCC since February 2019 and have had regular meetings, as set out in Environmental Statement (ES) Chapter 6: Cultural Heritage [REP4-116], to discuss and agree the approaches to assessment and mitigation. The comments made by GBC reflect the standard process of archaeological assessment that has been agreed with KCC as Gravesham's Local Authority Archaeological Advisors. The Applicant has undertaken a thorough process for assessing land. The majority of the land suitable for archaeological trial trenching was trenched, with 1059 trial trenches excavated and recorded. Of these, 377 trenches (approximately 36%) contained archaeological deposits. Further archaeological investigation has been developed with GBC's Local Authority Archaeological Advisors; this has been designed based on the archaeological potential of the area and the impact of the Project:</p> <ul style="list-style-type: none"> • In response to ExQ1_Q12.1.12 the Applicant has identified those areas that require further archaeological assessment, including, within Gravesham, land north of Gravelhill Wood, the Southern Valley Golf Course

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>and the land East of Thong Lane North of Cascades; these are detailed in Responses to the Examining Authority's ExQ1 Appendix H: 12. Physical Effects of Development & Operation [REP4-200].</p> <ul style="list-style-type: none"> • A programme of additional geophysical survey on Nitrogen Deposition Compensation sites has been developed, which is in progress. KCC have approved a Written Scheme of Investigation for geophysical survey to the north of Shorne Woods and the work will commence on site in November 2023. It is anticipated that some of the areas surveyed may require additional archaeological trial trenching prior to the detailed design of the planting scheme. • In other areas a strip map and sample programme has been developed which will record and sample excavate any unknown archaeological features prior to the construction or planting works within that area. <p>In summary, the Applicant is agreeing archaeological matters with GBC's own Local Authority Archaeological Advisors and following processes for assessing land with the approval of the Local Authority Archaeological Advisors.</p>
ISH8	London Borough of Havering	<p>Link to IP's submission: Points 10 & 11 in [REP6-145]</p> <p>Applicant's response:</p> <p>In response to Action Point 10: London Borough of Havering has provided the additional costs that would be incurred from extending operating hours, but the Applicant would also like to point out that there would be an additional income from any further services provided during additional operating hours that would offset the additional costs and any other potential loss of income. Even if compensation was available under the compensation code a potential claimant is under a duty to mitigate their losses wherever possible.</p> <p>In response to Action Point 11: In their Deadline 6 Submission - Actions arising from Issue Specific Hearings 8, 9 and 10 [REP6-147] London Borough of Havering has stated the following : <i>“Ensuring that resilience is built in to diversion routes, and that such routes are suitable for the types of vehicles likely to use them to access the Cemetery and SEC, is of utmost importance to the Council. Havering has set out its concerns with the proposed diversion route and potential mitigation measures in Table 6 of its Local Impact Report (REP1-249). LB Havering has a meeting scheduled with the Applicant to discuss this matter in more detail on Thursday 9th November.”</i> As duly acknowledged by the London Borough of Havering, a comprehensive meeting was convened to deliberate on various aspects related to construction traffic, with a particular focus on the resilience of diversion</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>routes. The primary concern addressed was the proposed diversion route linked to Ockendon Road and its potential repercussions on the nearby Upminster Cemetery and South Essex Crematorium.</p> <p>The outcome of the meeting was constructive, as the Applicant provided clarification that construction traffic would not utilise the illustrative diversion route set out in the outline Traffic Management Plan for Construction (oTMPfC) [REP6-048], Plate 4.13. Instead, access to the works would be facilitated through the M25 or via Ockendon Road during the closure period. This access arrangement to the M25 and Ockendon Road compound is set out in Table 4.1 of oTMPfC [REP6-048]. This clarification tempered London Borough of Havering's concerns regarding the resilience of the Ockendon Road diversion route, which is intended for public use – comprising cars, vans, and HGVs, albeit expected to be limited and well within the existing parameters of the associated roads related to the diversion route.</p> <p>The Applicant outlined potential measures to enhance the resilience of the diversion route, including verge/carrage-way edge strengthening, vegetation clearance, and the establishment of lay-bys for passing points. It is intended by the Applicant that the determination of these measures is to be collaboratively undertaken through a joint inspection with the London Borough of Havering, which is a commitment the Applicant has included in the oTMPfC, Section 4 submitted at Deadline 7 [Document Reference 7.14 (7)]. Addressing concerns about the diversion route's impact on the cemetery, the Applicant assured London Borough of Havering that access to the cemetery would be maintained through the diversion route. Issues related to incidents along the diversion route were discussed, with the Applicant clarifying that incident management falls under the remit of the London Borough of Havering. In addition, the Applicant committed to implementing a monitoring system to actively assess the impacts of the temporary traffic management and manage the controls of the Project's construction traffic. This is set out in paragraphs 2.4.8 to 2.4.24 of the oTMPfC [REP6-048].</p> <p>An agreement was reached that the London Borough of Havering would suggest preferred monitoring locations, for the Applicant to consider for inclusion in the oTMPfC. These agreed locations will be presented in the final version of the oTMPfC.</p>
ISH8	Mrs Jackie Thacker	<p>Link to IP's submission: [REP6-195]</p> <p>Applicant's response: The Applicant thanks Mrs J Thacker for her comments made into the Examination. The Applicant has continued engagement with Mrs J Thacker outside of the examination process and notes the continued concerns raised by Mrs J Thacker into the Examination.</p> <p>The working hours for construction are contained within Section 6.4 of Environmental Statement Appendix 2.2:</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>Code of Construction Practice, First Iteration of Environmental Management Plan [REP6-038]. The Applicant notes the points raised regarding the criteria regarding temporary rehousing, and refers Mrs J Thacker to Section A.2 of Post-event submissions, including written submissions of oral comments, for ISH8 [REP6-089].</p>
ISH8	Port of Tilbury London Limited	<p>Link to IP's submission: Section 3, parts 3.1-3.9.3 in [REP6-163]</p> <p>Applicant's response: <u>Materials handling</u> The Applicant's position on using the river as a mode of material transport for all Project compounds is captured in the outline Materials Handling Plan (oMHP) [REP5-050] in a number of locations. Under Section 3.4 it requires the Contractors to optimise material logistics providing several principles for consideration. One of these principles is the proximity of suppliers when sourcing materials. Another principle that the Contractor would have to consider when creating the MHPs is the use of multimodal transport. Paragraph 3.4.13 of the oMHP [REP5-050] states that the Project would '<i>seek to reduce road vehicle miles travelled using a combination of modes of transport</i>', that is, rail and water. Paragraph 3.4.14 acknowledges that the Project compounds are situated such that they provide '<i>access to ports, rail...and the SRN [strategic road network]</i>.' It is the combination of these two principles that means that a supplier on the river or at a rail depot would have to be given priority over a supplier which is solely reliant on the road network.</p> <p>Another of the optimisation principles is the retention and reuse of site-generated materials, paragraph 3.4.1(d), and in this regard the Project has been able to develop a design which results in an earthwork strategy that retains approximately 95% of excavated material, within the Order Limits.</p> <p>Additionally, paragraph 8.3.3 of the oMHP requires that the Contractor considers and implements '<i>a multimodal approach to material transport in order to minimise negative impacts and reduce safety risks. The MHP to be submitted to the Secretary of State for approval would include an explanation of how multimodal solutions have been included and implemented or discounted</i>'.</p> <p>These commitments ensure the Applicant has a clear intent to maximise the use of river or rail for material transportation. Going a step further, the Applicant has reviewed existing suppliers with river access facilities, to better understand the suitability of river use. This is set out in Annex B.1 of the oMHP [REP5-050]. In determining the river use 'Baseline Commitment' and the 'Better than Baseline Commitment', Section 6 of the oMHP, the Applicant has taken a proportionate approach, aiming to extract the advantages associated with river use while simultaneously maintaining a level of adaptability to promote a competitive, environmentally better, value-for-money project.</p>

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		<p>During the construction phase, Contractors will develop their detailed Materials Handling Plan (Second Iteration) as part of the second iteration of the Environmental Management Plan (EMP2). These will be based on the robust framework and principles contained within the control documents such as the Code of Construction Practice (CoCP) [Document Reference 6.3 ES Appendix 2.2 (7)], outline Site Waste Management Plan [REP6-040], and oMHP [Document Reference 6.3 ES Appendix 2.2 Annex B (4)]. In addition, no part of the authorised development will start until an EMP2 has been submitted and approved in writing by the Secretary of State (SoS), following consultation with the stakeholders identified in Table 2.1 of the CoCP.</p> <p>It is also worth noting that the Contractors' construction phase MHPs will held accountable to these principles and commitments by the Applicant, stakeholders and the SoS. Paragraph 3.2.1 of the oMHP secures this by requiring the MHP to align with the principles set out in the oMHP [REP5-050].</p> <p>These combined commitments showcase the Applicant's robust position on utilising the river for material transportation.</p> <p>Regarding the points of consideration that have been contested, these are points that need to be considered in meeting the commitment. In reality these will not amount to exemptions until they meet the criteria for exemptions listed in paragraph 6.2.15 of the oMHP [REP5-050].</p> <p>Matters relating to the supply of aggregates to construction site CA5 are a subject of discussion in the Framework Agreement being prepared with PoTLL, as set out in the response to Hearing Action Point 9 from CAH3, reported in Deadline 7 Hearing Actions [Document Reference 9.174]. The Port asserts that <i>'there is no mechanism for the relevant stakeholders (who should be identified as members of the TMF sub-group that is set up) to take grievances with that decision to, for example, the Secretary of State'</i> [REP6-163]. The Traffic Management Forum Terms of Reference in Appendix E of the oTMPfC [REP6-048] provides a dispute resolution process that would also apply to sub-groups.</p> <p>For context, the Applicant is of the view that such derogations are likely to be rare due to the nature of river use logistics and existing river logistics infrastructure. In addition there are several safeguarding elements that would be expected to be in place to minimise the need of any derogations. With respect to materials, river use logistics reduce dependency on "just in time" deliveries because material can be stockpiled, which is reflected in the targeting of aggregates in the commitment. It is good practice for contractors to ensure sufficient reserve of material is stockpiled to mitigate against any supply chain and logistics issues. Such measures will reduce the likelihood of enforcing such derogations.</p> <p><u>Worker accommodation</u></p> <p>With respect of the Project's construction workforce within land controlled by the Port of Tilbury, the Applicant's Post Event submission including Written Submission of Oral Comments, for ISH8 [REP6-089] confirms the Applicant's recognition of the particular sensitive working environment that exists within the Port of Tilbury</p>

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		<p>boundary and confirms that the Project acknowledged the Port of Tilbury Byelaws; these are not disapplied by the draft Development Consent Order (DCO), and therefore, apply to the Project's construction workforce in full. More detail can be found in paragraph A8.5.</p> <p>The Applicant is already proposing to utilise staff only shuttle buses, and this is secured in the Framework Construction Travel Plan [REP5-054]. The Applicant has also confirmed that a shuttle bus from the Grays hub will serve the Tilbury ferry pier. Workers would not be obligated to use these services, but Contractors would encourage workers to make use of sustainable transport options.</p> <p>With regards to worker routes, as the Applicant confirmed in response to Issue Specific Hearing 4 (ISH4) at paragraph C.3.16 and C.3.17 of Post-event submissions, including written submission of oral comments, for ISH4 [REP4-180], construction staff have not been assigned to set routes within the construction scenario that has been assessed within the DCO application. In addition, the Applicant does not consider that it is proportionate or practicable to place network restrictions on the movement of its construction workforce, although it is acknowledged that specific Traffic Management Plans and/or Site Specific Travel Plans may seek to control staff movements in particular locations. Such controls would be an output generated by the respective working groups, who would be involved in the development and monitoring of management plans. Real-time monitoring data would be utilised to inform appropriate mitigation should it be required, ensuring timely and informed decision-making.</p> <p>The Applicant does not agree that there are “<i>unassessed impacts on the road network as a result</i>”. Within the construction scenario as presented in the DCO application the Project's workforce has been assumed to take the most appropriate route for each journey, reflecting real world behaviour. The Applicant considers that this approach is robust and proportionate for the assessment given the information that is known about the Project's construction.</p> <p>The Applicant is continuing to discuss a protocol with PoTLL in relation to the construction impacts that would result from the Project in relation to the operation of the Port of Tilbury as set out in the response to Hearing Action Point 9 from CAH3, reported in Deadline 7 Hearing Actions [Document Reference 9.174].</p>
ISH8	Thurrock Council	<p>Link to IP's submission: IP's comments on the outline Site Waste Management Plan in [REP6-166]</p> <p>Applicant's response: The Applicant has responded to the specific points raised regarding waste and material management in Applicant's Response to Comments Made by Thurrock Council at D4 and D5 [REP6-096]. As an overarching statement the Applicant disagrees with Thurrock Council's assessment that the control documents, namely the outline Site Waste Management Plan (oSWMP) [REP6-040] and outline Materials Handling Plan (oMHP) [Document Reference 6.3 Appendix 2.2 Annex B (4)], lack robustness at this stage.</p>

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		<p>On the contrary, the Applicant has adopted a diligent and robust approach to waste and material management, demonstrating a strong commitment to establishing comprehensive controls in this area. The Applicant's approach aligns with the core principles of a circular economy and the waste hierarchy, forming the backbone upon which the relevant control plans have been developed. The control plans have been developed in collaboration with regulatory bodies and local authorities, with no major objections to the Applicant's approach. Utilising proven methods, the Applicant has taken good practices from projects of similar scale and complexity in the development of these control plans. In addition the control plans are supplemented by the inclusion of commitments outlined in the Register of Environmental Actions and Commitments [Document Reference 6.3 Appendix 2.2 (7)], which specify targets and appropriate controlling limits, related to waste and material management. The Applicant has gone further in its commitments and targets related to waste in comparison to other projects of similar scale. Furthermore, the Project has retained approximately 95% of its excavated material onsite, exceeding the approach of other projects of similar scale.</p> <p>In comparison to other major projects such as Tideway and Silvertown, Lower Thames Crossing's control plan has been equal to and applies similar rigour and methods to material and waste management. When comparing commitments and targets relating to excavated material and waste, Lower Thames Crossing presents commitments that are similar or exceeds, notwithstanding the site-specific constraints that all major projects take into account.</p> <p>For construction and demolition waste:</p> <ul style="list-style-type: none"> • Lower Thames Crossing – to divert a minimum of 95% (by weight) of inert excavation, construction and demolition wastes / a diversion target of 90% of non-hazardous excavation, construction and demolition waste • Silvertown – 80% (by weight) of construction, demolition and excavation materials to be reused onsite or removed from site for beneficial use with an aspiration to reach 95% (by weight) • Tideway – to divert at least 80% of construction and demolition waste from landfill / beneficially use a minimum of 85% of clean excavated material <p>For excavation material:</p> <ul style="list-style-type: none"> • Lower Thames Crossing – 95% of excavated material retained onsite (90% of beneficial reuse) • Silvertown – 80% of beneficial reuse • Tideway – 85% of beneficial reuse <p>The combination of the control plans and commitments is an output of the environmental impact assessment to effectively manage the impacts associated with material and waste handling, ensuring a robust and sustainable solution. The Applicant believes that the level of detail provided in the oSWMP [REP6-040] and oMHP</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>[Document Reference 6.3 Appendix 2.2 Annex B (4)] is adequate for this stage of the Project. It provides an appropriate strategy for waste and material management during construction.</p>
ISH8	Thurrock Council	<p>Link to IP's submission: IP's comments on healthcare provision in [REP6-166]</p> <p>Thurrock's comments: <i>'Regarding impact of construction workers on local health facilities, in relation to commitment PH002 within the REAC the Council suggested updating the current wording: 'The Contractor will provide an appropriate range of medical and occupational healthcare services (including on-site facilities) to meet the physical and mental health needs of the construction workforce. The range of services will be agreed with National Highways, following engagement with Integrated Care Partnerships.'</i></p> <p>To: <i>'The necessary range of services would be determined through discussion with an agreement by the Mid and South Essex Integrated Care Board (MSE ICB) on what would be needed. Where on-site services cannot be offered, funding for greater capacity in the NHS should be provided.'</i></p> <p><i>This matter has been reviewed by the applicant. Updated wording was discussed at SoCG meeting on the 16 October 2023, which was unacceptable to the Council, as it did not confirm the role of the MSE ICB partnership or strengthen the commitment to providing a sufficient level of mitigation. The Applicant proposed wording was: 'The Contractor will provide an appropriate range of medical and occupational healthcare services (including on-site facilities) to meet the physical and mental health needs of the construction workforce. The range of services will be agreed with the Secretary of State, following engagement with and having regard for the views of the Integrated Care Partnerships'.</i></p> <p><i>The Council are currently in discussion with the ICB partners to align language further as this is covered in their SoCG. After further review of the MSE ICB position, the Council suggest this wording within Deadline 6 as a combined approach: 'To ensure that the Integrated Care Partnerships have a consultation and approval role in agreeing the necessary range of medical and occupational healthcare services required to meet the physical and mental health needs of the construction workforce. Where on-site services cannot be offered, funding for greater capacity in the NHS will be provided.'</i></p> <p><i>This matter is unresolved and a Matter Not Agreed within the latest SoCG, as it currently there is not certainty that within the DCO that the contractor would adequately be held to account to provide for the necessary mitigations regarding local facilities.'</i></p> <p>Applicant's response:</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>The amended wording provided by the Applicant in relation to commitment PH002 in Environmental Statement Appendix 2.2: Code of Construction Practice, First Iteration of Environmental Management Plan [REP6-038] was provided following discussions with Thurrock Council and the Integrated Care Partnerships. The amended wording strengthens the role of the Integrated Care Partnerships by extending their role from <i>'being engaged with'</i> to <i>'having regard for their views'</i>. It also elevates the decision-making powers in this matter from the Applicant to the Secretary of State. Further engagement is taking place with the Integrated Care Partnerships in relation to the acceptability of this wording from their perspective.</p>
ISH8	Thurrock Council	<p>Link to IP's submission: IP's comments on workforce movements in [REP6-166]</p> <p>Applicant's response: As the Applicant confirmed in response to Issue Specific Hearing 4 (ISH4) at paragraph C.3.16 and C.3.17 of Post-event submissions, including written submission of oral comments, for ISH4 [REP4-180], construction staff have not been assigned to set routes within the construction scenario that has been assessed within the Development Consent Order application. In addition, the Applicant does not consider that it is proportionate or practicable to place network restrictions on the movement of its construction workforce, although it is acknowledged that specific Traffic Management Plans and/or Site Specific Travel Plans may seek to control staff movements in particular locations. Such controls would be an output generated by the respective working groups, who would be involved in the development and monitoring of management plans. Real-time monitoring data would be utilised to inform appropriate mitigation should it be required, ensuring timely and informed decision-making. Paragraph 4.1.6 of the outline Traffic Management Plan for Construction [REP6-048] notes that the routes shown are illustrative and primarily relate to heavy goods vehicle access.</p>
ISH8	Trevor Thacker	<p>Link to IP's submission: IP's comments on lack of engagement in [REP6-207]</p> <p>Applicant's response: The Applicant thanks Mr T Thacker for his comments made into the Examination. The Applicant has continued engagement with Mr T Thacker outside of the examination process and notes the continued concerns raised by Mr T Thacker into the Examination. The Applicant notes the points raised regarding Stifford Clays Road compound east; the Applicant's response is no different to that presented in Post-event submissions, including written submission of oral comments at OFH1 [REP1-182] (pages 7 to 8).</p>

