

Lower Thames Crossing

9.196 Applicant's comments on Interested Parties' submissions at D7

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1 Introduction

1.1 Introduction

1.1.1 National Highways (the Applicant) has reviewed the submissions made by Interested Parties (IPs) at Deadline 7.

1.1.2 The Applicant has provided responses to part of the following submissions with the aim of assisting the Examining Authority and the Examination process:

- a. Climate Emergency Policy and Planning (CEPP) [\[REP7-231\]](#) (Section 2 of this document)
- b. Gateley Legal on behalf of Stuart Mee A P Mee Partnership [\[REP7-258\]](#) (Section 3 of this document)
- c. Kent Downs AONB Unit [\[REP7-203\]](#) (Section 4 of this document)
- d. Natural England [\[REP7-215\]](#) (Section 5 of this document)
- e. Northumbrian Water Limited (operating as Essex and Suffolk Water) [\[REP7-223\]](#) and [\[REP7-224\]](#) (Section 6 of this document)
- f. Port of Tilbury London Limited [\[REP7-227\]](#) (Section 7 of this document)
- g. Runwood Homes Ltd, Runwood Properties Ltd and Kathryn Homes Ltd [\[REP7-270\]](#) (Section 8 of this document)
- h. Thurrock Council [\[REP7-228\]](#) (Section 9 of this document)

1.1.2 The Applicant has not sought to provide a summary of the IPs' submissions, to avoid misrepresenting statements made by others. Instead, the Applicant has provided links to source documents for each response below. Where helpful to provide context for the Applicant's response, extracts of direct quotes are provided within the body of the response.

1.1.3 The Applicant has no comments to make on the other Deadline 7 submissions made by IPs.

1.2 Signposting to other responses to Deadline 7 submissions

1.2.1 This document does not include responses to the following matters:

- a. 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 7 [**Document Reference 9.193**].
- b. Any comments on IPs' submissions relating to Wider Network Impacts. These have been covered in the Applicant's comments on Interested Parties' submissions regarding Wider Network Impact at D7 [**Document Reference 9.208**].

2 Climate Emergency Policy and Planning (CEPP)

Document title	Interested Party (IP)	Link to IP's submission / Applicant's response
Deadline 7 Submission – Comments on Applicant's submissions at Deadline 6	Climate Emergency Policy and Planning (CEPP)	<p>Link to IP's submission: In response to section on 9.136 Applicant's Response to Comments Made by the Climate Emergency Policy and Planning at D3 to D5 [REP6-094] in [REP7-231]</p> <p>Applicant's response:</p> <ol style="list-style-type: none"> 1. In response to paragraph 10, the Applicant considers that it has well understood and characterised the case Climate Emergency Policy and Planning (CEPP) has made. The following provides some additional clarifications and comments on selected paragraphs of CEPP's Deadline 7 (D7) submission, in particular to sections 3 and 7. 2. Before addressing the detail of points raised by CEPP, it is important to recognise that much of CEPP's concern amounts to a criticism of government policy (including sections 4-6 of CEPP's D7 submission), rather than an objection to this DCO application. Matters relating to government policy should be addressed to the Government. The Applicant, of course, is obliged to present its application in the context of the terms of government policy. 3. In this respect, the Applicant set out its commentary on a number of CEPP's propositions at Deadline 6 [REP6-094] and respectfully refers the Examining Authority to that submission, rather than repeating it here. <p>Section 3 of CEPP's D7 submission 'The essence of my case on the LTC scheme'</p> <p>A response to 'to what extent does the project contribute, or undermine, securing the Net Zero Strategy ("NZS") and the net zero target?' (paragraph 11) was provided on pages 102–104 of the Applicant's Deadline 2 submission [REP2-052]. The Applicant is cognisant of the principle set out in the guidance from the Institute of Environmental Management & Assessment (IEMA) Assessing greenhouse gas emissions and evaluating their significance (IEMA, 2022): 'The crux of significance is not whether a project emits GHG emissions, nor even the magnitude of GHG emissions alone, but whether it contributes to reducing GHG emissions relative to a comparable baseline consistent with a trajectory towards net zero by 2050'. This is the overarching principle of the IEMA methodology for assessing the significance of the effects of greenhouse gas (GHG) emissions. It places emphasis on assessing the carbon intensity of a project against the net zero trajectory, rather than the magnitude of emissions. Applying this principle, paragraph</p>

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		<p>15.6.5 on page 67-68 of Chapter 15 of the Environmental Statement (ES) [APP-153] then describes why the Project emissions would not have a significant impact within the meaning of the IEMA guidance.</p> <ol style="list-style-type: none"> 4. The highly innovative Carbon and Energy Management Plan [REP7-151] was designed for the Project to align with and contribute to securing the Net Zero Strategy (NZS) targets (in terms of carbon intensity reduction that aligns with the net zero trajectory) and thus complies with this IEMA principle and criterion. Through 22 secured carbon commitments, the Carbon and Energy Management Plan aims to drive down the carbon intensity of construction of the Project as much as possible and to set new industry best practice. The carbon limit to which the Applicant has committed is already reflective of industry best practice, confirmed by independent review and fully market tested through procurement. 5. Driving down the carbon intensity has not ended at the DCO application submission as the Carbon and Energy Management Plan includes actions for the procurement, detailed design and construction phases as well. The carbon commitments related to the procurement phase have already resulted in a substantial further reduction of the maximum level of construction phase emissions to 1.44 million tCO₂e, as presented in the Applicant's Deadline 7 submission [REP7-151]. 6. Further reductions (resulting from detailed design, Contractors' procurement strategies and construction methodologies), to stay aligned with and further contribute to securing the NZS targets, would be reported and committed to in the second iteration of the Carbon and Energy Management Plan. 7. A response to CEPP's suggestion for the need to assist the Examining Authority and the Secretary of State (SoS) with '<i>a robust risk assessment of the related policy delivery, and a robust assessment methodology of the significance of the greenhouse gas emissions ("GHGs")</i>' (paragraph 11 of CEPP's D7 submission) was provided on pages 104–105 of the Applicant's Deadline 2 submission [REP2-052] and paragraphs 2.1.28–2.1.37 of its Deadline 6 submission [REP6-094]. In principle, the concerns expressed amount to a criticism of government policy. The Government is clearly aware of the risks and importance of the issue and has put in place comprehensive policies to achieve its net zero commitments. 8. As explained in [REP6-094], the Government set out its position clearly in its Carbon Budget Delivery Plan, March 2023 (the CBDP) (Department for Energy Security and Net Zero, 2023). In relation to policies to achieve the Government's commitment to net zero set out in the Transport Decarbonisation Plan, the CBDP is explicit (at paragraph 38 on page 180) that it is aware of the risks: '<i>However, we have confidence in the established mechanisms for transitioning the car and van fleet to zero emission</i>

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		<p><i>alternatives, and there are already signs for optimism.'</i> At paragraph 39, the CBDP explains that the Government's analysis in this respect is based on Department for Transport (DfT) transport demand projections (as is this Project).</p> <p>9. Nevertheless, Government's commitment to monitor and manage the risk and to deliver its carbon reduction commitments is clear and absolute. At paragraph 41 of the CBDP, the Government confirms: <i>'As committed to in the Transport Decarbonisation Plan, DfT will review progress against our pathway at least every five years and consider as necessary additional options to support delivery of UK carbon budget targets'</i>.</p> <p>10. It is not for this Examination to doubt that commitment.</p> <p>11. CEPP links its requirement for such a risk assessment to the policy test in paragraph 5.18 of the National Policy Statement for National Networks (NPSNN) (Department for Transport, 2014): <i>'Therefore, any increase in carbon emissions is not a reason to refuse development consent, unless the increase in carbon emissions resulting from the proposed scheme are so significant that it would have a material impact on the ability of Government to meet its carbon reduction targets'</i>.</p> <p>12. However, there is no legal or policy basis to require a policy delivery risk assessment in the Environmental Statement (ES). A wider risk assessment is a matter for government as it develops, monitors and enforces its policies towards carbon reduction, employing a range of initiatives and mechanisms, not just land use planning decisions.</p> <p>13. The Applicant considers the SoS can reach a reasoned conclusion on the NPSNN policy test with the approach followed in Section 15.6 of ES Chapter 15 [APP-153]: (a) comparison of the Project's GHG emissions against national budgets; and (b) assessment of Project's GHG emissions against significance criteria set out in the IEMA guidance on page 25 and page 26 (Box 3).</p> <p>14. The Applicant considers that the SoS can be satisfied that the effects of the Project's GHG emissions would be 'not significant' for the following reasons:</p> <ul style="list-style-type: none"> a. The Project's GHG emissions will contribute a relatively low percentage to the national carbon budgets. b. The Project complies with up-to-date policy and incorporates 'good practice' reduction measures (as confirmed by independent review), rendering its effects of GHG emissions as 'minor adverse' and 'not significant' in the IEMA approach. <p>15. The Applicant considers that the SoS can also be satisfied that the reduction of the maximum level of construction phase emissions to 1.44 million tCO₂e, reported by the Applicant at D7 [REP7-151],</p>

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		<p>provides confidence that the mechanisms committed to in the Carbon and Energy Management Plan would be effective in further reducing the Project's GHG emissions to align with emerging policies and best practice. Further reductions would be anticipated in the second iteration of the Carbon and Energy Management Plan, which requires the approval of the SoS before any construction activities can commence. This constitutes a further validation point for the SoS to check alignment with the net zero trajectory through up-to-date policy and 'good practice' reduction measures.</p> <p>16. With the focus of the IEMA guidance on assessing the carbon intensity reduction (page 25 and 26) against the net zero trajectory, the Applicant does not see added value in contextualisation against 'sectoral budgets' or any other budgets or projections in terms of comparing the magnitude of the Project's construction phase GHG sectoral emissions with these budgets.</p> <p>17. These sectoral budgets are based on a (required) transition process rather than gradual reduction of economic activity. For example, the reduction of emissions from the steel and cement/concrete sector in the UK will need to be achieved through reduction of the embodied carbon and/or transition to other materials. Comparison of the magnitude of the GHG emissions against budgets or projections does not reflect the required transition process or how a project should align or could contribute to this transition.</p> <p>18. The Applicant disagrees with CEPP that the Project GHG emissions would have a 'major adverse' effect based on the IEMA guidance (paragraph 33). It is abundantly clear that the Project would not be assessed as 'major adverse' according to the criterion provided in box 3 of the IEMA guidance <i>'Major adverse: the project's GHG impacts are not mitigated or are only compliant with do-minimum standards set through regulation, and do not provide further reductions required by existing local and national policy for projects of this type. A project with major adverse effects is locking in emissions and does not make a meaningful contribution to the UK's trajectory towards net zero'</i>.</p> <p>19. In fact, it was confirmed by independent review, that the maximum construction phase emissions of 1.763 million tCO_{2e}, as committed to in the DCO application, are within the range of 'industry good practice'. As described above, the carbon commitments in the Carbon and Energy Management Plan have already resulted in a reduced commitment of 1.44 million tCO_{2e} and are designed to facilitate further reductions in the detailed design phase to stay aligned with the trajectory towards net zero.</p> <p>20. The Applicant emphasises that it does adhere to 'sectoral reduction strategies' through several carbon commitments in the Carbon and Energy Management Plan [REP7-151], for example, CBN04 (<i>'The Applicant will develop and, where appropriate, implement measures to avoid / prevent, reduce and remediate emissions arising from the construction of the Project to ensure that net construction emissions do not exceed 1.44 million tCO_{2e}'</i>), which reflects good industry practice and CBN06 (<i>'The</i></p>