6 Issue Specific Hearing 9 (ISH9) on Environment & Biodiversity

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
ISH9	Gravesham Borough Council	<p>Link to IP's submission: IP's comments on ancient woodland in [REP6-127]</p> <p>Gravesham Borough Council comments: <i>'a) Guidance methodology,</i> <i>v. How will lost ancient woodland be replaced, taking the following issues into account:</i></p> <ul style="list-style-type: none"> • <i>the location(s) of source soil supplies;</i> • <i>the benefits of translocating soils;</i> • <i>how success will be monitored;</i> • <i>how any deficiencies in outcomes will be addressed?</i> <p><i>This section follows up on the points made by GBC at the hearing and also responds to the ExQ2 question 1 so far as it relates to the location and wider cultural implications of the strategy for compensation for loss of ancient woodland.</i></p> <p><i>As highlighted at ISH6 and in its LIR, GBC's concern is how the ancient woodland compensation works within the scheme as a whole in the absence of an agreed landscape scale strategy for LTC. GBC is not persuaded that the Applicant's selection of sites for compensatory woodland planting to offset the loss of areas of ancient woodland has been sufficiently informed across all environmental disciplines to ensure that the sites chosen are suitable in overall terms, when regard is had not just to the opportunities to establish new areas of woodland planting but also to the landscape, biodiversity, and cultural heritage (above and below ground) implications of that new planting.</i></p> <p><i>Furthermore, insofar as the Applicant relies on the stripping of topsoil at the chosen compensation sites, so as to allow for the re-use of topsoil taken from the areas of ancient woodland loss (which in principle GBC accepts as a sensible measure to minimise the loss of the ancient woodland resource so far as reflected in its soils), GBC requested to be pointed to where in the Applicant's material there is a cultural heritage assessment of the potential for any of the chosen compensation sites to contain below ground archaeology that would be at risk from such an exercise. GBC has not to date been able to identify any such assessment, which if unaddressed tends to reinforce its concerns about the lack of a strategic or landscape-scale approach to the provision of the compensation sites.</i></p> <p><i>In answer to a question from the ExA, GBC confirmed that its concern was not with the quantum of the compensatory provision proposed for the loss of ancient woodland but with the locational choices for that compensatory provision and the absence of demonstration that it was in the right place when regard was had to</i></p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p><i>all environmental disciplines. GBC also confirmed that it did not consider that this issue (the rationale for the site selections) was explained in the OLEMP [REP4-140] but it was not otherwise criticising the OLEMP as regards the ancient woodland compensation.</i></p> <p><i>Matter for adjudication</i></p> <p><i>Given that GBC's ask here is for the Applicant to provide the cross-discipline information formation at the pre-consent stage, the failure of the Applicant to do so becomes a matter which GBC requests the ExA to take into account in the overall planning balance. GBC has made this point not just in relation to compensatory planting for ancient woodland, but in relation to all mitigation planting and compensatory planting</i></p> <p><i>An alternative would be for a further REAC commitment along the following lines:</i></p> <p><i>“In finalising the location of landscape planting, compensatory ancient woodland planting and soil translocation during and/or before the detailed design, the undertaker shall undertake, in consultation with the local planning authority, a comprehensive review of the proposed location of that planting taking into account its landscape, biodiversity, and cultural heritage (above and below ground) implications. The undertaker will implement any conclusions of that review.”</i></p> <p>Applicant's response:</p> <p>In response to a request by the Examining Authority (ExA) at Issue Specific Hearing 9 (ISH9), further updates have been made to the Project's outline Landscape and Ecology Management Plan (oLEMP) [Document Reference 6.7 (5)] to provide more detail on how the comparability of locations will be assessed and how the soils will be translocated. The proposed ancient woodland compensation (receptor) sites are greater in area than the donor site which allows flexibility to find the most suitable locations, taking into account all requirements associated with any given location (drainage, archaeology, slope, etc.). As such, if there is archaeological interest that cannot be disturbed, there would be options to avoid this.</p> <p>The assessment of Ancient Woodland Compensation sites followed a staged approach, with a desk-based survey and walk-over survey followed, in those areas assessed as having most archaeological potential, by geophysical survey and trial trenching. This is reported in Environmental Statement (ES) Chapter 6 Cultural Heritage [REP4-116] and ES Appendix 6.1: Cultural Heritage Desk-based Assessment (1 of 4) [APP-351].</p> <p>Further intrusive archaeological assessment will take place in those areas not already investigated. The exact nature of this work will be designed in consultation with Kent County Council, the Local Authority Archaeological Advisors, but the Ancient Woodland Compensation Sites are already identified as mitigation sites within the draft Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (dAMS-OWSI) [REP6-044].</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>The oLEMP [REP4-140] provides the commitment for the Advisory Group to comment on the development of the detailed design. Both Kent County Council and Gravesham Borough Council, as local authorities, are proposed as members of the advisory group. Ancient woodland soils are part of the wider landscape solution to be developed at detailed design, forming individual coupes separated from other woodland planting by rides within areas proposed as ancient woodland compensation planting. The rationale for the ancient woodland compensation planting is not to comprise a certain area but to provide functional linkages between existing woodlands – specifically to link Brewers Wood (part of the Shorne and Ashenbank Woods SSSI) and Great Crabbles Wood SSSI as identified by Natural England in the Defra Family advice as appended to the Draft Agreed Statement of Common Ground between (1) National Highways and (2) Natural England [REP5-038]. All ground disturbance works within the Project's Order Limits will need to account for potential unknown archaeology, and the approach for this is provided for within the framework of the dAMS-OWSI [REP6-044].</p> <p>When developing the environmental mitigation strategy for the Project, internal cross-discipline reviews were undertaken which informed the development of the proposed mitigation and compensation designs. In addition, design development also responded to comments from stakeholders both during statutory consultations and through ongoing Project engagement, as documented in the Statements of Common Ground. This element of design development is not presented within the Environmental Statement as the purpose of the ES is to provide assessment of the proposed outline design for the application. However, when evaluating proposals for mitigation options, the Project has sought to avoid creating new adverse impacts as a result of mitigation proposals, which are themselves seeking to minimise adverse effects. This is standard best practice when developing mitigation options. However, it is acknowledged that there are occasions when compromise is required for impacts that arise for different environmental disciplines. For example, where it is not possible for mitigation to fully resolve all adverse effects, and where potentially overriding considerations such as the primary purpose for the planting (to link parcels of ancient woodland at a landscape scale and to provide mitigation/compensation as close to the point of impact as possible), and the development of functional planting (with the right considerations) is what has ultimately informed the outline design. Where changes to views would be affected by mitigation or compensatory planting, design principles have been proposed that would ensure effects would be reduced as far as reasonably practicable at detailed design, by proposing key vistas within woodland planting. Clause S1.08 of the Design Principles [REP6-046] requires the retention of a vista towards Darnley Mausoleum. The oLEMP [REP4-140] details management requirements relating to mitigation and compensation areas, such as the land east of Brewers Road in Section 5.3. These management requirements would ensure the detailed design of proposed planting would be in keeping with local landscape character as far as reasonably practicable. Furthermore, input to the detailed design process by key stakeholders is secured via the oLEMP advisory group.</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response						
ISH9	Kent County Council	<p>Link to IP's submission: IP's comments in relation to 3b) Removal of Ancient Woodland and Veteran Trees in [REP6-138]</p> <p>Applicant's response: The Applicant can confirm that a review of the limits of deviation (LOD) associated with the DCO submitted design for the Thong Lane alignment north of the A2 has identified that it would be possible to avoid the candidate veteran trees associated with the western boundary of the Shorne and Ashenbank Woods SSSI. This can be achieved through adopting the western-most alignment for the road within the LOD (by moving the current horizontal highway alignment west by up to 10m and by lowering slightly the highway vertical alignment by up to 700mm). To secure the necessary approach for detailed design to achieve this alignment, the design principle proposed in the table below will be included in the updated Design Principles at Deadline 7 [Document Reference 7.5 (5)].</p> <p>Table 1 Proposed new Design Principle for Thong Lane to retain candidate veteran trees</p> <table border="1" data-bbox="618 687 2033 1340"> <thead> <tr> <th data-bbox="618 687 819 730">Clause no.</th> <th data-bbox="826 687 1200 730">Design Principle name</th> <th data-bbox="1207 687 2033 730">Design principle</th> </tr> </thead> <tbody> <tr> <td data-bbox="618 735 819 1340">S2.16</td> <td data-bbox="826 735 1200 1340">Thong Lane (Work no. 1H)</td> <td data-bbox="1207 735 2033 1340"> The realignment of Thong Lane to the north of the A2 shall be designed to avoid impacting the Shorne and Ashenbank Woods SSSI to the east, in accordance with the following criteria: <ul style="list-style-type: none"> • Specific attention shall be paid to avoid impacting the candidate veteran trees to the east of Thong Lane, within the SSSI. • The eastern toe of the proposed highway embankment adjacent to the SSSI, shall fall within the existing Thong Lane carriageway extents. • During construction, the existing sub-base to Thong Lane shall be retained as far as reasonably practicable, to minimise disturbance to the existing tree roots. • Appropriate drainage mitigation measures shall be undertaken to ensure adequate permeability through the embankment and maintain a suitable environment for tree root growth. </td> </tr> </tbody> </table>	Clause no.	Design Principle name	Design principle	S2.16	Thong Lane (Work no. 1H)	The realignment of Thong Lane to the north of the A2 shall be designed to avoid impacting the Shorne and Ashenbank Woods SSSI to the east, in accordance with the following criteria: <ul style="list-style-type: none"> • Specific attention shall be paid to avoid impacting the candidate veteran trees to the east of Thong Lane, within the SSSI. • The eastern toe of the proposed highway embankment adjacent to the SSSI, shall fall within the existing Thong Lane carriageway extents. • During construction, the existing sub-base to Thong Lane shall be retained as far as reasonably practicable, to minimise disturbance to the existing tree roots. • Appropriate drainage mitigation measures shall be undertaken to ensure adequate permeability through the embankment and maintain a suitable environment for tree root growth.
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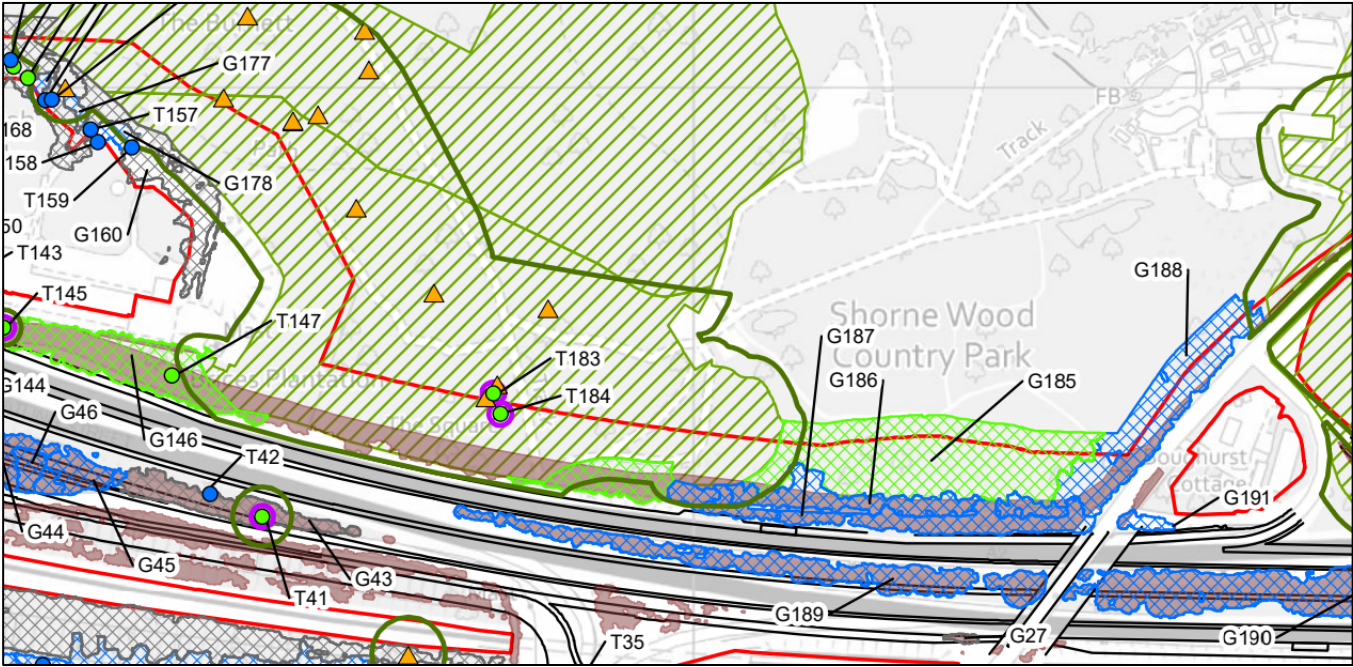
Event	Interested Party (IP)	Link to IP's submission / Applicant's response
ISH9	Kent Downs AONB Unit	<p>Link to IP's submission: [REP6-140]</p> <p>3 Ancient Woodland Impact 3a Guidance and Methodology i What guidance was/should be followed by the Applicant in relation to the location, form, quantity and extent of ancient woodland replacement? • Is this methodology agreed by Natural England and other relevant IPs?</p> <p><i><u>AONB comment:</u> 'The AONB Unit advised that it did not disagree with the biodiversity benefits associated with the proposed location of the AW replacement planting in the AONB in terms of ecological connectivity. We advised that we were concerned however that insufficient consideration had been given to the appropriateness of woodland planting on the landscape character on part of the proposed woodland planting site between Brewers and Great Crabbles Wood to the north of Park Pale (see Figure 1 below, where the area of concern is circled in red). This land retains its former historic parkland character, comprising gently undulating land that rises up to the north that incorporates individual mature specimen trees which positively contributes to the scenic beauty and landscape character of this part of the AONB. Notwithstanding the retention of some open areas within the proposed woodland planting, the overall parkland estate character would be lost given the extent of woodland planting proposed here, with the existing specimen trees, most of which are classified as 'Veteran' trees, subsumed into the wider woodland planting. The proposed planting as outlined in the Environmental Masterplan, Section 1, Sheets 2 and 4, link) is provided in Figure 2 below.</i></p> <p><i>In response, National Highways (Dr Emma Long) stated that landscape character had been taken into account in the design of the ancient woodland replacement planting in the vicinity of Park Pale, advising that it had been designed to 'maintain key views'. While the incorporation of key views is welcome and would allow views out to the south to the wider AONB landscape, including a view of the top of the historic Darnley Mausoleum in Cobham Park on the skyline, this does not overcome the issue of the proposed planting not retaining the existing historic parkland landscape character. Notwithstanding the incorporation of views out of the planted area, the existing important parkland landscape character of this part of the AONB would be lost within the proposal for woodland planting which we contend is inappropriate in this location.</i></p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p><i>A further point was added by Nick Johannsen, Director of the AONB Unit, that the proposals for replacement of Ancient Woodland appear to be based only on responding to the ecological properties of Ancient Woodland. However Ancient Woodland provides much more than just an ecological resource, important though this, and is also valuable for its historic, cultural and landscape importance. Expanding on this, in response to Action Point 1 from the ISH, Section 7.10 of the Kent Downs AONB Management Plan (link) explains how ancient woodland contributes more than just an irreplaceable habitat to the natural beauty and of the AONB, stating that 'Ancient woodlands can also include physical evidence of former landscape management practices. The rich but sensitive ground flora of ancient woodlands – bluebells, wood anemones, ramsons and yellow archangel – and the bird song of warblers, nightingale and nightjar and the rare and beautiful butterflies, even the dank scents of rotting leaves in the winter are part of the natural beauty of the AONB. Much of the valued woodland wildlife, invertebrates, lichens and fungi, are associated with old trees, deadwood or open ground and are restricted to ancient woods and wood pasture. The ancient woodlands of the Kent Downs also preserve the evidence of thousands of years of human activity in earthworks, monuments and place names'. The Forestry Commission Practice Guide on Managing ancient and native woodland in England (link) also sets out that the importance of ancient and native woodland goes beyond their ecological value stating (page 7) that 'They are a vitally important component of the English landscape and everyone has its own long and fascinating history.... Without even being visited they can still enhance the quality of people's everyday lives, providing a 'permanent, natural and peaceful' green element in busy local environments. Finally, the importance of the more subtle but vital environmental services they provide, such as flood alleviation, clean water supplies and carbon sequestration, is now increasingly being recognised and valued.' The joint 'standing advice' from Natural England and the Forestry Commission on ancient woodland, published in January 2022 (link), also sets out how its value goes beyond its ecological habitat value, advising that it is a natural asset important for:</i></p> <ul style="list-style-type: none"> <i>• wildlife (which include rare and threatened species)</i> <i>• soils</i> <i>• carbon capture and storage</i> <i>• contributing to the seed bank and genetic diversity</i> <i>• recreation, health and wellbeing</i> <i>• cultural, historical and landscape value</i> <p><i>It is therefore the view of the AONB Unit that National Highways has taken too narrow a view in considering the impacts of the loss of ancient woodland and in formulating its proposals for replacement/compensatory planting. It is also our view that these points further strengthen the case made by the AONB Unit and others for the need for Green Bridges across the A2 that are of a sufficient scale and appropriate design (as defined by relevant</i></p>