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		<p><i>Applicant will require Contractors to provide Environmental Product Declarations for the ten construction products contributing the most to carbon emissions in their contract. The Environmental Product Declarations must show that the emission factor for the product being used is better than European average</i>). The decarbonisation of the vehicle fleet, however, is a matter for government.</p> <p>21. Moreover, the Applicant considers it contributes to the transition to net zero, for example, through carbon commitment CBN12 (<i>'The Applicant will include a contractual mechanism that allows Contractors to be paid the additional costs of implementing agreed carbon reduction technologies, together with an incentive payment to further encourage their identification and adoption'</i>).</p> <p>22. Based on the above, the Applicant rejects all three conclusions stated in Section 3.4 of CEPP's Deadline 7 submission and concludes:</p> <ol style="list-style-type: none"> a. The significance of the effects of the Project's GHG emissions is 'not significant'. b. The NPSNN paragraph 5.18 test is passed. c. The SoS can reach a reasoned conclusion that subsections s104 (4)-(6) of PA2008 are not breached and the scheme can be lawfully approved. <p>Section 7 of CEPP's D7 submission 'Traffic modelling and cumulative carbon emissions'</p> <p>23. CEPP further clarifies its position on the cumulative assessment topic in Section 7 and states that (78 (C)) <i>'The DS enumeration is a cumulative representation of the emissions in the scheme...'</i>. The Applicant disagrees with this position as it does not take into account the characteristics of the model as described in the Applicant's Deadline 6 submission [REP6-094] (paragraphs 2.1.59–2.1.66) and in the Localised Traffic Modelling report [REP6A-004] (as well as in previous versions of that document), where it is clarified that the Lower Thames Area Model (LTAM) <i>'...enables modelling of how people change their behaviour in response to a change in the transport network; such responses include changes in the frequency with which they travel, the time of day when they travel, the transport mode they use, their destination and the route they use'</i>.</p> <p>24. This implies that the carbon emissions associated with traffic to/from new developments, as far as brought about by the Project, are not subtracted out as stated by CEPP and are, therefore, taken into account in the assessment.</p> <p>25. Including GHG emissions in the cumulative assessment that are not brought about by the Project and have no relation with the Project (such as the majority of the GHG emissions in the Do Something (DS) scenario) would not bear any logic and not be practical, as the Zone of Influence of GHG emissions is global, not local. It would also mean that new developments outside of the modelled area would need</p>

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		<p>to be included as well as other (than transport related) GHG sources within the modelled area as no sound criterion exists to select/deselect certain developments. Therefore, GHG emissions that are not brought about by the Project are indeed subtracted out and not included in the cumulative assessment.</p> <p>26. The Applicant reiterates that the adopted methodology, although necessarily different from other Environmental Impact Assessment (EIA) topics due to the specific character of the impact of GHG emissions, contains a cumulative component. Hence the adopted methodology is compliant with the EIA Regulations, as these do not prescribe any methodology nor exclude the adopted methodology for the cumulative assessment.</p> <p>27. The Applicant notes that the High Court judgment of R (Boswell) v Secretary of State for Transport [2023] EWHC 1710 (Admin) remains extant unless it is overturned by the Court of Appeal.</p> <p>The Applicant further notes that, at section 8, CEPP provide detailed responses to the Applicant's responses in REP6-094. The Applicant would make the following observations in respect of those responses.</p> <p>The Applicant regards the analysis at section 8.1 to be misguided. In particular, CEPP does not view the commitments made by the Applicant through the Carbon and Energy Management Plan and the Net Zero Highways Plan as a serious response to the global climate change challenge. The Applicant does not agree. Those measures provide clear evidence of the Applicant's commitment to reduce emissions relating to the construction, operation and maintenance of the strategic road network (SRN); that is, in relation to those emissions where the statutory functions performed by the Applicant enable it to exercise a degree of influence. The Applicant recognises that the global challenge extends well beyond the SRN, however it is responsible for and performs specific statutory functions in relation to the SRN. Contrary to CEPP's submissions, therefore, the Applicant cannot reasonably be criticised for failing to bring forward a global solution to the global crisis.</p> <p>At paragraph 87, CEPP state that "... the Applicant considers that it is OK to go on generating, at large scale, the very carbon emissions which are creating the huge impacts now being observed and will continue to make the situation worse". The Examining Authority should attach no weight to this assertion, which is without any basis. The Applicant has made no submissions to this effect.</p> <p>At paragraph 89, CEPP acknowledge that the Carbon and Energy Management Plan "... may well contain innovative civil engineering proposals and plans". This is correct and aligns with the independent review which the Applicant has commissioned into its proposals. The Applicant has responded at length to</p>

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		<p>CEPP's submissions regarding the residual construction emissions reported in the ES and the basis upon which it has concluded those emissions are not significant, in accordance with policy and guidance.</p> <p>CEPP again contend that the Applicant has engaged in greenwashing in relation to this application. The Applicant would refer to REP6-094, which explained why those claims were fundamentally misplaced.</p> <p>At section 8.2, CEPP has quoted selectively from the Applicant's Deadline 6 submissions. Nevertheless, the Applicant does not consider there is any merit in the criticisms levelled at the Net Zero Highways plan. CEPP contend it is "of very limited scope and value", yet those submissions should attach no weight in circumstances where it has failed to submit any evidence in support of them. The Net Zero Highways plan clearly does include a range of important measures aimed at reducing emissions relating to the construction, operation and maintenance of the SRN. CEPP also claim the plan "... is not part of the legislative and policy frameworks relevant to this DCO examination". However, in the context of past decisions relating to applications for development consent on the SRN, the Secretary of State has plainly considered the plan to be an important and relevant matter for the purposes of decision making¹.</p> <p>The Applicant has no specific comments to make in respect of sections 8.3 – 8.10, much of which appears to have been provided for context or otherwise addresses questions of strategic policy making which are beyond the scope of this examination. As regards CEPP's comments at section 8.11, the Applicant was simply referring, at 2.1.34 of REP6-094, to the assessment which it has carried out between the Project's emissions and the significance criteria set out in the IEMA guidance. The Applicant considers that those submissions were clear.</p> <p>In response to section 8.12, no decisions have been reached at this stage regarding the type of hydrogen that could be purchased for use as fuel in connection with the construction of the Project. It would be premature to make those decisions at this stage, potentially constraining innovation later on. Instead, the Applicant is legally committing to a framework – in the form of the Carbon and Energy Management Plan – which will incentivise further reductions in emissions below the maximum committed level. The savings already achieved by embedding carbon in the procurement of the Project's three design and build contracts, which were reported at Deadline 7 [REP7-150], already showcase this framework in action.</p> <p>At section 8.13, CEPP state that "the Applicant may not control policy, but it can avoid bringing forward a scheme which introduces additional solus operational emissions of the scale of 95,000 tCO₂e into near-time critical carbon budgets period". The Applicant recognises that operational emissions are a relevant</p>

¹ Such as seen in the A417 decision letter https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010056/TR010056-001898-20221116_TR010056_A417_Missing_Link_SoS_Decision_Letter.pdf

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		<p>consideration for the decision-maker in the context of this application and has reported them in the ES on that basis. However, CEPP's case can, in effect, be read as saying that no carbon emitting projects should be brought forward, yet the Government has put in place detailed policies aimed at ensuring that economic activity is able to continue in the context of the required trajectory to net zero by 2050, including delivery against the adopted carbon budgets. This includes the adoption of a range of policy measures to decarbonise the vehicle fleet. Furthermore, the figure cited by CEPP does not provide a balanced view, since it is based on the TAG GHG Workbook and does not take account of the lower Transport Decarbonisation Plan upper and lower bound estimates set out in Table 15.16 of the ES. In doing so, CEPP again fails to give any credence to the range of policy measures being pursued by Government at a strategic level.</p> <p>The Applicant does not consider it would be constructive to respond further to the points made at section 8.14. The Applicant's position is fully set out in REP6-094. The Applicant is grateful for the confirmation provided by CEPP at section 8.15. The Applicant's position in relation to the issue of cumulative carbon emissions (section 8.16 of CEPP's submissions) has been extensively set out during the course of the examination. The challenge put forward by CEPP was rejected by the High Court in R (Boswell) v Secretary of State for Transport [2023] EWHC 1710 (Admin), which remains the relevant legal authority on this point.</p>

3 Gateley Legal on behalf of Stuart Mee A P Mee Partnership

Document title	Interested Party (IP)	Link to IP's submission / Applicant's response
<p>Deadline 7 Submission – Further Submissions in advance of hearing on 21 November 2023 CAH5 – Appendix B - Manor Farm</p>	<p>Gateley Legal on behalf of Stuart Mee A P Mee Partnership</p>	<p>Link to IP's submission: [REP7-258]</p> <p>Applicant's response: Replacement land The Applicant notes that further and extensive submissions were made at Deadline 7 regarding the application of section 131 of the Planning Act 2008 (the 2008 Act) to the proposed acquisition of Hobbs Hole as replacement land [REP7-258]. The Applicant has addressed those submissions in detail in its comments on Written Representations [REP2-051] and does not consider that the further submissions made at Deadline 7 alter its previous analysis. Central to the position advanced appears to be a belief, misconceived in the Applicant's view, that replacement land cannot be compelled to be 'given' in order to satisfy sections 131(4) and 122(2)(c) of the 2008 Act. By this, the Applicant understands that it is, in essence, being suggested that the 2008 Act does not authorise the compulsory acquisition of replacement land; instead, in order to satisfy the test in section 131(4) of the 2008 Act, it is alleged that the replacement land must be secured by private agreement. The Applicant regards this submission as fundamentally flawed and notes that there is no support for it in any prior decision of the Secretary of State under the 2008 Act. It is abundantly clear that a DCO can include provision authorising the compulsory acquisition of replacement land. The terms of section 122(1) of the 2008 Act alone suffice to evidence that fact. Section 122(1) provides that '<i>an order granting development consent may include provision authorising the compulsory acquisition of land only if the Secretary of State is satisfied that the conditions in subsections (2) and (3) are met</i>' (emphasis added). Section 122(2) then provides that '<i>the condition [referred to in subsection (1)] is that the land ... (c) is replacement land which is to be given in exchange for the order land under section 131 or 132</i>'. The reference to 'given', in section 122(2)(c), relates to section 131(4)(a), which refers to replacement land which '<i>has been or will be given in exchange for the order land</i>' (emphasis added).</p>

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		<p>Contrary to what is suggested throughout these submissions, therefore, section 122 of the 2008 Act expressly authorises the compulsory acquisition of replacement land which has or is to be given in exchange for the order land under section 131. That interpretation is supported by the Planning Act 2008 – Guidance Related to Procedures for the Compulsory Acquisition of Land (Department for Communities and Local Government, 2013), which confirms that ‘... <i>the Secretary of State will need to be satisfied that <u>the compulsory acquisition is needed for replacement land</u></i>’ (emphasis added).</p> <p>Significant emphasis is placed on section 131(11)(a) of the 2008 Act, yet that provision is saying no more and no less than an order may include provision for vesting replacement land (which has been or will be, reflecting the terms of subsection (4)) given in exchange under section 131(4) in the person or persons in whom the order land (that is the special category land subject to compulsory acquisition) is vested. By no means does section 131(11) restrict, as alleged, the ability of a DCO to include provision authorising the compulsory acquisition of replacement land in the first instance.</p> <p>As regards other submissions made at Deadline 7 in relation to this topic, including the suggestion that replacement land cannot in law simultaneously be the Order land, the Applicant refers to the responses it provided at Deadline 2 [REP2-051].</p> <p>Protective Provisions</p> <p>Separately, the Applicant notes that it is indicated that draft Protective Provisions will be provided before the close of the Examination. As acknowledged in the IP's submission [REP7-258], the use of Protective Provisions in DCOs to safeguard the position of statutory undertakers and other utility providers is common practice. This is the approach which the Applicant has adopted in this case. The Applicant is not persuaded by the parallels drawn with the Riverside Energy Park Order 2020 and the Protective Provisions contained in that Order for the benefit of Riverside Resource Recovery Limited (RRRL). In particular, it appears from submissions made in the context of that examination, that RRRL was treated as a statutory undertaker (Western Riverside Waste Authority, 2019). The inclusion of Protective Provisions for RRRL's benefit should therefore be viewed in that context.</p> <p>Furthermore, the Applicant would stress that, to date, the draft Protective Provisions referred to have not been provided for the Applicant's consideration. Therefore, leaving aside the question of whether it would be appropriate for the Order to include Protective Provisions at all, the Applicant considers it would be wholly inappropriate for any such Protective Provisions to be included in a made Order in circumstances where the Applicant has had no opportunity to comment on those provisions and make submissions in respect of them as part of this examination process.</p>

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		The Applicant would nevertheless highlight that it is in discussion with those acting on behalf of the Mees regarding a land and works agreement in respect of the Mees' land. The Applicant will seek to continue those discussions with a view to reaching an agreement before the end of the examination.