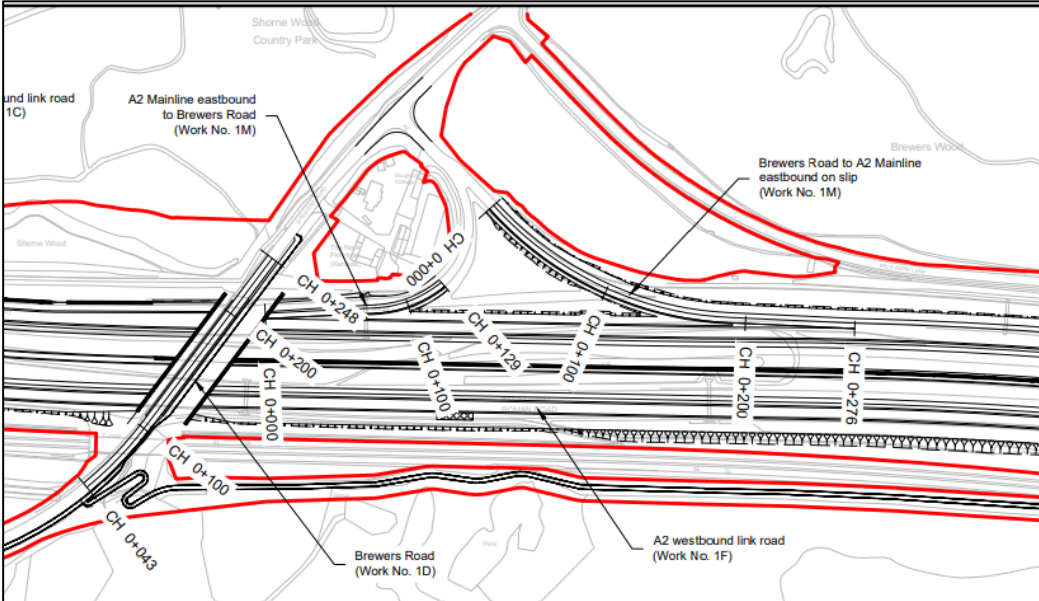
Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p><i>Natural England (link) and Landscape Institute's link. Green Bridge guidance) to fulfil wider functions than just ecological connectivity.'</i></p> <p>Applicant's response:</p> <p>The outline Landscape and Ecology Management Plan (oLEMP) [REP4-140] provides the commitment for engagement with the Advisory Group on the development of the detailed design. The Kent Downs AONB Unit is proposed as a member of the Advisory Group. Recognising the intrinsic value of ancient woodland to the Kent Downs AONB the Applicant has sought to minimise impacts as far as possible within the design for the Project. Where impacts do arise, a comprehensive compensatory package has been developed and secured via the Code of Construction Practice, First Iteration of Environmental Management Plan v6.0 [REP6-038], which ensures the protection of veteran and ancient trees adjacent to the works areas (commitment LV030 of the Register of Environmental Actions and Commitments (REAC)), retention of standing dead wood for any potential veteran trees that are lost to be relocated within ancient woodland (REAC commitment LV031) in conjunction with replacement planting of specimen ('future veteran') trees (REAC commitment LV032), and the beneficial reuse of ancient woodland soils as part of the compensatory planting that the Applicant has proposed (REAC commitment TB028).</p> <p>The locations of compensatory planting have been informed by best practice mitigation for providing compensation as close to the point of impact as possible and to optimise the use of ancient woodland soils, minimising the distance these would need to be transported to the receptor sites to support the compensatory planting. Ancient woodland soils are part of the wider landscape and ecological solution, which is to be developed further at the detailed design stage. The new planting containing ancient woodland soils would form individual coupes separated from other woodland planting by rides within areas proposed as ancient woodland compensation planting. The rationale for the ancient woodland compensation planting is not to achieve a certain quantitative area but to provide functional linkages between existing woodlands – specifically to link Brewers Wood (part of the Shorne and Ashenbank Woods SSSI) and Great Crabbles Wood SSSI. This approach is endorsed by Natural England in the Defra Family advice appended to the Statement of Common Ground between (1) National Highways and (2) Natural England v3.0 [REP5-038].</p> <p>When developing the environmental mitigation strategy for the Project, internal cross-discipline reviews were undertaken which informed the development of the proposed mitigation and compensation designs. Where adverse impacts were identified, areas of planting were either amended (e.g. to provide wide rides and to retain key viewpoints/vistas for the woodland planting north of Park Pale) or moved (e.g. to avoid areas of buried archaeology through the relocation of compensatory woodland planting from north of Shorne Ifield Road to the south, thereby avoiding a multiphase medieval settlement that was discovered as part of the archaeological trial</p>

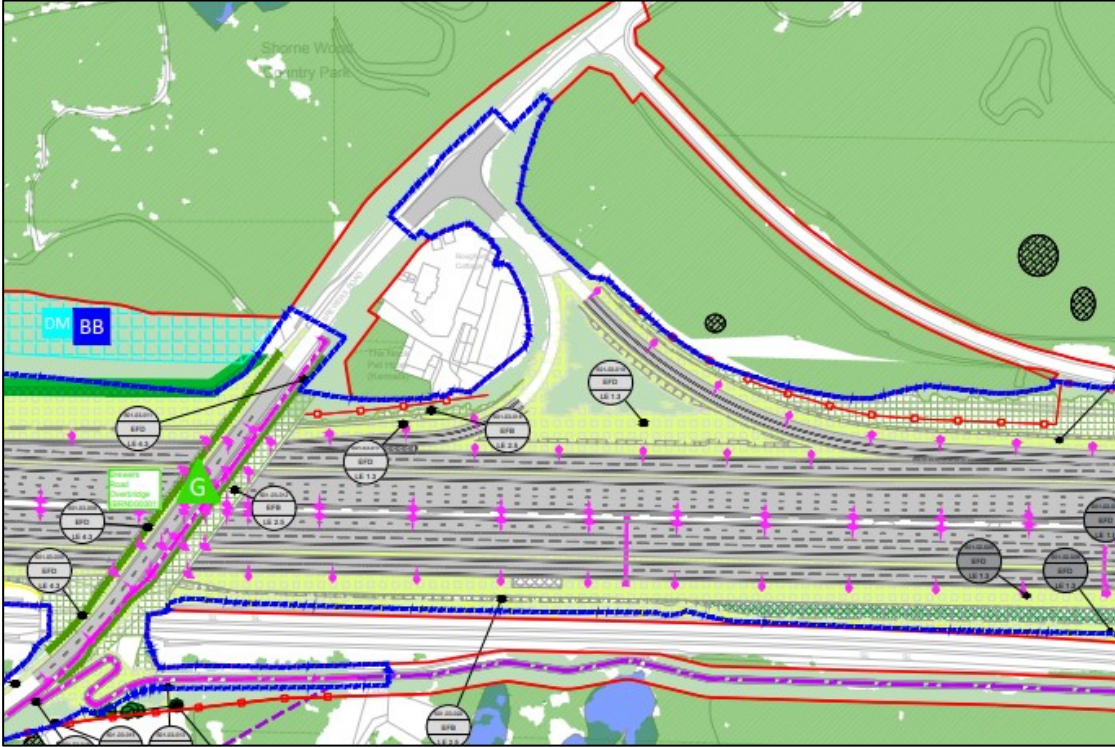
Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>trenching) and then identified as amendments during subsequent public consultations. The design development then also responded to comments from stakeholders both during consultations and through ongoing Project engagement, as documented in the Statements of Common Ground to provide appropriate replacement open space to ensure the design is providing a balance between public access and necessary privacy through amending designs to minimise potential impacts on neighbouring landowners (again, for the area of planting north of Park Pale where the outline design is much more developed as a consequence of proactive responses to requests from key stakeholders). All areas of mitigation and compensation planting are secured within the Project's Order Limits and are delineated within the Environmental Masterplan and therefore impacts have been assessed as part of the Environmental Statement (ES). There is further opportunity to refine the proposed areas of compensatory planting during detailed design, where any requirements for amendments to the outline design will be identified through pre-construction survey and/or archaeological investigation and informed by ongoing stakeholder engagement. Pre-construction surveys are secured via Schedule 2, Requirement 7 the draft DCO [REP6-010] and the dAMS-OWSI (which outlines the requirements for further archaeological investigation) is secured via Schedule 2, Requirement 9. Detailed design will be developed in consultation with key stakeholders under the roles and responsibilities and terms of reference for the advisory group, which is secured via the oLEMP [REP4-140]. However, when evaluating proposals for mitigation options, the Applicant has sought to maximise the quality of new planting and its visual and ecological outcomes as these are the core elements for which the mitigation is being provided.</p> <p>Where changes to views would be affected by mitigation or compensatory planting, design principles have been proposed that would ensure effects would be reduced as far as reasonably practicable at detailed design, by proposing key vistas within woodland planting. Clause S1.08 of the Design Principles [REP6-046] requires the retention of a vista towards Darnley Mausoleum. The oLEMP [REP4-140] details management requirements relating to mitigation and compensation areas, such as the land east of Brewers Road in Section 5.3. These management requirements would ensure the detailed design of proposed planting would be in keeping with local landscape character as far as reasonably practicable. Furthermore, input to the detailed design process by key stakeholders is secured via the oLEMP advisory group, as noted above.</p> <p>3b. Removal of Ancient Woodland and Veteran Trees NPSNN para 5.32 requires the Secretary of State to carefully consider loss and damage to ancient woodland and veteran trees.</p> <ul style="list-style-type: none"> • Can the Applicant provide clarification about loss/ harm minimisation at: o The A2 /M2 /LTC intersection; o The M25 /LTC intersection; and o Other parts of the proposed alignment, work areas and compounds with woodland loss.