4 Kent Downs AONB Unit

Document title	Interested Party (IP)	Link to IP's submission / Applicant's response
Deadline 7 Submission – Comments on Applicant's submissions at Deadline 6 - Response to National Highways Deadline 6 Submission - 6.2 Environmental Statement Figure 7.19 - Photomontages from Viewpoint S-11 within the Kent Downs Winter Year 1 and Summer Year 15	Kent Downs AONB Unit	<p>Link to IP's submission: [REP7-203]</p> <p>Applicant's response: In response to comments made by Kent Downs Area of Outstanding Natural Beauty (AONB) Unit at Deadline 7 [REP7-203] on the visual impact assessment for Representative Viewpoint S-11 (refer to Environmental Statement (ES) Figure 7.16: Visual Effects Drawing with Representative Viewpoint and Photomontage Locations [REP1-128]) following production of the new photomontage from Representative Viewpoint S-11 submitted at Deadline 6 [REP6-036], the Applicant does not agree that the magnitude of effect would remain moderate at the design year, resulting in a large adverse significance of residual effect.</p> <p>Due to the presence of the Brewers Road overbridge and High Speed 1 (HS1) infrastructure in existing views and due to the filtering provided by retained vegetation within Cobham Hall Registered Park and Garden, the Project is considered to result in a 'noticeable' change in view in the opening year that aligns with a moderate magnitude of effect, as stated in ES Appendix 7.10: Schedule of Visual Effects [APP-385]. It is understood that there is no disagreement between the Applicant and the Kent Downs AONB Unit on the significance of effect assessed in the opening year.</p> <p>However, by the design year (summer), the photomontage from Representative Viewpoint S-11 shows that most views towards Brewers Road green bridge and the A2 corridor would be screened by a combination of existing vegetation within Cobham Hall Registered Park and Garden and proposed planting mitigation in leaf. It is acknowledged that lighting columns would remain visible along Brewers Road; however, similar lighting columns are present in the existing view. The new gantry along the A2 corridor would be barely noticeable due to screening by existing vegetation. Proposed landscaping would integrate the Brewers Road embankment and the recreational route ramping up to Brewers Road into the landscape. The HS1 tunnel entrance and perimeter fencing would remain clearly visible features in contrast to the existing view of Brewers Road bridge, which would no longer be visible. A minor magnitude of effect and a moderate adverse significance of effect are therefore considered to be appropriate, as stated in ES Appendix 7.10 [APP-385].</p>

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		The Applicant notes that the ES Figure 7.19 photomontage from S-11 has been based on the Project design shown on Sheet 3 of ES Figure 2.4: Environmental Masterplan Section 1 [REP4-124] and that there is an opportunity to further refine the landscape design at the detailed design stage, to provide further screening to the HS1 tunnel entrance and increased tree cover on the Brewers Road embankment in keeping with the existing parkland backdrop in this location.

5 Natural England

Document title	Interested Party (IP)	Link to IP's submission / Applicant's response
Deadline 7 Submission – Comments on Applicant's submissions at Deadline 6	Natural England	<p>Link to IP's submission: Paragraph 3.3 in [REP7-215]</p>
		<p>Applicant's response: Natural England is correct that the Tilbury Link Road (TLR) scheme has been identified as part of the Road Investment Strategy 2 (RIS2) as a RIS3 pipeline project (Department for Transport, 2020). This means that the scheme will follow the normal due process as it progresses through various National Highways internal gateways and approvals. Depending on the development stage in question, this would include appropriate consultation and dialogue with Interested Parties and the Statutory Bodies which would of course include Natural England. A TLR is therefore not being progressed as part of the Project. However, noting the reference to the TLR in RIS2 the Applicant considers that it would be inappropriate to progress the Project in such a manner that would be incompatible with a TLR at some point in the future. To that end the Project would be designed in such a way as to provide 'passive provision' to allow a connection to be made to the Project in the future. This passive provision is not intended to prejudice or constrain the future alignment options for the TLR. However, it should be noted that certain physical features would act as design constraints to any future connection point, such as the Tilbury Loop railway line and the North Tunnel Portal location.</p>
Deadline 7 Submission – Comments on Applicant's submissions at Deadline 6	Natural England	<p>Link to IP's submission: The Wilderness: Annex 5 in [REP7-215]</p>
		<p>Applicant's response: The Applicant acknowledges Natural England's Deadline 7 submission with respect to The Wilderness and its potential designation as ancient woodland in line with the relevant definition of such irreplaceable habitat. The without prejudice assessment the Applicant submitted at Deadline 6 [REP6-090] was produced on the basis that 1.06ha of designated ancient woodland would be lost as a result of the Project. However, the detail provided by Natural England indicates a maximum of 0.44ha of the overall Wilderness woodland habitat would meet the criteria for ancient woodland designation. The Applicant has therefore updated the assessment on this basis and presents it below. This information will be used to update ES Chapter 8: Terrestrial Biodiversity [APP-146] for submission at Deadline 9.</p>

Document title	Interested Party (IP)	Link to IP's submission / Applicant's response								
		<p>This information presents an assessment of the likely significant effect of the Project on The Wilderness woodland on the basis that an area measuring 0.44ha along the southern boundary of the site (as referenced in Natural England's Deadline 7 submission [REP7-215]) meets the criteria required to designate it as Ancient Semi-Natural Woodland² (ASNW) This assessment is in line with the methodology set out in ES Chapter 8: Terrestrial Biodiversity [APP-146], Section 8.3: Assessment methodology.</p> <p>Baseline conditions</p> <p>As a designated area of ancient semi-natural woodland, The Wilderness will be included in Section 8.4: Baseline conditions as a non-statutory site under Table 8.20. The headings from this table and the information relevant to The Wilderness are presented below.</p> <p>Table 8.20 Non-statutory designated sites within the study area north of the River Thames</p> <table border="1" data-bbox="689 719 2069 927"> <thead> <tr> <th data-bbox="689 719 1005 836">Designated site</th> <th data-bbox="1005 719 1559 836">Interest features, citation lists and reasons for designation</th> <th data-bbox="1559 719 1780 836">Level of importance³</th> <th data-bbox="1780 719 2069 836">Approximate distance from Order Limits</th> </tr> </thead> <tbody> <tr> <td data-bbox="689 836 1005 927">The Wilderness ASNW</td> <td data-bbox="1005 836 1559 927">Ancient woodland</td> <td data-bbox="1559 836 1780 927">National</td> <td data-bbox="1780 836 2069 927">0m (within Order Limits)</td> </tr> </tbody> </table> <p>Project design and mitigation</p> <p>The approach to offsetting impacts to ancient woodland, developed following discussions with Natural England and, to a lesser extent, Forestry England, is to provide ancient woodland compensation planting which delivers two overarching principles:</p> <ul style="list-style-type: none"> • To create new areas of high quality woodland which, from a National Vegetation Classification perspective, align with the classifications of the affected ancient woodlands. • To position the new areas of ancient woodland compensation planting to extend and buffer existing retained woodlands and establish new, strong links between these retained 	Designated site	Interest features, citation lists and reasons for designation	Level of importance ³	Approximate distance from Order Limits	The Wilderness ASNW	Ancient woodland	National	0m (within Order Limits)
Designated site	Interest features, citation lists and reasons for designation	Level of importance ³	Approximate distance from Order Limits							
The Wilderness ASNW	Ancient woodland	National	0m (within Order Limits)							