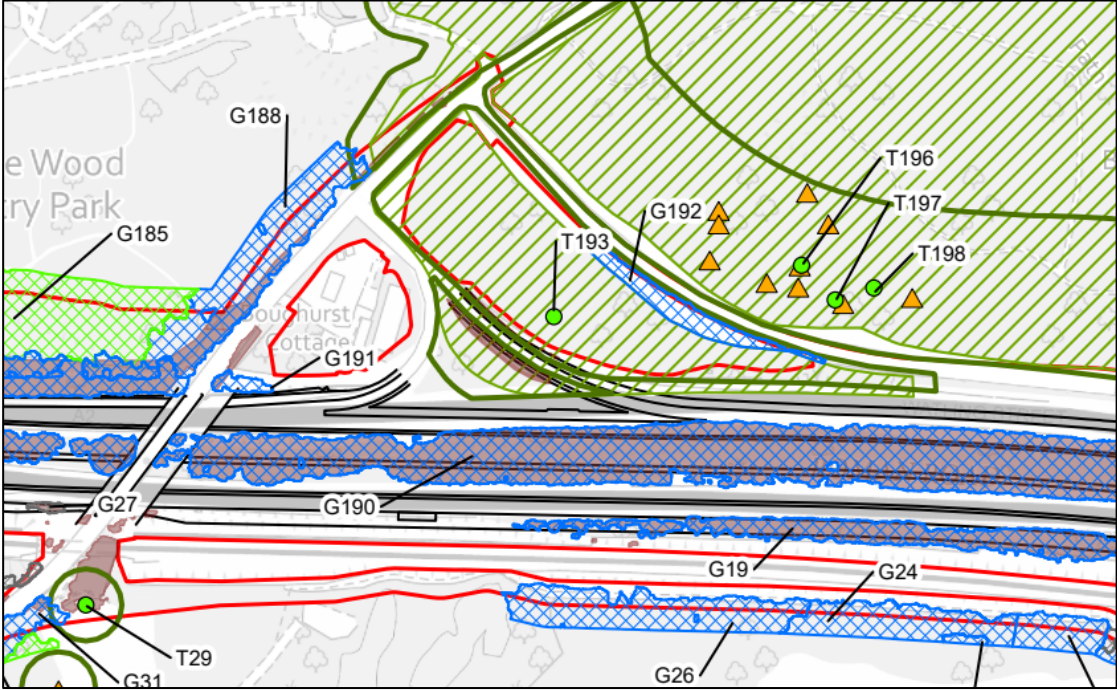
Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>• The Applicant will be asked to explain why it was decided to undertake work affecting wooded areas/ veteran trees and not to realign, re-design, or substitute land use or construction techniques to protect the woodland/ veteran trees?</p> <p><i>AONB comment: 'As an initial point, in responding to these questions, the AONB Unit clarifies that our comments made at the Hearing, and expanded upon below, are made on the basis that they relate to the route alignment presented in the DCO application, rather than in respect of route choice and availability of alternatives. We maintain our view, as set out in our original Written Response (link), that alternatives are available that would avoid the loss of ancient woodland to the south of the Thames. The AONB Unit advised that the Project involves two areas of ancient woodland loss in the AONB, both of which are immediately north of the existing A2 carriageway:</i></p> <p><i>a. An area to the immediate east of The Inn on the Lake, part of Shorne Woods, proposed to be removed to accommodate the required gas pipe diversion. However, as can be seen in Figures 3, 4 and 5 below, the area of woodland that would be lost, extends well beyond the route of the diverted pipeline.'</i></p> <p>Applicant's response:</p> <p>The extent of woodland loss shown on ES Figure 7.24: Tree Removal and Retention Plan [REP1-151] (relevant extract provided below) aligns with the current limits of deviation (LOD) attached to the utility diversion for Work No. G1a (installation of a medium-pressure gas pipeline) as a reasonable worst-case assumption. The gas pipe would be located within this LOD and the final alignment would be determined at detailed design. The LOD for the works totals 20m and the working area required for the installation of the gas pipe has been constrained to the northern extent of the LOD to minimise ancient woodland loss in this area. At detailed design further opportunities to reduce working areas required would be taken to further minimise loss. This is secured via the Design Principle LSP.01 Retention of existing vegetation [REP6-046], REAC commitment LV001 which states that: <i>'Detailed design for the Project, including diverted utilities, will aim to reduce the removal of trees and vegetation as far as reasonably practicable, and in accordance with the LEMP and the Environmental Masterplan (Figure 2.4, Application Document 6.2)'</i> and REAC commitment LV013 which states that <i>'Where excavation for installation of utilities would require the removal of ancient woodland, trees subject to tree preservation orders or hedgerows subject to the Hedgerows Regulations 1997, trenchless installation methods will be used to avoid removal where reasonably practicable, unless this would give rise to new or materially different environmental effects.'</i> within the Code of Construction Practice [REP6-038].</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>Figure 7 Extract from ES Figure 7.24: Tree Removal and Retention Plan [REP1-151]</p>  <p>The alignment for Work No. G1a (gas pipeline works) as shown in Works Plans Volume B Utilities (sheets 1 to 20) [REP4-040] (relevant extract shown below) indicates the pipeline alignment centrally within the LOD. At the detailed design stage, the Applicant will further develop the proposed alignment of the pipeline with the intention that this is aligned to minimise woodland loss in line with REAC commitment LV001 [REP6-038].</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>Figure 8 Extract from Works Plans Volume B Utilities v3.0 (sheets 1 to 20) [REP4-040]</p> <p>LEGEND:</p> <ul style="list-style-type: none"> Order Limits Linear Work Centreline (including streets) Local Authority boundary Area excluded from Order Limits Commencement of linear work Commencement and termination of linear work Termination of linear work <p>UTILITY LEGEND:</p> <ul style="list-style-type: none"> Indicative diverted and modified overhead electricity lines Existing overhead electricity lines to be removed Indicative temporary overhead electricity lines Indicative underground gas diversion Maximum extent of existing gas pipeline to be removed Indicative underground multi-utility alignment Indicative temporary underground multi-utility alignment Existing pylon to be retained Overhead electricity lines works Limits of Deviation Gas works Limits of Deviation Underground multi-utility works Limits of Deviation Temporary overhead electricity lines and multi-utility works Limits of Deviation Substation SS <p>AONB comment (cont'd):</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>b. 'An area to the east of The Nook Pet Hotel (labelled Broughurst Cottage on OS maps). In this location, amendments to the utilities diversions were made during the course of the design of the Project which have resulted in the route of the diverted gas pipe being proposed underneath Brewers Road and Park Pale Lane, rather than earlier iterations of the Project which proposed the gas pipe diversion continuing along the northern edge of the A2. However, this change has not appeared to have resulted in any significant reduction in loss of the ancient woodland in this location, with a wide band of removal still proposed in the highway locked triangle to the east of The Nook, as well as along the northern edge of the A2 east bound slip road from Brewers Road, as demonstrated in figures 6,7 and 8 below.'</p> <p>Applicant's response:</p> <p>The Engineering Drawings and Sections (Volume C) (A2 M2 and A2 mainline Plan & Profile) [APP-032] shows the realignment of the A2 M2 and A2 mainline through this section with the highway alignment being pulled further south and associated works shown for the on and off slips.</p> <p>Figure 9 Extract from Engineering Drawings and Sections (Volume C) (A2 M2 and A2 mainline Plan & Profile) [APP-032]</p> 

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>As can be seen from the plans, where the highway alignment has moved south the area that was previously the A2 highway alignment is proposed for replanting with species-rich grassland to aid visibility splays (as shown on the Environmental Masterplan Sections 1 and 1A (1 of 10) v3.0 [REP4-124]; relevant extract provided below).</p> <p>Figure 10 Extract from Environmental Masterplan Sections 1 & 1A (1 of 10) v3.0 [REP4-124]</p>  <p>Only a small amount of woodland is currently shown as lost, in association with the Brewers Road to A2 Mainline eastbound on slip (Work No. 1M) as shown on ES Figure 7.24: Tree Removal and Retention Plan</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response																								
		<p>[REP1-151] (relevant extract provided below). As with other areas of woodland loss, further review at detailed design would seek to retain as much woodland as possible – as secured via REAC commitment LV001 [REP6-038].</p> <p>Figure 11 Extract from ES Figure 7.24: Tree Removal and Retention Plan [REP1-151]</p>  <p>Legend</p> <table border="0"> <tr> <td>— Route alignment</td> <td>▲ Potential veteran tree (recorded by others)</td> <td>■ Ancient/veteran tree and Ancient Woodland buffer zone</td> <td>⊠ U/very low-quality</td> </tr> <tr> <td>▭ Order Limits</td> <td>■ Woodland/trees and hedgerows to be removed (All woodland/trees and hedgerows to be retained unless shown removed)</td> <td>■ Tree group - BS 5837 category/quality</td> <td>● Tree - BS 5837 category/quality</td> </tr> <tr> <td>▲ Ancient/Veteran tree (recorded on ATI)</td> <td>■ Ancient Woodland</td> <td>■ A/high-quality</td> <td>● A/high-quality</td> </tr> <tr> <td>■ Potential veteran tree/tree group (project identified)</td> <td></td> <td>■ B/moderate-quality</td> <td>● B/moderate-quality</td> </tr> <tr> <td></td> <td></td> <td>■ C/low-quality</td> <td>● C/low-quality</td> </tr> <tr> <td></td> <td></td> <td>■ U/very low-quality</td> <td>● U/very low-quality</td> </tr> </table>	— Route alignment	▲ Potential veteran tree (recorded by others)	■ Ancient/veteran tree and Ancient Woodland buffer zone	⊠ U/very low-quality	▭ Order Limits	■ Woodland/trees and hedgerows to be removed (All woodland/trees and hedgerows to be retained unless shown removed)	■ Tree group - BS 5837 category/quality	● Tree - BS 5837 category/quality	▲ Ancient/Veteran tree (recorded on ATI)	■ Ancient Woodland	■ A/high-quality	● A/high-quality	■ Potential veteran tree/tree group (project identified)		■ B/moderate-quality	● B/moderate-quality			■ C/low-quality	● C/low-quality			■ U/very low-quality	● U/very low-quality
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		■ C/low-quality	● C/low-quality																							
		■ U/very low-quality	● U/very low-quality																							
		<p>AONB comment: 'At the Hearing, the AONB Unit set out that it maintained its position that attempts to minimise ancient woodland loss in these locations do not go far enough. We continue to consider, for example, that the potential to relocate the diverted gas pipe under the existing highway network to the north (such as along Thong</p>																								

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p><i>Lane, the A266 and/or Shorne-Ifield Lane) has been dismissed too readily. We went on to advise that the proposed replacement landscaping treatment of both the areas of ancient woodland loss in the AONB was also of concern. This predominantly comprises 'Species rich grassland' and 'Shrubs interspersed with trees' (as can be seen in figures 5 and 8 above). It is our view that where there is woodland loss, providing there are no wayleave requirements, replacement woodland should be provided to retain the current wooded character and enclosed nature of the A2 and its integration within the landscape as far as possible.'</i></p> <p>Applicant's response:</p> <p>Noting the comment above regarding potential to relocate the diverted gas pipe under the existing highway network to the north, the Applicant has responded to this comment in the Statement of Common Ground between (1) National Highways and (2) Kent Downs AONB Unit [REP6-018] at item 2.1.41. In recognition of its national importance and to reduce the impact on the Kent Downs AONB, the approach to planting and woodland retention has been informed by and secured via the following Design Principles [REP6-046]:</p> <p>S1.01 Woodland north of the A2/M2 Corridor <i>'To retain the historic woodland landscape character within the Kent Downs AONB and to screen the Project from users of Shorne Woods Country Park (including users of Park Pale), existing planting along the northern edge of the A2 corridor shall be retained as far as reasonably practicable. Where tree loss is unavoidable, landscape proposals shall maximise reinstatement of woodland within the A2 corridor as defined in the Environmental Masterplan (Application Document 6.2, Figure 2.4).'</i></p> <p>S1.02 Planting to the south of the A2/M2 Corridor <i>'To reduce the visual impact of the Project on users of Cobham Hall, woodland adjacent to and within Cobham Park shall be retained as far as practicable. Furthermore, in order to mitigate loss of woodland and screen the works within the AONB, trees shall be planted on new earthworks along the southern sides of the A2 as far as practicable, as shown in the Environmental Masterplan (Application Document 6.2, Figure 2.4).'</i></p> <p>S1.03 Associated works in the A2/M2 Corridor which states the following: <i>'...the preliminary design has been developed to reduce the width of the A2 corridor footprint as far as reasonably practicable. The detail design shall be developed to minimise the footprint of the works associated with the Project and diverted utilities in order to maximise the areas available for woodland planting. For example, steep planted engineered embankments shall be used, and asset maintenance accesses, PRowS and utilities easements shall be combined to make as efficient use of land as is safe and practicable.'</i></p> <p>In the absence of utility wayleave restrictions or other buried infrastructure, replacement planting through the A2/M2 corridor is designed to provide a woodland edge character through the use of the following planting</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>palette: LE 2.5 Shrubs With Intermittent Trees as detailed in Appendix A of the Project's Design Principles [REP6-046], which comprises the following species mix:</p> <ul style="list-style-type: none"> • <i>Acer campestre</i> (Field maple), which can reach 20m in height • <i>Cornus sanguinea</i> (Dogwood), which can reach 10m in height • <i>Corylus avellana</i> (Hazel), which can reach 12m in height • <i>Crataegus monogyna</i> (Common hawthorn), which can reach 10m in height • <i>Ilex aquifolium</i> (Common holly), which can reach 12m in height • <i>Juniperus communis</i> (Common juniper), which can reach 10m in height • <i>Ligustrum vulgare</i> (Wild privet), which can reach 2.5m in height • <i>Prunus avium</i> (Wild cherry), typically 12m but can reach up to 30m in height when mature, • <i>Sambucus nigra</i> (Common elder), which can reach up to 2.5m in height • <i>Viburnum lantana</i> (Common wayfaring tree), which can reach up to 5m in height • <i>Viburnum opulus</i> (Guelder rose), which can reach up to 8m in height <p>Where there are utility wayleaves/easements and/or requirements for ducting to support highway infrastructure (lighting, signage, etc.) or a requirement for clear line of sight/visibility splays, the approach has been to propose the following grassland planting palette: LE1.3 Species Rich Grassland as detailed in Appendix A of the Project's Design Principles [REP6-046] to provide a biodiverse grassland planting to support pollinators.</p> <p><u>AONB comment:</u> <i>'We also made the point that incorporating as much replacement woodland planting as possible is all the more important in view of the fact the proposal involves loss of mitigation tree planting put in for both HS1 and previous works to the A2 on the south side of the A2, which have also involved the removal of significant tracts of woodland, including long-established semi-natural woodland at Ashenbank Woods SSSI. The importance of woodland to the character of this part of the Kent Downs AONB cannot be overstated. This is reflected in the various local landscape character assessments which cover the area, including the Landscape Character Assessment Update 2020 for the Kent Downs AONB (link) where, in respect of the local area around the Project site, it is stated (at 2.2.10) 'The local character area of Shorne has been severed from the more extensive landscape of similar character to the south by the A2 road corridor...The extent of woodland is the key distinguishing feature, in combination with the ridge landform', and (at paragraph 2.2.11), 'The area contains Ancient Woodland, which contain several notable and veteran trees and generate a strong sense of enclosure'. We also advised that the importance of the wooded character and ancient woodland in this part of the AONB is elevated by the specific inclusion of the land north of the A2 within the AONB'</i></p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>Applicant's response: This particular concern has been noted by the Applicant and has informed the approach to replacement planting (as noted above) as well as the mitigation and compensation planting within and adjacent to (within the setting of) the Kent Downs AONB for both ancient woodland and nitrogen deposition compensation which has sought to strengthen areas of woodland by linking areas of compensatory planting to support the landscape approach to mitigation and provide resilience and enhanced connectivity between woodland blocks, particularly areas of SSSI and ancient woodland, as shown on the Environmental Masterplan Sections 1 and 1A (1 of 10) [REP4-124]. In addition, there is a Project commitment to early planting to establish areas of woodland mitigation/compensation as early as possible within the construction process is secured via the REAC commitment LV029 [REP6-038].</p>
ISH9	Thames Crossing Action Group	<p>Link to IP's submission: Points 93 to 97 in [REP6-204]</p> <p>IP's comments in response to The Wilderness (pages 16 to 17) <i>'93. We do not consider the replacement pond to be adequate or suitably placed. How does such a pond support the natural environment and wildlife that currently uses the pond at The Wilderness? It is some distance away and on the opposite side of the busy B186/North Road.</i></p> <p><i>94. We know for instance that there are numerous species of bats in The Wilderness, and it is known that bats often source food such as insects that exist near water courses and ponds. Anyone who spends time near ponds/water on summer evenings will know of the presence of insects! Removing this pond at The Wilderness, only to replace it in a location that the bats would need to cross a busy road and across open land to reach is not deemed acceptable or adequate.</i></p> <p><i>95. Not only on an ecological aspect, but we'd also like to add a gentle reminder that The Wilderness is also part of a family's garden, and indeed historically has been part of the Groves estate for hundreds of years, including being home to Sir Richard Saltonstall, Lord Mayor of London in the late 1500s and his descendants for many years. The woodland has a heritage value as well as ecological one.</i></p> <p><i>96. We also wish to draw attention to the fact that the watercourses in The Wilderness are fed from a natural underground spring to the north of the site, which has been constantly running for hundreds of years. It was in fact described as a 'never failing spring' in a sales listing for the estate in the 1867!</i></p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>97. We note NH's references of the watercourses in The Wilderness as being small, but this in no way means they are not important or significant. Clearly the spring and watercourses at The Wilderness are a constant source of water that have always been there, and should be protected as a valuable natural water source for wildlife and our natural environment, as well as also having heritage value.'</p> <p>Applicant's response:</p> <p>93 – The Applicant considers the replacement pond to be located in a suitable area to provide a benefit to the wider ecological environment. The replacement pond is located adjacent to the North Ockendon Pit Site of Importance for Nature Conservation, which is known to support reptiles (see Environmental Statement (ES) Appendix 8.6: Reptiles [APP-395]) and likely amphibian species which will benefit from the new pond. The replacement pond will be rainwater fed and therefore will be ephemeral, which will benefit species such as breeding amphibians which benefit from ponds that occasionally dry out as these prevent build-up of fish which predate amphibians (see Langton <i>et al.</i>, 2001²).</p> <p>94 – The Applicant assessed the bat activity within The Wilderness as of a moderate level within a county level importance bat population (see paragraphs 8.4.144 and 8.4.149 of ES Chapter 8: Terrestrial Biodiversity [APP-146]). Bats are known to forage over watercourses; however, the loss of this one pond within The Wilderness would not lead to a significant loss of a foraging resource for bats in The Wilderness.</p> <p>95 – The Applicant has identified the heritage dimension of The Wilderness, both the Manor House that was demolished in the 19th century (Heritage Asset 30) and its forerunner, a possible moated site (Heritage Asset 29). Both these sites are assessed in ES Chapter 6: Cultural Heritage [REP4-116] and the area is identified as a mitigation site for archaeology in the Draft Archaeological Mitigation Strategy and Outline Written Scheme of Investigation [REP6-044].</p> <p>96 and 97 – The Project would not impact on the spring to the north of The Wilderness. Consequently, there would be no change to this source of baseflow to the retained watercourse that flows through The Wilderness, for which a continued flow path would be provided by the proposed watercourse diversion.</p>
ISH9	Thames Crossing Action Group	<p>Link to IP's submission: Points 105 and 106 in [REP6-204]</p> <p>Applicant's response:</p> <p>In response to the loss of agricultural land due to the wetland proposals, an assessment of likely significant effects on soil resources is presented in Environmental Statement (ES) Chapter 10 [APP-148]. The assessment concludes that the Project would result in a permanent loss of 539.22ha of Best and Most Versatile Land (BMV)</p>

² Langton, T. Beckett, C. and Foster, J. (2001) *Great Crested Newt Conservation Handbook*. Froglife, Halesworth.

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>and in line with the criteria set out in the Design Manual for Roads and Bridges (DMRB) LA 109³, acknowledges this as a large adverse impact which is significant. The Applicant has taken reasonable and practicable steps, described below, to minimise and mitigate for these impacts such that accordance with the National Policy Statement for National Networks⁴ is demonstrated.</p> <p>The design has been optimised to minimise the land-take required to construct and operate the Project. Through the route optioneering phase and design development, consideration has been given to the presence of higher quality agricultural land alongside other environmental and design constraints. A total of 908.45ha of land would be reinstated by the Project following the completion of construction activities.</p> <p>Where agricultural land cannot be avoided, the Applicant has identified soil management measures to minimise the adverse effects of soil disturbance and handling during the construction phase. These are described in full in ES Chapter 10: Geology and Soils [APP-148] and secured through their inclusion in the Register of Environmental Actions and Commitments, within ES Appendix 2.2: Code of Construction Practice, First Iteration of Environmental Management Plan [REP6-038], and include GS009, GS010, GS011, GS012, GS013, GS014 and GS015.</p> <p>Considering the needs and the benefits of the Project against relevant policies within the Planning Statement, there is a clear and overriding need for the Project, the adverse effects of which are outweighed by the benefits as presented in the Need for the Project [APP-494] and the Planning Statement [APP-495].</p> <p>The proposed wetland habitat would not add to coastal erosion as no changes are proposed to the Thames frontage, other than construction of a small, self-regulating, water inlet structure. The existing low level flood bund would be retained and maintained to its current standard by the Applicant.</p> <p>The Applicant has engaged with the Environment Agency and Thurrock Council regarding the design of the wetland creation proposals and have undertaken surveys and detailed hydraulic modelling to determine any effects on flood risk. A site specific flood risk assessment at Coalhouse Point was submitted by the Applicant at Deadline 6 [REP6-102]. The modelling has been reviewed and approved by the Environment Agency and concludes the proposed wetland area will result in a gain in available floodplain storage and that there will be no adverse impact on flood risk elsewhere because of the wetland creation.</p> <p>This will be documented in an update to the Statement of Common Ground between the Applicant and the Environment Agency submitted at Deadline 7.</p>

³ Highways England (2019). Design Manual for Roads and Bridges LA 109 – Geology and soils.

⁴ Department for Transport (2014). National Policy Statement for National Networks.

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
ISH9	Thames Crossing Action Group	<p>Link to IP's submission: IP's comments on Hole Farm in [REP6-204]</p> <p>Applicant's response: The Applicant has addressed the matters raised regarding Hole Farm in ISH6 Action 6 and 7 Hole Farm [REP4-213], at Issue Specific Hearing 9, and in Post-event submissions, including written submission of oral comments, for ISH9 [REP6-090].</p>
ISH9	Thurrock Council	<p>Link to IP's submission: Point 4a(iii) in [REP6-166]</p> <p><i>'The area in consideration is shown on Sheet 5 of the (REP2-027) Deadline 2 Submission - 6.2 Environmental Statement Figures Figure 2.4 - Environmental Masterplan Section 12 (8 of 10) (Tracked changes version). The pond within the woodland as well as two watercourses are indicated on Sheet 39 of the Drainage Plans Volume C (sheets 21 to 49) v3.0 (Tracked changes) (REP4-081). REP4-086, sheet 39 Temporary Works Plans Volume C.</i></p> <p><i>The proposed development encroaches on the woodland. An existing small pond is indicated to be present in the proposed road alignment. This will be removed and therefore result in a loss of water based habitat and the Council notes the applicant's assertion that this will be replaced by a new pond. There is a watercourse or drainage ditch indicated to run along the western boundary of the woodland site and may potentially pick up road drainage from the access to Grove Barns. The other watercourse seems to discharge/overflow from the Pond located within the woodland site. Both watercourses currently fall to the south of the woodland site and are expected to then flow east in an existing watercourse following the natural topography. The Drainage Plans show the watercourses to be intercepted and diverted to run along the northern embankment edge of the proposed development. It eventually then rejoins the existing water course further downstream.</i></p> <ul style="list-style-type: none"> <i>• There is a proposed new ditch serving the proposed northern embankment edge, which discharges into the proposed watercourse diversion route. It is not known whether this will impact the water levels, effecting the ability of the woodland watercourses to drain freely.</i> <i>• Or potentially lead to over draining and resulting drying up of woodland soil and wetland habitats.</i> <i>• There is a nearby helipad (which will presumably be discontinued in the current Project alignment), Redcroft Forge, a Formworks, a Sealant Contractor as well as The Grove offices. Is there a potential pathway for pollutants to be collected by the new ditch and subsequently back up into the woodland watercourses?</i> <p><i>The Council has considered the Design Principle S9.10 relating to 'watercourses' and REAC commitment LV001 and does not consider these sufficient in protecting the water based habitat within the Wilderness and requires</i></p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p><i>its amendment to achieve this greater level of protection. In addition, the Council consider that there is a good opportunity to provide a new REAC commitment to offer further protection to the loss of this woodland, which the Council will consider further a respond at D7.'</i></p> <p>Applicant's response:</p> <p>The Applicant has provided a response to the first two points in response to the Thames Crossing Action Group's Deadline 6 written submission in this document.</p> <p>Regarding the third point about potential pollution pathways, given the gradients of the watercourses, the Applicant considers that the potential for backflow of contaminated waters originating from the Heli-pad to reach the watercourse that runs through The Wilderness is a very low risk given the standard requirement to produce a management plan for pollution prevention controls as part of the Environmental Management Plan(EMP) which is secured by requirement 4 of the draft DCO and must be substantially in accordance with the Code of Construction Practice (CoCP) [REP6-038]. As part of best practice pollution prevention control, appropriate measures that would minimise the mobilisation of any contaminant from the source of any spillage are identified in Section 6.10 – Environmental incident control – of the CoCP.</p>
ISH9	Thurrock Council	<p>Link to IP's submission: IP's comments on "construction phase" in Point 4a(iii) in [REP6-166]</p> <p>Applicant's response:</p> <p>Details in relation to the management of the watercourses to retain existing water levels, and the hydrological analysis used to determine the proposed watercourse works which would surround 'The Wilderness', have been provided by the Applicant in Section B.4: Hearing Point 17: The Wilderness – Watercourses, of Annex B of its Post-event submissions, including written submission of oral comments, for ISH9 [REP6-090].</p>

7 Issue Specific Hearing 10 (ISH10) on Traffic & Transportation

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
ISH10	Cycle Advocacy Network	<p>Link to IP's submission: [REP6-172]</p> <p>Applicant's response: The Applicant wishes to clarify a number of points raised by the Cycle Advocacy Network (CAN). Firstly, no works are proposed to the Henhurst Road overbridge as suggested by CAN. Secondly, neither the Henhurst Road overbridge nor the revised Thong Lane overbridge will form part of the post-completion routing of National Cycle Route (NCR) 177 as suggested by CAN.</p> <p>In response to the question posed by CAN as to why Hares bridge has been chosen to accommodate cyclists, this is the Applicant's preferred route during construction, as alternative crossings are impacted by the Project works. Once operational, the permanent realignment of NCR177 will stay on the north side of HS1, with recreational routes remaining to the south of HS1 which could continue to be accessed via Hares bridge (where cyclists would need to dismount for the short section over HS1) or via Henhurst Road, 0.5km to the east, which will remain unchanged.</p>
ISH10	DP World London Gateway (DPWLG)	<p>Link to IP's submission: Point 5.216 in [REP6-176]</p> <p>Applicant's response: DP World London Gateway make the case in paragraph 1.2.12 of their submission [REP6-176] that the inclusion of the word accessibility in paragraph 5.216 of the National Policy Statement for National Networks⁵ (the NPSNN) relates to accessibility in a general sense, including highways access.</p> <p>As set out in the Wider Network Impacts Position Paper [REP6-092], the NPSNN is clear what it means by 'accessibility' in paragraphs 3.19 to 3.22. Accessibility explicitly means accessibility for non-motorised users and for people with mobility impairments.</p>

⁵ Department for Transport (2014). National Policy Statement for National Networks.

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
ISH10	DP World London Gateway (DPWLG)	<p>Link to IP's submission: IP's comments on network resilience in [REP6-176]</p>
		<p>Applicant's response: At Deadline 6, the Applicant submitted a response [REP6-093] to the Joint Statement on Policy Compliance of the Lower Thames Crossing Scheme with Ports Policy [REP3-153]. In addition to this the Applicant would emphasise: 1. The overall impact of the Project on the ports is positive. 2. There is no conflict with the Ports National Policy Statement⁶ for the reasons set out in [REP6-093]. 3. In that way the 'economic resilience' of the ports is not only protected but improved.</p>
ISH10	Gravesham Borough Council	<p>Link to IP's submission: IP's comments on funding in [REP6-128]</p>
		<p>Applicant's response: Gravesham Borough Council state in their submission following Issue Specific Hearing 10 (ISH10) [REP6-128] that the Applicant was proposing that future funding to incrementally address network issues would have to derive through the Road Investment Strategy. As set out in Section 4.3 of the Wider Network Impacts Position Paper [REP6-092], the Applicant considers that there are various funding streams that would support delivery of such interventions.</p>
ISH10	Gravesham Borough Council	<p>Link to IP's submission: IP's comments on planning process vs funding process in [REP6-128]</p>
		<p>Applicant's response: Gravesham Borough Council (GBC) in their submission following Issue Specific Hearing 10 (ISH10) [REP6-128] suggest that the Applicant is proposing that the planning policy impacts of the proposals should not be engaged where they might be seen to conflict with the funding decision made by the Department for Transport as set out through the Road Investment Strategies (RISs). The Applicant does not consider this to be a representation of the position set out at ISH10, nor in the Wider Network Impacts Position Paper [REP6-092]. The Applicant considers that the National Policy Statement for</p>

⁶ Department for Transport (2012). National Policy Statement for Ports. <https://assets.publishing.service.gov.uk/media/5a78c20ae5274a277e68f3b1/national-policy-statement-ports.pdf>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>National Networks⁷ (NPSNN) provides a series of clear policy tests, and through the various Application Documents the Applicant has considered these carefully and set out how the A122 Lower Thames Crossing proposals comply with these. Nevertheless, the Road Investment Strategy enshrined within the Infrastructure Act 2015 provides an integral part of the setting of national priorities, by government, and is therefore important and relevant to the context within which the planning policy tests are applied. For example, it must be important and relevant when considering whether the imposition of requirements or obligations seeking further mitigation is necessary (in accordance with the NPSNN), to have regard to the fact that the decision maker in this case has stated as matter of policy and practice in the Road Investment Strategy 2: 2020-2025⁸ that the consequential effects of the A122 Lower Thames Crossing and any other relevant considerations affecting the road network of concern to GBC will be assessed when developing Route Strategies which inform the third RIS. It is also important and relevant that the Applicant can see that commitment being put into practice through the development of and consultation on the relevant Route Strategies. There is no legitimate basis on which it can be assumed that the process to which the Secretary of State has committed will not reach conclusions which are consistent with national policy. Those processes should not be circumvented by this DCO application.</p>
ISH10	Holland Land & Property on behalf of Mott Family	<p>Link to IP's submission: [REP6-188]</p> <p>Item 1. Objection to footpath on 'Tilbury Fields Routes'</p> <p>Applicant's response:</p> <p>As set out in the Project Design Report Part E: Design for Walkers, Cyclists and Horse Riders [APP-512], the Project will create the new Tilbury Fields country park directly to the south and east of the tunnel approach and portal. This will span from the River Thames in the south to footpath FP200 in the north. It is proposed that access to this new country park will be taken from two north–south routes connecting FP200 to Two Forts Way. The western of these routes will be designated as a permissive footpath while the eastern of the routes will be designated as a footpath.</p> <p>The Post-event submissions, including written submission of oral comments made at the hearings held 16 to 24 Oct 2023 10 [REP6-188], made on behalf of the Mott family, states that “FP146 and FP200 are therefore already linked” by a new footpath link established in 2022. The Applicant notes that while this new footpath links FP146 and FP200, it is located away from the proposed Tilbury Fields country park and would represent a detour for users wishing to access the park from the north. By contrast, the footpath proposed by the Applicant will provide</p>

⁷ Department for Transport (2014). National Policy Statement for National Networks.

⁸ Department for Transport (2020). Road Investment Strategy 2: 2020-2025. <https://assets.publishing.service.gov.uk/media/5ffb39808fa8f56405c5f5bf/road-investmentstrategy-2-2020-2025.pdf>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>a direct access route to the Tilbury Fields country park to and from the north and a route from the south. As such, the Applicant is of the opinion that the proposed footpath link between FP200 and FP146, via Tilbury Fields, is essential to connecting the Tilbury Fields country park to the surrounding area. It will also further improve recreational connectivity between the River Thames and heritage assets and support Thurrock Council's aspirations to improve public access in the area.</p> <p>Item 2. Objection to permissive footpath to the west of East Tilbury (connecting to proposed Goshems Link). Applicant's response: Refer to Item 3 response.</p> <p>Item 3. Goshems Link. Applicant's response: The proposed Goshems Link and its eastern permissive connection to Station Road are considered to provide valuable improvements to the existing walking, cycling and horse riding (WCH) network. These have been proposed in response to a specific request from Thurrock Council as part of the WCH Assessment and Review, which itself was conducted in response to requirement 3.22 of NPSNN⁹, to improve accessibility. It is the Applicant's position that the creation of a new bridleway link will not give rise to a significant increase in anti-social behaviour or unauthorised access. Suitable access controls will be provided to deter unauthorised access as far as reasonably practicable.</p> <p>Item 4. Objection to Station Road WCH Track. Applicant's response: The Project proposes this track in order to provide safe WCH access between FP200 and BR58, due to Station Road being a narrow road with a 50mph limit. The proposed track is to be provided behind the existing hedgerow along the northern side of Station Road. However, it is not proposed to realign or otherwise amend Station Road, meaning that this track would not sever access through the land holdings any more than the existing road severs the land holdings. Rather, the provision of the proposed track would have the effect of simply widening the existing highway boundary, but would otherwise not bring any additional severance. Access over this track would remain possible subject to appropriate crossings being provided, and the Applicant voluntarily dedicating the route as a public right of way (PRoW) thereby obviating the need for the Applicant to</p>

⁹ Department for Transport (2014). National Policy Statement for National Networks.