² The National Planning Policy Framework (updated 2023) defines ancient woodland as ‘an area that has been wooded continuously since at least 1600AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).’ (Department for Levelling Up, Housing and Communities, 2023)

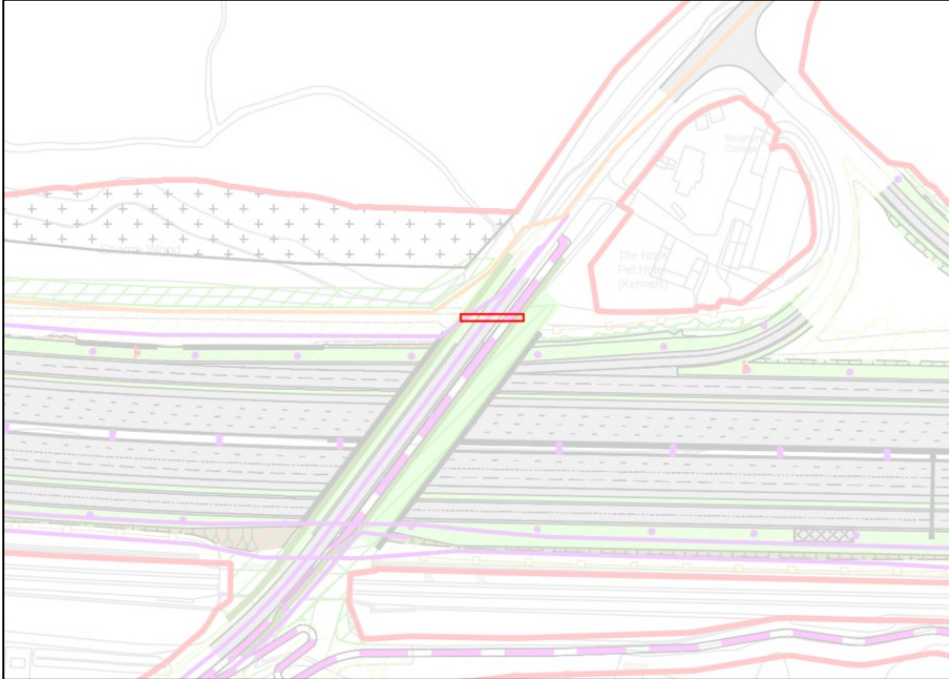
³ Defined following the guidance provided in ES Chapter 8: Terrestrial Biodiversity – Table 8.5: Biodiversity resource importance