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		<p>compulsory acquire the land. In these circumstances, the Applicant considers that this track in itself should not materially preclude future development over and above any existing considerations which would need to be undertaken as part of any future planning application.</p> <p>Item 5. Objection to Bridleway on FP200 (South)</p> <p>Applicant's response:</p> <p>The design seeks to minimise additional impact on landowners while maximising WCH access by upgrading existing PRoWs and filling in missing links where required. Upgrading this section of FP200 will provide a new cycle and horse riding facility where none currently exist, which will form part of a triangular recreational route and will also form part of a link to Muckingford Road. Access points to the new bridleway will include access controls to deter unauthorised access as outlined in the Design Principles [REP6-046]. It is the Applicant's position that the creation of a new bridleway link will not give rise to a significant increase in anti-social behaviour or unauthorised access.</p>
ISH10	Kent County Council	<p>Link to IP's submission: Appendix C in [REP6-138]</p> <p>The Applicant has already responded to many of the points raised by Kent County Council (KCC) within their Deadline 6 submission – see Post-event submissions, including written submission of oral comments, for ISH10 [REP6-091] provided by the Applicant. With regard to the additional points made by KCC in Appendix C of their Deadline 6 submission, the Applicant responds as follows:</p> <p><i>KCC submission: 'There is no clarification as to the nature of the permissive agreement for the temporary National Cycle Route (NCR) 177, the terms of the agreement or the parties to the agreement'</i></p> <p>Applicant's response:</p> <p>In relation to the temporary diversion of NCR 177 through Ashenbank Wood, the Applicant's intention is not to imply that the Applicant requires the Woodland Trust's permission to create the diversion, rather that the Order permits the Applicant to take temporary possession of that land, and then the creation of a right of way across it. The nuance here is that it is an existing permissive path (the Darnley Trail) and the Applicant is seeking powers to temporarily divert NCR 177 on to it. That diversion will not be removed until the permanent diversion is put in place.</p> <p>Regarding the temporary diversion of National Cycle Route NCR 177 through the Jeskyns Community Woodland, item 2.1.9 of the Draft Statement of Common Ground between (1) National Highways and (2) Forestry England [REP4-112] submitted at Deadline 4 sets out an agreement in principle as follows:</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>“Following discussions with National Highways and their need to divert National Cycle Route (NCR) 177, we [Forestry England] have agreed to accommodate a temporary cycle diversion in a new agreed route. Our agreement is subject to further discussion at detailed design stage which will consider the impact on recreation and the environmental impact of the route selected.”</p> <p>Applicant's response:</p> <p>At least 50% of the proposed temporary cycle diversion through Jeskyns Community Woodland will follow existing permissive surfaced paths that allow cycling. As set out above, Forestry England has agreed to accommodate a temporary cycle diversion in a new agreed route, through a part of the woodlands where there is not an existing route suitable for cycling. The Applicant will discuss with Forestry England whether it would be willing to enter into a written permissive path agreement for the new agreed route, setting out the responsibilities of Forestry England, National Highways, users of the path, and if appropriate KCC (representing the public). Note that following construction of the Project, NCR 177 is to be permanently diverted onto a new alignment south of the A2.</p> <p>It is important to note that while the permissive routes south of the A2/HS1 help to facilitate the temporary diversion of NCR 177, they are not required as mitigation or compensation for equestrian users. Existing provision for horse riders in and around Jeskyns and Ashenbank is unaffected by the Project, and post construction, in many cases the provision is enhanced – such as the new bridleway parallel to Church Road and the extensive network of new bridleways to the north of the A2 linked by the new green bridge at Thong Lane over the Lower Thames Crossing.</p> <p><i>KCC submission PRow impact D: ‘designation of temporary National Cycle Route (NCR) 177. KCC requests that National Highways ensures that walking, cycling and horse riding (WCH) routes have Public Rights of Way / public highway designation reflecting their intended use. The permitted path described above should have Public Bridleway status.’</i></p> <p>Applicant's response:</p> <p>In its submission, KCC states that it “remains concerned that what is to be a key link in the NMU network, and integral to long-term east-west connectivity south of the M2 corridor, is to be delivered by means of a permissive agreement.”</p> <p>The Applicant would like to clarify that the Project includes, south of the A2, both a temporary diversion of NCR 177 and a permanent realignment of NCR 177, which will be different to the temporary diversion. The permanent realignment will, depending on the location, comprise:</p> <ul style="list-style-type: none"> • A way constituting a highway (bridleway or cycle track status depending on the location); or


Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<ul style="list-style-type: none"> • A way comprised in a highway for the section alongside Brewers Road and the section alongside the new connecting road between Halfpence Lane and Valley Drive. <p>The Applicant has previously set out quite clearly why it is not possible to promote a bridleway at the location described above – please refer to the following submissions:</p> <ul style="list-style-type: none"> • Deadline 1 Submission – 9.12 Post-event submissions, including written submission of oral comments, for OFH2, paragraphs 3.1.1 and 14.1.1 to 14.1.2 [REP1-185] • Deadline 6 Submission - 9.133 Post-event submissions, including written submission of oral comments, for ISH10, item 4(a)(i) [REP6-091] • Deadline 6 Submission - 9.133 Post-event submissions, including written submission of oral comments, for ISH10, Annex B Post-hearing submissions on Agenda Item 4 Public Rights of Way (PRoWs) & Non-motorised Users (NMU) routes, paragraphs B.2.10 to B.2.13 [REP6-091] <p><i>KCC submission: Future provision</i></p> <p>Applicant's response:</p> <p>All WCH routes will be designed in accordance with Design Principle PEO.04 - WCH detail design standards and STR.16 – Bridge Structures, WCH design. In addition, with respect to the specific provision to be made for WCH at key overbridges in Kent, the Applicant directs KCC to the area specific Design Principles [REP6-046] and specifically S1.17 – Brewers Road green bridge, S2.12 – Thong Lane green bridge south, S3.18 – Thong Lane green bridge north, which set out specific requirements for WCH space provision.</p> <p><i>KCC submission: Absence of construction detail</i></p> <p>Applicant's response:</p> <p>In most cases it is too soon to confirm precise details of WCH routes, as site-specific issues will need to be carefully considered alongside the development of the Project design as a whole. However, a series of Design Principles [REP6-046] set out the requirements for WCH routes to guide the detailed design including: PEO.01 – WCH route context, PEO.02 – WCH user experience, PEO.03 – WCH detail design requirements, PEO.04 - WCH detail design standards, PEO.05 – WCH Hubs, PEO.06 – WCH accessibility, PEO.07 – WCH heritage interpretation, PEO.09 – WCHs south of the Thames.</p> <p><i>KCC submission: Whether alternative routes during construction have been fully considered and appraised and general approach to how diversions during construction will be agreed and managed.</i></p>

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		<p>Applicant's response: Information regarding how temporary diversions of PRow will be managed during construction can be found in the outline Traffic Management Plan for Construction [Document Reference 7.14 (7)]. Furthermore, the Applicant has committed to providing a plan showing key PRow diversion routes, at Deadline 7.</p>
ISH10	London Borough of Havering	<p>Link to IP's submission: Applicant's comments on local network monitoring in [REP6-147]</p> <p>Applicant's response: London Borough of Havering express concern in their submission following ISH10 [REP6-145] that there is a distinct lack of monitoring locations along the Havering road network. They recognise that the Applicant will consult with local highway authorities on further monitoring locations and hope that the Council's requests for additional monitoring locations are considered at this point. The Applicant agrees that there is a requirement to consult on a Traffic Impact Monitoring Scheme within the draft Development Consent Order [REP6-010], as defined within the Wider Network Impacts Management and Monitoring Plan [APP-545], and that this would require consultation with the London Borough of Havering on any further monitoring locations on their local road network, and that the Applicant would be required to provide a justification on any monitoring locations proposed by London Borough of Havering that were not incorporated. The Applicant notes that there have been a number of other locations proposed for monitoring by other local highways authorities. As with the London Borough of Havering, the Applicant is required to consult with each of these bodies prior to opening on the traffic impact monitoring scheme required by Requirement 14 of the draft Development Consent Order [REP6-010] as detailed in the Wider Network Impacts Management and Monitoring Plan [APP-545], and monitoring location proposals would be considered against forecast impacts and local considerations such as the impacts of any local and regional developments as part of the defined procedure for discharge of requirements.</p>
ISH10	London Borough of Havering	<p>Link to IP's submission: Applicant's comments on funding in [REP6-147]</p> <p>Applicant's response: The London Borough of Havering stated in their Written summary of oral comments made at Issue Specific Hearings 8, 9 and 10 [REP6-145], following discussions at ISH10, that as a London Borough, their funding is different to other local highway authorities and that this context should be considered in consideration of the wider network impacts of the Project. The Applicant acknowledges this is the case. The Applicant provided a statement with regard to the funding to London Boroughs, in reference to commuted sums, within the Applicant's Responses to IP's comments on the draft DCO at Deadline 5 [REP6-085], setting out that although the funding</p>


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		<p>framework is different, the government has put in place a framework through which the London Boroughs are funded for highways works. This framework is equally applicable to any future interventions in relation to wider network impacts. The Applicant notes that in the Long Term Funding Settlement¹⁰ referenced in that response, the government also noted their willingness to support investment in major projects, renewals and enhancements, with specific consideration in the funding arrangements for the Silvertown Tunnel, Hammersmith Bridge and works to support delivery of HS2, providing an indication of the nature of projects that this funding arrangement provides for.</p>
ISH10	London Borough of Havering	<p>Link to IP's submission: Section 4 in [REP6-147]</p> <p>Applicant's response: In response to the points raised by the London Borough of Havering (LBH) regarding Public Rights of Way (PRoW) and Non-Motorised User (NMU) Routes and in particular the use of Folkes Lane, the Applicant clearly set out its position on this matter at Issue Specific Hearing 10 [REP6-091]. Furthermore, the Applicant would like to clarify that contrary to LBH's Deadline 6 submission, the Applicant has made clear that the promotion of an alternative route for NMU's away from Folkes Lane would be pursued without prejudice through an application to National Highways Designated Funds and would not form part of the Project. The Applicant also wishes to reiterate that, as stated at Issue Specific Hearing 10, the provision of a new NMU crossing over the A127 is by no means an acceptance that this facility is to mitigate the effects of the Project, rather that it is provided in response to stakeholder requests to improve NMU accessibility (including from LBH) and to deal with historic severance caused by the A127.</p>
ISH10	Mr Finnis on behalf of the Cole Family	<p>Link to IP's submission: [REP6-205]</p> <p><i>"PROW – Bridleway (new)</i> <i>The Interested Party objects to the proposed new PROW (bridleway) that departs from the Mardyke Way due east and then south to Green Lane as this further opens up their farmland to illegal activities and trespass as demonstrated by the annotated photographs appended to this submission and as presented in oral evidence at ISH10. The Mardyke Way is already used for such purposes and whilst the Interested Party accepts that the</i></p>

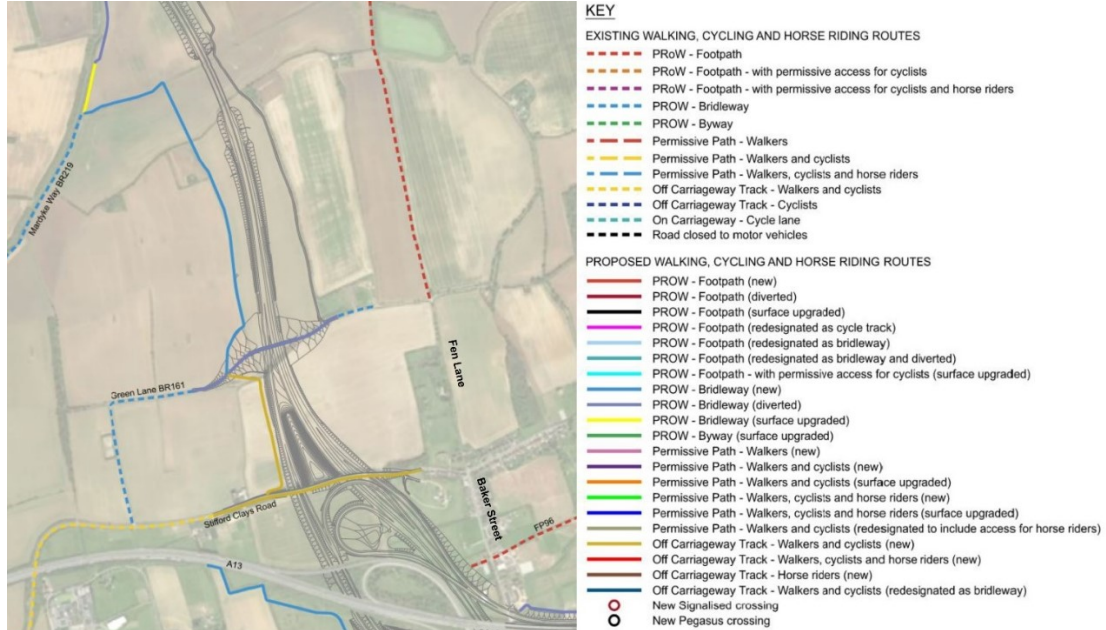
¹⁰ Department for Transport (2022). Long Term Funding Settlement.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1101713/tfl-long-term-funding-settlement-30-august-2022.pdf

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		<p><i>Mardyke Way will not be downgraded, to extend the accessible area by means of a bridleway will only increase the burden that the Interested Party suffers on a day-to-day basis from these illegal activities.</i></p> <p><i>If this section of new proposed public right of way was restricted to a footpath only, then this would still provide sufficient additional access as required by the Applicant. No "robust measures" suggested by the Applicant will be sufficient to restrict illegal activities caused by motorbikes and quadbikes."</i></p> <p>Applicant's response:</p> <p>This proposed new bridleway connection between the Mardyke Way BR219 to Green Lane BR161 was initially proposed along the alignment of FP90 to the east of the Project alignment. Due to requests from the Cole family this link was moved to the west of the Project alignment in order to reduce the potential impact of unauthorised access on farmland and the Cole family. Linking two bridleways with a footpath as suggested would not provide the connectivity that user groups or the local authority have requested and that the Applicant is required to consider in compliance with the National Policy Statement for National Networks (NPSNN)¹¹.</p> <p>At present the Mardyke Way is accessible from Fen Lane and Harrow Road; the entire western side of Harrow Road borders fields with no ditch, hedge or fence. This creates a 500m long fully accessible edge for people to gain access to farmland and to the Mardyke Way.</p> <p>Figure 12 Northern end of Mardyke Way with dropped curb from the corner of Fen Lane and Harrow Road</p> 

¹¹ Department for Transport (DfT) (2014). National Policy Statement for National Networks. <https://assets.publishing.service.gov.uk/media/5a7e0a40ed915d74e6223b71/npsnn-web.pdf>

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		<p>Once on the Mardyke Way there are no physical restrictions that limit access to fields to the east. The image below is taken looking north along the Mardyke Way and illustrates how the field edge merges into the bridleway.</p> <p>Figure 13 View looking north along Mardyke Way showing open relationship of fields to bridleway</p>  <p>The Applicant's view is that the level of anti-social behaviour and unauthorised access reported by the landowner is in part due to the permeability of access from the road network to the Mardyke Way, and from the Mardyke Way to the adjoining fields. The fields are themselves divided by ditches and hedges but are linked in places to provide farm vehicle access, but these points do not appear to have access restrictions. The Applicant, therefore, contends that very large areas of farmland, including the area in which the new bridleway is proposed, are already accessible to off-road vehicles, quad bikes and dirt bikes. This is borne out by the evidence of Mr Finnis in Issue Specific Hearing 10 [EV-081].</p> <p>The access point to the new bridleway from Green Lane will include access controls to prevent vehicular access from the south.</p> <p>In summary, the Applicant's position is that the creation of a new bridleway link in itself will not create additional anti-social behaviour or significantly increase unauthorised access.</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>“Off carriageway track - walkers & cyclists (new) <i>Green Lane BR161 is already connected to Stifford Clays Road, approximately 500 metres to the west of the proposed new WCH route. Therefore, walkers and cyclists already have a right of way between Green Lane BR161 and Stifford Clays Road not impacted by The Applicant. As such the Interested Party considers that the proposed new WCH route is unnecessary and will conflict further with the Interested Party's commercial use of this important agricultural land.”</i></p> <p>Applicant's response: The new pedestrian-cycle track referred to will provide a vehicle-free route between Stifford Clays Road and the new bridleway to the north. As Mr Finnis points out, Green Lane does provide a link between Stifford Clays Road and this new bridleway; however, people wishing to access from the east would need to walk or ride for over 600m along Fen Lane which has no footway, before continuing 700m down Green Lane, which is bridleway but also a farm track.</p> <p>Figure 14 Proposed WCH access between Stifford Clays Road and the Mardyke Way</p>  <p>KEY</p> <p>EXISTING WALKING, CYCLING AND HORSE RIDING ROUTES</p> <ul style="list-style-type: none"> --- PRoW - Footpath --- PRoW - Footpath - with permissive access for cyclists --- PRoW - Footpath - with permissive access for cyclists and horse riders --- PROW - Bridleway --- PROW - Byway --- Permissive Path - Walkers --- Permissive Path - Walkers and cyclists --- Permissive Path - Walkers, cyclists and horse riders --- Off Carriageway Track - Walkers and cyclists --- Off Carriageway Track - Cyclists --- On Carriageway - Cycle lane --- Road closed to motor vehicles <p>PROPOSED WALKING, CYCLING AND HORSE RIDING ROUTES</p> <ul style="list-style-type: none"> --- PROW - Footpath (new) --- PROW - Footpath (diverted) --- PROW - Footpath (surface upgraded) --- PROW - Footpath (redesignated as cycle track) --- PROW - Footpath (redesignated as bridleway) --- PROW - Footpath (redesignated as bridleway and diverted) --- PROW - Footpath - with permissive access for cyclists (surface upgraded) --- PROW - Bridleway (new) --- PROW - Bridleway (diverted) --- PROW - Bridleway (surface upgraded) --- PROW - Byway (surface upgraded) --- Permissive Path - Walkers (new) --- Permissive Path - Walkers and cyclists (new) --- Permissive Path - Walkers and cyclists (surface upgraded) --- Permissive Path - Walkers, cyclists and horse riders (new) --- Permissive Path - Walkers, cyclists and horse riders (surface upgraded) --- Permissive Path - Walkers and cyclists (redesignated to include access for horse riders) --- Off Carriageway Track - Walkers and cyclists (new) --- Off Carriageway Track - Walkers, cyclists and horse riders (new) --- Off Carriageway Track - Horse riders (new) --- Off Carriageway Track - Walkers and cyclists (redesignated as bridleway) <p>○ New Signalised crossing ○ New Pegasus crossing</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>As pointed out by Mr Finnis in Issue Specific Hearing 10 [EV-081], <i>“The public and modern farm machinery are not really compatible, especially now farm machinery is much larger and faster than it used to be, so it is becoming increasingly dangerous to mix the two...”</i>. It is for this reason that the Applicant's proposal includes a separate access for pedestrians and cyclists.</p> <p>The new length of pedestrian-cycle track is to be kept as close to the Project alignment as practicable so as not to encroach any more than necessary into farmland; furthermore, there will be a new hedge planted between the new route and field to the west in order to deter access into these fields.</p> <p>“PROW – Footpath (redesignated as bridleway) At FP79 to FP95 <i>The Interested Party objects to the upgrading and redesignation of the existing public right of way which will direct further illegal activity and trespass onto their land. There is already a sufficient PROW network that runs south in to Chadwell St. Mary.”</i></p> <p>Applicant's response: FP79 is currently the only Public Right of Way (PRoW) link between Chadwell St Mary and the A1013 to the east of the A1089. Hornsby Lane forms an on-road but relatively quiet walking, cycling and horse riding (WCH) link between Chadwell St Mary and the A1013. However, this connection will be severed by the Project and not re-established; this increases the importance of the connectivity offered by FP79.</p> <p>FP79 connects with the A1013 in the north very close to the southern end of Rectory Road, where it crosses the A13. The Rectory Road bridge will connect to a new bridleway in the north that connects to bridleway BR206. WCH provision on this new bridge will make it a safe crossing point for pedestrians, cyclists and horse riders. Combining WCH provision on this bridge with a Pegasus crossing of the A1013 and FP79 being designated at bridleway will replace connectivity lost by severing Hornsby Lane (in addition to those connections being provided at Heath Road).</p> <p>“PROW – Bridleway (new) From FP79 (redesignated as bridleway and diverted) to FP95 (redesignated as bridleway) to Brentwood Road – <i>The interested Party objects to the upgrading and redesignation of the existing public right of way which will direct further illegal activity and trespass onto their land. There is already a sufficient PROW network that runs south in to Chadwell St Mary and the addition of FP95 running due east to the Brentwood Road will cause significant increase in illegal activity on further land of the Interested Party. The new proposed route also would join Brentwood Road at a dangerous point as Brentwood Road is a busy highway and the crossing point would be at the bottom of a hill just as Brentwood Road bends due west. To have a Pegasus crossing at this point</i></p>