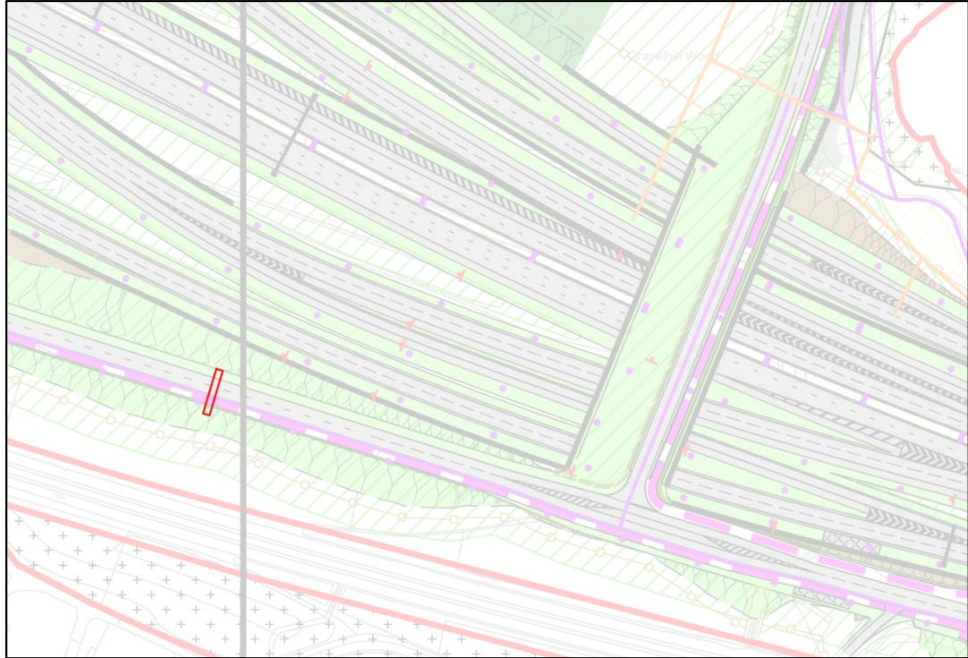
Document title	Interested Party (IP)	Link to IP's submission / Applicant's response				
		<p>woodlands to develop and build greater resilience into a coherent ecological network of habitats across the wider landscape. This principle aligns with guidance on Ecological Impact Assessment (CIEEM, 2018), which states that '<i>compensation should be provided as close as possible to the location where effects have occurred and benefit the same habitats and species as those affected</i>'.</p> <p>Natural England state their support for this approach in their Statement of Common Ground with the Applicant at item no. 2.1.64 [REP7-106]. The principle of creating new habitats to link existing habitats is also supported by the Forestry Commission in their Statement of Common Ground with the Applicant [REP4-106] at item 2.1.5, and in the Woodland Trust's Written Representation [REP1-306] at paragraph 11.10.</p> <p>Assessment of likely significant effect</p> <p>In line with the designation of 0.44ha of The Wilderness as ancient semi-natural woodland, being an area of non-statutory designation, this will be included within Table 8.33 in Section 8.6: Assessment of likely significant effects in ES Chapter 8: Terrestrial Biodiversity [APP-146].</p> <p>Table 8.33 Construction effects on non-statutory designated sites north of the River Thames</p> <table border="1" data-bbox="689 863 2067 1339"> <thead> <tr> <th data-bbox="689 863 994 916">Designated site</th> <th data-bbox="994 863 2067 916">Impacts, mitigation and overall likely effects</th> </tr> </thead> <tbody> <tr> <td data-bbox="689 916 994 1339">The Wilderness ASNW</td> <td data-bbox="994 916 2067 1339">Habitat loss (0.44ha representing 100% of the ASNW at this site) due to the new A122 Lower Thames Crossing alignment conflicting with the southern section of the woodland. Given its status as ancient woodland, this habitat is considered to be irreplaceable. Habitat degradation due to possible pollution events and disturbance to badgers, bats and nesting birds present would be mitigated by the good practice mitigation identified in Section 8.5. This mitigation would include temporary fencing of retained habitats, translocation of protected species to suitable retained habitats and newly created receptor sites that can accommodate such species, and nesting bird checks carried out by an Ecological Clerk of Works. This mitigation would reduce the likely impacts such that the conservation status of the species associated with the designated site would be maintained.</td> </tr> </tbody> </table>	Designated site	Impacts, mitigation and overall likely effects	The Wilderness ASNW	Habitat loss (0.44ha representing 100% of the ASNW at this site) due to the new A122 Lower Thames Crossing alignment conflicting with the southern section of the woodland. Given its status as ancient woodland, this habitat is considered to be irreplaceable. Habitat degradation due to possible pollution events and disturbance to badgers, bats and nesting birds present would be mitigated by the good practice mitigation identified in Section 8.5. This mitigation would include temporary fencing of retained habitats, translocation of protected species to suitable retained habitats and newly created receptor sites that can accommodate such species, and nesting bird checks carried out by an Ecological Clerk of Works. This mitigation would reduce the likely impacts such that the conservation status of the species associated with the designated site would be maintained.
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Document title	Interested Party (IP)	Link to IP's submission / Applicant's response													
			<p>Compensatory woodland planting would be provided to compensate, in part, for the loss of this habitat. Ancient woodland compensation planting totalling 32ha is proposed north of the River Thames, focused principally on a 30ha area of planting at Hole Farm and Folkes Farm, either side of the M25 just north of junction 29 (see Environmental Masterplan Section 14 [REP2-031] and the Design Principles [REP7-140] Clause no. LSP.19, S14.13).</p> <p>However, the loss of ancient woodland, which is assessed to be of national importance, would be a permanent major adverse level of impact that would adversely affect the integrity of the site. This would result in an effect that is large adverse and significant.</p>												
		<p>Regarding the Plants and Habitats assessment which includes ancient woodland, Table 8.35 [APP-146] would be revised to consider the increase in the loss of ancient woodland habitat as a result of the proposed designation of The Wilderness as ancient semi-natural woodland.</p>													
		<p>Table 8.35 Habitat losses and gains associated with the Project to the north of the River Thames</p>													
		<table border="1"> <thead> <tr> <th data-bbox="689 879 882 1034">Existing habitat</th> <th data-bbox="882 879 1095 1034">Importance</th> <th data-bbox="1095 879 1243 1034">Habitat loss</th> <th data-bbox="1243 879 1617 1034">New semi-natural habitat</th> <th data-bbox="1617 879 1843 1034">Habitat permanent gain</th> <th data-bbox="1843 879 2067 1034">Net permanent gain (gain-loss)⁴</th> </tr> </thead> <tbody> <tr> <td data-bbox="689 1034 882 1158">Ancient woodland</td> <td data-bbox="882 1034 1095 1158">National</td> <td data-bbox="1095 1034 1243 1158">2.01ha</td> <td data-bbox="1243 1034 1617 1158">Ancient woodland compensation planting (LE8.2)</td> <td data-bbox="1617 1034 1843 1158">32ha</td> <td data-bbox="1843 1034 2067 1158">29.99 ha</td> </tr> </tbody> </table>		Existing habitat	Importance	Habitat loss	New semi-natural habitat	Habitat permanent gain	Net permanent gain (gain-loss) ⁴	Ancient woodland	National	2.01ha	Ancient woodland compensation planting (LE8.2)	32ha	29.99 ha
Existing habitat	Importance	Habitat loss	New semi-natural habitat	Habitat permanent gain	Net permanent gain (gain-loss) ⁴										
Ancient woodland	National	2.01ha	Ancient woodland compensation planting (LE8.2)	32ha	29.99 ha										
		<p>As the area of The Wilderness designated as ancient woodland would be lost completely as a result of the Project, it does not form part of the assessment of changes in nitrogen deposition on designated sites and habitats within ES Chapter 8.</p>													

⁴ Not considered a net gain due to the irreplaceable nature of the habitat lost.

Document title	Interested Party (IP)	Link to IP's submission / Applicant's response															
		<p>Summary</p> <p>This assessment of an area of designated ancient semi-natural woodland within The Wilderness concludes that the Project would lead to large adverse effects which are significant as a result of the loss of designated irreplaceable habitat. The summary table in ES Chapter 8: Terrestrial Biodiversity [APP-146] Section 8.9: Summary will be updated to include the following reference.</p> <p>Table 8.39 Terrestrial ecology impact summary table</p> <table border="1" data-bbox="689 544 2069 799"> <thead> <tr> <th data-bbox="689 544 1144 628">Impact description</th> <th data-bbox="1144 544 1404 628">Importance</th> <th data-bbox="1404 544 1624 628">Level of impact</th> <th data-bbox="1624 544 1794 628">Effect</th> <th data-bbox="1794 544 2069 628">Significance</th> </tr> </thead> <tbody> <tr> <td colspan="5" data-bbox="689 628 2069 683">Construction</td> </tr> <tr> <td data-bbox="689 683 1144 799">Permanent habitat loss at The Wilderness ASNW totalling 0.44ha</td> <td data-bbox="1144 683 1404 799">National</td> <td data-bbox="1404 683 1624 799">Major</td> <td data-bbox="1624 683 1794 799">Large adverse</td> <td data-bbox="1794 683 2069 799">Significant</td> </tr> </tbody> </table> <p>The measures proposed to provide ancient woodland compensation planting have been developed without the inclusion of The Wilderness as a consideration. However, given the extent of this compensation planting and its design focus on a landscape-scale provision of habitat creation that develops strong coherent ecological networks, these proposals are considered to be appropriate and proportionate to the likely significant effects on ancient woodland that now include the area of designated ancient woodland within The Wilderness.</p> <p>Regarding the design of the Project, including utilities works, and how this has sought to avoid and minimise impacts to designated sites including the ancient woodland within The Wilderness, this was raised by the Examining Authority at their third round of questions under ExQ3_Q11.1.8. A full response to this has been provided by the Applicant in its response at Deadline 8 [Document Reference 9.192].</p>	Impact description	Importance	Level of impact	Effect	Significance	Construction					Permanent habitat loss at The Wilderness ASNW totalling 0.44ha	National	Major	Large adverse	Significant
Impact description	Importance	Level of impact	Effect	Significance													
Construction																	
Permanent habitat loss at The Wilderness ASNW totalling 0.44ha	National	Major	Large adverse	Significant													
Deadline 7 Submission –	Natural England	<p>Link to IP's submission:</p> <p>Comments regarding Mammal Culverts [REP7-215]</p>															