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		<p><i>would be considered dangerous with vehicles acceleration around a lefthand bend as they leave Chadwell St Mary at the point of the proposed Pegasus crossing.”</i></p> <p>Applicant's response:</p> <p>The redesignation of, and surface improvements to FP79 and FP95 are to improve connections for all user groups between Chadwell St Mary and areas north of the A13, but also to connect Rectory Road bridge crossing of the A13 with WCH provision on Muckingford Road, and beyond to BR63 and BR58. Connection between FP79 and FP78/High House Lane is crucial to this connection. The design has been developed to use existing PRoW routes rather than wholesale new routes in order to minimise additional impact on farmland.</p> <p>With regard to the location of the proposed Pegasus crossing on Brentwood Road, this type of crossing will be signal controlled and positioned to achieve adequate forward visibility of those signals in both directions. This will be aided by the realignment and straightening of Brentwood Road as part of works to construct a new bridge over the Project route.</p> <p>“PROW – Footpath (redesignated as bridleway) From Brentwood Road at FP78 to High House Lane</p> <p><i>The Interested Party understands that High House Lane is highway land up to FP78 and thereafter as a private means of access. We understand that the Applicant is diverting this private means of access along the route of the proposed upgraded FP78. The junction of FP78 and the Brentwood Road is the main access point at which illegal activity enters the Farm on motorbikes and quadbikes and the upgrading of this to a bridleway will result in the inability for the private means of access to be securely gated. This would result in an excessive amount of illegal activity occurring from Chadwell St. Mary on to the Interested Party's land and conflicting with both the private means of access and the proposed horse riders. It is imperative that this diverted private means of access is secured, noting that the access needs to be of a sufficient width to accommodate articulated lorries. The interface of articulated lorries, farm traffic and other legitimate private use raises significant safety concerns. The result of upgrading it to a bridleway will make it impossible for the Interested Party to secure their boundaries.”</i></p> <p>Applicant's response:</p> <p>The Applicant would not object to pursuing a revised access proposal where FP78 and the diverted High House Lane are accessed separately from Brentwood Road. This would allow for appropriate access control at the junction of High House Lane and Brentwood Road, and a separate appropriate access control to the bridleway. A commitment to this effect will be included in the Design Principles at Deadline 7 [Document Reference 7.5 (5)].</p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
ISH10	Mr John Thacker	<p>Link to IP's submission: [REP6-193]</p> <p>Applicant's response: The Applicant thanks Mr J Thacker for his comments made into the Examination. The Applicant has continued engagement with Mr J Thacker outside of the examination process and notes the continued concerns raised by Mr J Thacker into the Examination. In response to the points made: The A122 Lower Thames Crossing will generate significant traffic benefits, including the provision of over 80% additional road capacity across the River Thames east of London and reduction in traffic flows on the Dartford Crossing by 19% in 2030 (opening year) (Section 5.2 of the Need for the Project [APP-494]). By re-shaping how traffic moves across the region, it is acknowledged that amongst the significant beneficial impacts there will be some adverse impacts on the local highways network. For more information, the Applicant refers Mr J Thacker to the Need for the Project [APP-494] and Wider Network Impacts Position Paper [REP6-092]. The Code of Construction Practice (including the Register of Environmental Actions and Commitments) [REP6-038] includes measures which will be put in place to limit the impact of the construction works on properties, including those of historic interest. Minimising adverse impacts on the environment is one of the Scheme Objectives agreed between the Applicant and the Department for Transport, with the Scheme Objectives set out in Table 1.1 of the Need for the Project [APP-494]. The Applicant has taken measures to reduce the impact on ancient and veteran woodlands, recreational parks and facilities, and in some cases, provided replacement/compensation areas for wildlife habitats.</p>
ISH10	Mrs Jackie Thacker	<p>Link to IP's submission: IP's comments on Air Quality Model in [REP6-196]</p> <p>Applicant's response: The Applicant's response was set out at Issue Specific Hearing 10 (ISH10) and in the Post-event submissions, including written submission of oral comments, for ISH10 [REP6-091], paragraph 3.1.9 states '<i>In response to the ExA query regarding air quality modelling, TW confirmed that the Applicant would not be submitting updated air quality modelling and that the Applicant's position is that the current LTAM modelling remains robust for the decision informing the environmental statement, and that this VISSIM modelling, and the VISSIM into LTAM modelling is simply to demonstrate the robustness of the modelling that the Applicant has already provided.</i></p>

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
ISH10	Port of Tilbury London Limited	<p>Link to IP's submission: IP's comments on Asda mitigation in [REP6-163]</p> <p>Applicant's response: In Appendix 1 of their submission following Issue Specific Hearing 10 (ISH10) [REP6-163], Port of Tilbury London Limited set out their proposed scheme of mitigation at Asda Roundabout. This contains information that was provided directly to the Applicant prior to Deadline 6, and therefore the Applicant provided information in relation to this proposal in Section 6 of the Applicant's submissions on construction impacts and management at Asda roundabout [REP6-123].</p>
ISH10	Thurrock Council	<p>Link to IP's submission: Point 4b(i) in [REP6-166]</p> <p>Applicant's response: In response to Thurrock Council's point regarding walking, cycling and horse riding (WCH) provision within or adjacent to the public highway, the Applicant welcomes the Council's confirmation that it considers the design standards set out in the Design Principles [REP6-046] to be sufficient to guide detailed design.</p> <p>With regards to the space allocation for different user groups over structures crossing the Project, the Applicant strongly refutes the suggestion by Thurrock Council that the area-specific Design Principles regarding WCH provision on bridges are not explicit enough. To the contrary the Applicant believes the commitments made to WCH provision are clearly set out. For example, Design Principle S10.10 for Muckingford Road green bridge states that <i>'the following minimum widths shall apply a combined pedestrian and cycling route, comprising 2m wide pedestrian route and a 3m wide cycling route'</i> [REP6-046]. Not only is this in accordance with the request made by Thurrock Council and LTN 1/20¹² requirements but, in the Applicant's view, provides a very high-level of provision for pedestrians and cyclists.</p> <p>With regards to Thurrock Council's reference to six bridges crossing the Project where WCH provision has not been agreed, it is the Applicant's view that what is proposed already constitutes high-quality provision for WCH and that the additional space sought by the Council has not been substantiated by evidence of existing or forecast future demand.</p> <p>The requests from Thurrock Council for separate dedicated provision at particular crossing points (including Brentwood Road) for future bus provision have not been accompanied by a clear justification for their need. Buses will be able to use Brentwood Road in the future, in the same way that they do now.</p>

¹² Department for Transport (2020) Local Transport Note 1/20 Cycle infrastructure design.

Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>With regards to the comments about the quantum of new or upgraded WCH routes, the Applicant clearly set-out at Issue Specific Hearing 10 the breakdown by route length of new, improved and upgraded WCH routes [REP6-091].</p> <p>In respect of crossing proposals and in particular the proposed Pegasus crossing in the vicinity of Rectory Road junction with the A1013, the Applicant intends to relocate the westbound bus-stop on the A1013 further west, and thus there is no conflict with the proposed Pegasus crossing as suggested by the Council.</p>
ISH10	Thurrock Council	<p>Link to IP's submission: IP's comments on Mardyke bridleway in [REP6-166]</p> <p>Applicant's response: With regards to the temporary closure of Bridleway 219 through the Mardyke Valley which is necessary for safety reasons during the construction of the Project, and the request from Thurrock Council for a single plan showing proposed diversion routes for Public Rights of Way (PRoW), the Applicant will be dealing with these points in response to the related Action Point 12 [EV-082] at Deadline 7 [Document Reference 9.170].</p>
ISH10	Thurrock Council	<p>Link to IP's submission: Point 5.216 in [REP6-166]</p> <p>Applicant's response: Thurrock Council make the case in their Post-Event Submissions for Issue Specific Hearing 10 (ISH10) [REP6-166] that the Applicant is proposing to rely on the Road Investment Strategy (RIS) to address impacts on accessibility in relation to paragraph 5.216 of the National Policy Statement for National Networks (NPSNN)¹³. As set out in the Wider Network Impacts Position Paper [REP6-092], the NPSNN is clear what it means by 'accessibility' in paragraphs 3.19 to 3.22. Accessibility explicitly means accessibility for non-motorised users and for people with mobility impairments. In the same submission, the Applicant set out how it has considered severance across the Project, and how it has proposed mitigation where required to demonstrate compliance with NPSNN paragraph 5.216. The Applicant confirms that where mitigation is required it has been identified and secured within the draft Development Consent Order [REP6-010] or through the other agreements (such as S106 agreements) as set out in the Consents and Agreements Position Statement [REP6-014], and that the Applicant is not relying on funding through the RIS programme to address these impacts.</p>

¹³ Department for Transport (2014). National Policy Statement for National Networks.

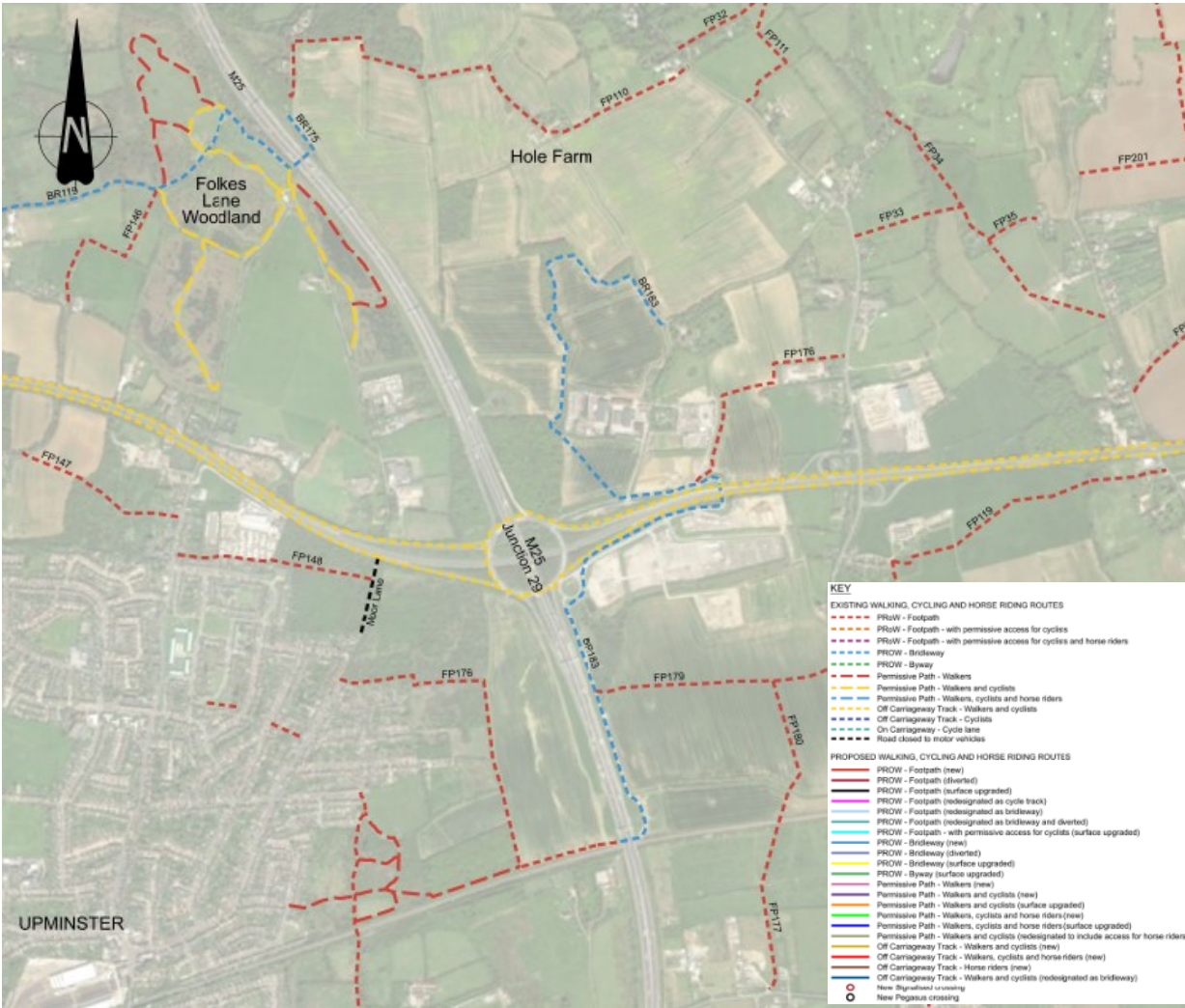
Event	Interested Party (IP)	Link to IP's submission / Applicant's response
ISH10	Thurrock Council	<p>Link to IP's submission: IP's comments on Silvertown funding model in [REP6-166]</p> <p>Applicant's response: In Thurrock Council's post-event submission following ISH10 [REP6-166], it is reported that 'Mr. Edwards KC commented that a fund-based approach like Silvertown can address 'known unknowns' and the Council supports this approach'. The Applicant considers it is important to be clear about the nature of any commitment or fund established in the 'Silvertown approach', i.e. in the terms of the Silvertown Tunnel Development Consent Order (DCO). In particular, no network impacts fund is established or committed in the DCO for Silvertown Tunnel. This much was explained in the Applicant's Wider Network Impacts Position Paper submitted at Deadline 6 [REP6-092] in Section 4. Importantly, while the Silvertown Tunnel DCO establishes a Monitoring and Mitigation Strategy (see Appendix B of the Wider Network Impacts Position Paper [REP6-092]), which requires consultation with a grouping of local authorities, it reserves to the applicant in that case the decision on the extent of mitigation which will be undertaken. The Monitoring and Mitigation Strategy makes clear: <i>'If TfL [Transport for London] determines that mitigation is not required following a trigger activation it will provide the members of STIG [Silvertown Tunnel Implementation Group] with a clear justification for this.'</i> (Appendix E, paragraph E.1.2) No fund is established, and no further commitment is given.</p>
ISH10	Thurrock Council	<p>Link to IP's submission: IP's comments on IEMA guidance in [REP6-166]</p> <p>Applicant's response: The Applicant notes that the Council, in response to Action Point 6 from Issue Specific Hearing 10 (ISH10), in Post Event Submissions for Issue Specific Hearings (ISH8 – ISH10) [REP6-166] make reference to the Institute of Environmental Management and Assessment's (IEMA) publication Environmental Assessment of Traffic and Movement, published in July 2023¹⁴.</p>

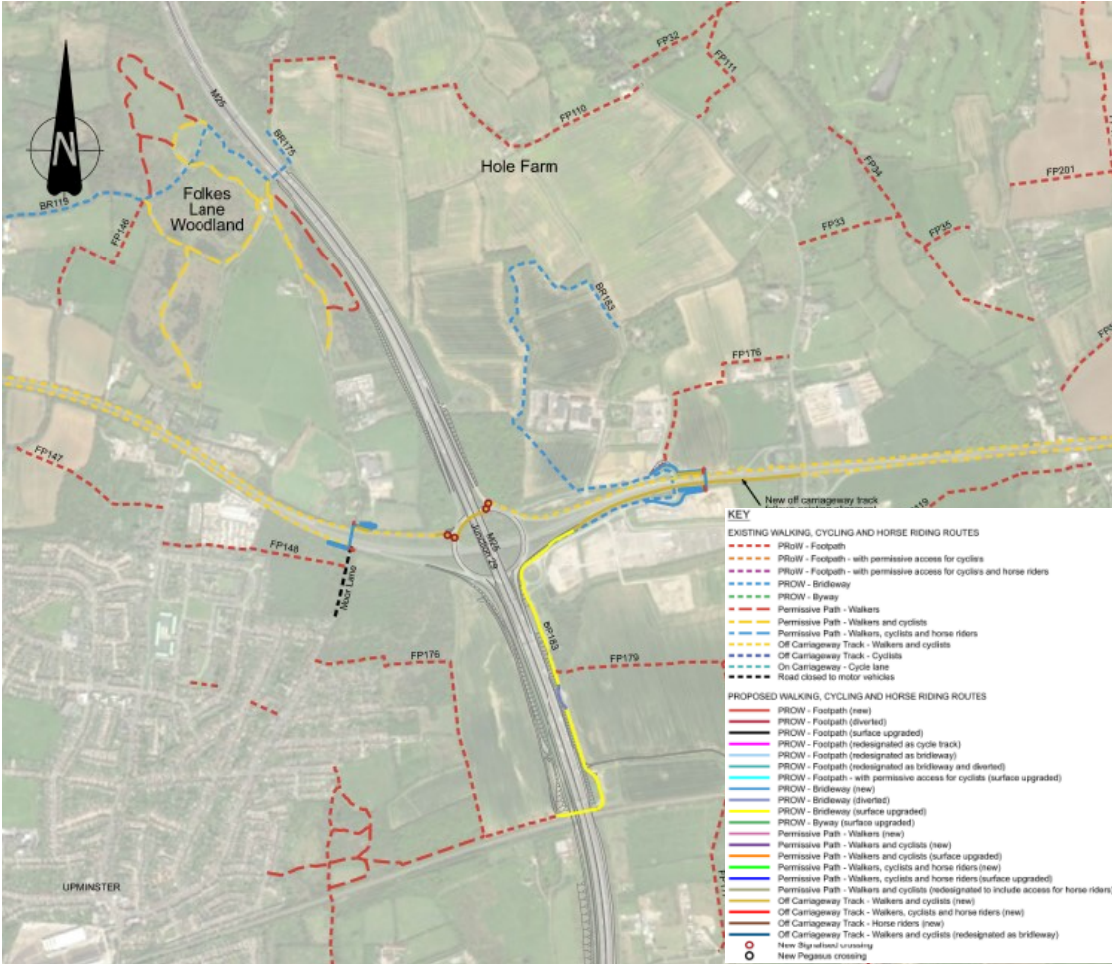
¹⁴ IEMA (2023). Environmental Assessment of Traffic and Movement.



Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>From this, the Council suggests that defining unacceptable impacts – in relation to wider network impacts – could be used as a 'starting point'. The Council quotes two criteria – highway links where traffic flows increase by more than 30% (or where the number of heavy goods vehicles increases by 30%) and links of high sensitivity where traffic flows have increased by 10% or more.</p> <p>In general the use of percentage impacts is not typically used in determining the scale of impacts, because such a metric takes no account of the performance of a road before an intervention (in this case the opening of the Project) and can lead to the inclusion of roads with low traffic flows where the increase in traffic associated with the Project is low in absolute terms, but has a corresponding high percentage increase.</p> <p>As the Council notes, these criteria provided by the IEMA are for determining the scale and extent of an environmental assessment. The Applicant notes that the IEMA report states that these criteria '<i>should not be applied to assessments of...road safety and driver delay</i>'.</p> <p>As such the Applicant does not consider that the application of these criteria would help provide a useful definition of an unacceptable impact. The Applicant considers this for the following reasons:</p> <ul style="list-style-type: none"> • The IEMA are clear that these criteria are for the scoping of an environmental assessment. • The IEMA are clear that use of these criteria is not suitable for matters relating to road safety and delay. • It would identify a number of links where the absolute change in flow was low. • It would identify a number of links where the performance of the link would not be of concern post the changes brought about by the Project. • The Applicant has undertaken a number of other assessments, such as that contained within Environmental Statement (ES) Chapter 13: Population and Human Health [APP-151] which considers severance issues caused by the Project. Full signposting to these assessments can be found in ES Appendix 4.4 Traffic and Transport [APP-343].
ISH10	Transport for London	<p>Link to IP's submission: IP's comments on Silvertown funding model in [REP6-170]</p> <p>Applicant's response: In Transport for London's (TfL's) Written submission of oral comments made at Issue Specific Hearing 10 [REP6-170], it states that '<i>in the case of the Silvertown Tunnel, there is a pot of funding as part of the project's budget to support mitigation</i>'.</p>



Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>Within the Silvertown Tunnel Monitoring and Mitigation Strategy (which can be found in Appendix B of the Applicant's Wider Network Impacts Position Paper [REP6-092]), there is confirmation that 'TfL will meet the cost of implementing all post-opening mitigation measures identified as being necessary in relation to impacts attributable to the Scheme' (paragraph 4.7.1). There is also a statement that 'TfL will expedite the delivery of post-opening localised mitigation measures (for instance through allocating designated resources for design and implementation, and ring-fencing funding)' (paragraph 4.7.2).</p> <p>The Applicant considers it is important to be clear about the nature of any commitment or fund established in the 'Silvertown approach', i.e. in the terms of the Silvertown Tunnel Development Consent Order (DCO). In particular, no networks impacts fund is established or committed in the DCO for Silvertown Tunnel.</p> <p>This much was explained in the Applicant's Wider Network Impacts Position Paper submitted at Deadline 6 [REP6-092] in Section 4. Importantly, while the Silvertown Tunnel DCO establishes a Monitoring and Mitigation Strategy (see Appendix B of the Wider Network Impacts Position Paper [REP6-092]), which requires consultation with a grouping of local authorities, it reserves to the applicant in that case the decision on the extent of mitigation which will be undertaken. The Monitoring and Mitigation Strategy makes clear:</p> <p><i>'If TfL determines that mitigation is not required following a trigger activation it will provide the members of STIG [Silvertown Tunnel Implementation Group] with a clear justification for this.'</i> (Appendix E, paragraph E.1.2)</p> <p>No fund is established, and no further commitment is given.</p> <p>Whilst TfL state that funding will be available for mitigation found necessary through the process set in the DCO, the same applies in the case of this Project (and any other case). The applicant will meet obligations imposed through the DCO and, of course, those obligations are capable of enforcement. The Silvertown and Lower Thames Crossing projects share in common a process whereby the extent of any further mitigation found necessary as a result of monitoring will be determined by (and funded by) the strategic highway authority (i.e. by TfL or by the Secretary of State).</p>
ISH10	Transport for London	<p>Link to IP's submission: IP's comments on unacceptable impacts in [REP6-170]</p> <hr/> <p>Applicant's response: Transport for London states, in paragraph 2.16 of its Written submission of oral comments made at Issue Specific Hearing 10 [REP6-170], that the Applicant was stating, or implying, that the Silvertown Tunnel Monitoring and Mitigation Strategy defined a level of acceptability of impacts. The Applicant has reviewed the transcript, and notes that the situation was clearly stated (page 37 of the Transcript of ISH10 [EV-081]) <i>'It does</i></p>


Event	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p><i>contain triggers in its appendix, but those triggers are alerts, alerts to look more closely where impacts have been greater than they have been anticipated. Those triggers are not definitions of acceptability of impact'.</i></p> <p>The Applicant has provided further information on the Silvertown Tunnel requirement at Deadline 6 within Section 4 of the Wider Network Impacts Position Paper [REP6-092].</p>
ISH10	Transport for London	<p>Link to IP's submission: IP's comments on WCH issues in [REP6-170]</p> <p>Applicant's response:</p> <p>Summary</p> <p>The Applicant has been clear that the provision of a walking, cycling and horse riding (WCH) bridge over the A127 to the west of M25 junction 29 is in response to stakeholder requests to deal with historic severance, rather than to mitigate an impact from the Project. This position remains unchanged.</p> <p>The main difference between the WCH provision on the east side of M25 junction 29 compared to that in the west is that to the east there is no existing crossing of the A127 to link the existing footways on the north and south sides of the road, whereas to the west of M25 junction 29 there is. The introduction by the Project of new dedicated slip-lanes on the south side of the junction means that there needs to be a safe means of crossing the A127 to allow those using the southern footway to benefit from improved signal-controlled crossing opportunities through M25 junction 29 on the north side of the junction to continue their journey east-west. On the west side of M25 junction 29 there is an existing at-grade uncontrolled crossing of the A127 to allow users to cross between the north and south footways; therefore, the dedicated slip lane on the south-west side of the junction has no impact on these existing users. The provision of the A127 bridge therefore goes above and beyond what is required to mitigate severance caused by the Project.</p> <p>Detailed answer</p> <p>The existing conditions along the A127 and around M25 junction 29 are summarised below.</p>

Event	Invested Party (IP)	Link to IP's submission / Applicant's response
		<p>Figure 15 Extract from Existing WCH Routes North of the River 2 of 2 [REP2-074]</p>  <p>KEY</p> <p>EXISTING WALKING, CYCLING AND HORSE RIDING ROUTES</p> <ul style="list-style-type: none"> PRoW - Footpath PRoW - Footpath - with permissive access for cyclists PRoW - Footpath - with permissive access for cyclists and horse riders PRoW - Bridleway PRoW - Byway Permissive Path - Walkers Permissive Path - Walkers and cyclists Permissive Path - Walkers, cyclists and horse riders Off Carriageway Track - Walkers and cyclists Off Carriageway Track - Cyclists On Carriageway - Cycle lane Road closed to motor vehicles <p>PROPOSED WALKING, CYCLING AND HORSE RIDING ROUTES</p> <ul style="list-style-type: none"> PRoW - Footpath (new) PRoW - Footpath (diverted) PRoW - Footpath (surface upgraded) PRoW - Footpath (redesignated as cycle track) PRoW - Footpath (redesignated as bridleway) PRoW - Footpath (redesignated as bridleway and diverted) PRoW - Footpath - with permissive access for cyclists (surface upgraded) PRoW - Bridleway (new) PRoW - Bridleway (diverted) PRoW - Bridleway (surface upgraded) PRoW - Byway (surface upgraded) Permissive Path - Walkers (new) Permissive Path - Walkers and cyclists (new) Permissive Path - Walkers and cyclists (surface upgraded) Permissive Path - Walkers, cyclists and horse riders (new) Permissive Path - Walkers, cyclists and horse riders (surface upgraded) Permissive Path - Walkers and cyclists (redesignated to include access for horse riders) Off Carriageway Track - Walkers and cyclists (new) Off Carriageway Track - Walkers, cyclists and horse riders (new) Off Carriageway Track - Horse riders (new) Off Carriageway Track - Walkers and cyclists (redesignated as bridleway) New Signalled crossing New Pigway crossing

Event	Invested Party (IP)	Link to IP's submission / Applicant's response
		<p data-bbox="616 247 1758 279">Figure 16 Extract from Proposed WCH Routes North of the River 2 of 2 [REP2-074]</p>  <p data-bbox="616 1276 1960 1372">To the east of the M25 junction 29, there are footways running along both sides of the A127. These are promoted by some stakeholders as shared cycle-footways, although there is no signage to support this. Nevertheless, the Project team has treated them as shared cycle-footways.</p>

Event	Invested Party (IP)	Link to IP's submission / Applicant's response
		<p data-bbox="616 247 2004 311">Figure 17 View looking west along the A127, towards M25 junction 29, showing a footway alongside the carriageway</p>  <p data-bbox="616 718 2049 885">The only crossing of the A127 to the east of M25 junction 29 is the Codham Hall Lane overbridge which carries a bridleway, but this does not link to the footways to the north or south of the A127. Additionally, the bridge carries an unadopted road and has no footways. This bridge is heavily trafficked by heavy goods vehicles (HGVs), making it an unattractive route for WCHs. There are no other crossings of the A127 controlled or uncontrolled, at-grade or grade-separated within 2.75km of M25 junction 29.</p> <p data-bbox="616 933 1624 965">Figure 18 Aerial view of existing Codham Hall Lane bridge over the A127</p> 

Event	Invested Party (IP)	Link to IP's submission / Applicant's response
		<p>Moving west, the footways continue through and around the circulatory carriageway at M25 junction 29, crossing slip roads and private accesses. All crossings are uncontrolled with traffic moving at speed, particularly at the exit slip roads.</p> <p>Figure 19 View looking west at M25 junction 29, showing the footway crossing a private access and exit slip road</p>  <p>Figure 20 View looking east through M25 junction 29, showing the crossing of an entry slip road</p> 

Event	Invested Party (IP)	Link to IP's submission / Applicant's response
		<p>As communicated in the Project Design Report and elsewhere, the Applicant acknowledges that the introduction of dedicated slip lanes from the A127 westbound to M25 southbound and from the M25 northbound to A127 westbound will sever the existing footway links through the south side of the junction.</p> <p>Therefore, the Project's position is to promote a new grade-separated crossing on the eastern side of M25 junction 29, for walkers, cyclists and horse riders, that: a) addresses the historic severance caused by the lack of suitable crossing of the A127; and b) allows those using the southern footway to cross the A127 and make their way east-west through the north side of M25 junction 29 using new signal-controlled crossings of slip roads, thus addressing the severance caused by the Project from the new dedicated slip roads on the south side. The Applicant considers the provision of new signal-controlled crossings of the slip roads to be significant betterment to the current crossing provision for WCHs.</p> <p>To the west of M25 junction 29 the footways continue alongside the A127 on both the north and south sides of the road. In contrast to the east side of M25 junction 29, there is an existing at-grade uncontrolled (but staggered) crossing of the A127 on the west side at the junction with Front Lane / Folkes Lane.</p> <p>Figure 21 Aerial view of existing uncontrolled crossing of the A127 at the junction with Front Lane / Folkes Lane</p>  <p>Therefore, the Project position is that a new grade-separated crossing is proposed on the west side of M25 junction 29, that addresses historic severance caused by the A127. Users who wish to cross from the southern footway to the northern footway can do so via the existing uncontrolled crossing and therefore the severance in this locality is not caused by the Project.</p>

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.
A122 Lower Thames Crossing/M25 junction		New junction with north-facing slip roads on the M25 between M25 junctions 29 and 30, near North Ockendon.
A13/A1089/A122 Lower Thames Crossing junction		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"> • Improved A13 westbound to A122 Lower Thames Crossing southbound • Improved A13 westbound to A122 Lower Thames Crossing northbound • Improved A13 westbound to A1089 southbound • A122 Lower Thames Crossing southbound to improved A13 eastbound and Orsett Cock roundabout • A122 Lower Thames Crossing northbound to improved A13 eastbound and Orsett Cock roundabout • Orsett Cock roundabout to the improved A13 westbound • Improved A13 eastbound to Orsett Cock roundabout • Improved A1089 northbound to A122 Lower Thames Crossing northbound • Improved A1089 northbound to A122 Lower Thames Crossing southbound
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.
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.
Design Manual for Roads and Bridges	DMRB	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.

Term	Abbreviation	Explanation
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 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.
M2 junction 1		The M2 will be widened from three lanes to four in both directions through M2 junction 1.
M2/A2/Lower Thames Crossing junction		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.
M25 junction 29		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.
National Highways		A UK government-owned company with responsibility for managing the motorways and major roads in England. Formerly known as Highways England.
National Planning Policy Framework	NPPF	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.
National Policy Statement	NPS	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.
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.

Term	Abbreviation	Explanation
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.
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.
The tunnel		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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