Document title	Interested Party (IP)	Link to IP's submission / Applicant's response
<p>Comments on Applicant's submissions at Deadline 6</p>		<p>Applicant's response:</p> <p>The mammal culvert located at Brewers Road green bridge shall be provided at the north side of the bridge, between the existing and new bridge abutments as illustrated and shown in red in Plate 1. The mammal culvert located at Thong Lane green bridge south shall be provided south-west of the bridge, in the embankment under the southern connector road as illustrated and shown in red in Plate 2. These are indicative locations, to be finalised at detailed design, but have been based on the preliminary space proofing that has been undertaken to ensure that there is sufficient room for a 1.5m diameter culvert to be installed beneath the associated requirements for construction of the highways, drainage, utilities diversions and bridge structures.</p> <p>Plate 1 Indicative location for the Brewers Road green bridge mammal culvert</p> 

Document title	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p data-bbox="689 300 1778 336">Plate 2 Indicative location for Thong Lane green bridge south mammal culvert</p>  <p data-bbox="689 1070 2069 1166">The detailed design of mammal culverts will be developed in consultation with stakeholders including Natural England through the outline Landscape and Ecology Management Plan (oLEMP) Advisory Group, as detailed in the LEMP Terms of Reference [REP7-134].</p> <p data-bbox="689 1182 2056 1246">Clauses S1.23 and S2.15 of the Design Principles commit to designing the structures to integrate into the surrounding landscape [REP7-140].</p> <p data-bbox="689 1262 2069 1350">As these new structures are sited within areas that are already required for highways and bridge construction and subsequent habitat creation, no additional impacts on ecology and landscape would arise as a result of the works to install the mammal culverts.</p>

Document title	Interested Party (IP)	Link to IP's submission / Applicant's response
Deadline 7 Submission – Comments on Applicant's submissions at Deadline 6	Natural England	<p>Link to IP's submission: Comments regarding ES Figure 7.19: Photomontages – additional visualisations for Viewpoint S-11 [REP6-036] in [REP7-215]</p> <p>Applicant's response: In response to comments made by Natural England on the new photomontage from Representative Viewpoint S-11 submitted at Deadline 6 [REP6-036], in paragraphs 3.4 and 3.5 of their Deadline 7 Submission – Comments on Applicant's submissions at Deadline 6 [REP7-215], the Applicant confirms that the significance of effects presented in ES Appendix 7.10: Schedule of Visual Effects [APP-385] would not change.</p> <p>At opening year (winter), the photomontage at Representative Viewpoint S-11 illustrates increased visibility of the Brewers Road embankment and the HS1 tunnel entrance due to the removal of existing vegetation including mature trees, with views of the new recreational route ramping up to Brewers Road. The photomontage also illustrates increased views of traffic on the A2 corridor due to the removal of the existing false cutting between the HS1 and A2 corridors, although views would be filtered by retained vegetation along the northern edge of Cobham Hall Registered Park and Garden. It is considered that the Project would result in a 'noticeable' change in view, that aligns with a moderate magnitude of effect, as stated in ES Appendix 7.10 [APP-385]. Although the new gantry is not acknowledged in the commentary for Representative Viewpoint S-11 in ES Appendix 7.10, the limited visibility of the rear of this feature does not materially change the assessment.</p> <p>By the design year (summer), the photomontage at Representative Viewpoint S-11 shows that most views towards Brewers Road green bridge and the A2 corridor would be screened by a combination of existing vegetation within Cobham Hall Registered Park and Garden and proposed planting mitigation in leaf. Lighting columns would remain visible along Brewers Road; however, similar lighting columns are present in the existing view. The new gantry along the A2 corridor would be barely noticeable due to screening by existing vegetation. Proposed landscaping would integrate the Brewers Road embankment and the recreational route ramping up to Brewers Road into the landscape. The HS1 tunnel entrance and perimeter fencing would remain clearly visible features in contrast to the existing view of Brewers Road bridge, which would no longer be visible. A minor magnitude of effect and a moderate adverse significance of effect are therefore considered to be appropriate, as stated in ES Appendix 7.10 [APP-385].</p>

Document title	Interested Party (IP)	Link to IP's submission / Applicant's response
		The Applicant notes that the photomontage has been based on the Project design shown on Sheet 3 of ES Figure 2.4 Environmental Masterplan Section 1 [REP4-124] and that there is an opportunity to further refine the landscape design at the detailed design stage, to provide further screening to the HS1 tunnel entrance and increased tree cover on the Brewers Road embankment in keeping with the existing parkland backdrop in this location.

6 Northumbrian Water Limited (operating as Essex and Suffolk Water)

Document title	Interested Party (IP)	Link to IP's submission / Applicant's response
Deadline 7 Submission – Comments on Applicant's submissions at Deadline 6 and Deadline 7 Submission – Response to CAH4 Action Point 5	Northumbrian Water Limited (operating as Essex and Suffolk Water)	<p>Link to IP's submission: [REP7-223] and [REP7-224]</p> <p>Applicant's response: In response to comments made by Northumbrian Water Limited the Applicant would refer to the following submissions: Post-event submissions, including written submission of oral comments, for CAH4, Section 3.4 [REP6-088]; Deadline 7 Hearing Actions, Section 3.3 [REP7-185]; Responses to the Examining Authority's ExQ2 Appendix F: 10 Road Drainage, Water Environment and Flooding, response to ExQ2_Q10.3.1 [REP6-112]; and Comments on WRs Appendix B: Statutory Undertakers [REP2-047]. In response to comments made specifically with regards to obtaining an abstraction licence, the Applicant acknowledges that section 38 of the Water Resources Act 1991 (WRA) would apply, and any licence would be granted by the Environment Agency considerate of any and all relevant existing abstraction licences benefitting from the use of that source. The Applicant does not intend to disapply section 48A of the WRA, in accordance with section 151 of the Planning Act 2008, and therefore any loss or damage to affected existing abstractions would be eligible for a compensation claim.</p>

7 Port of Tilbury London Limited

Document title	Interested Party (IP)	Link to IP's submission / Applicant's response
<p>Deadline 7 Submission – Updated Principal Areas of Disagreement Summary Statement</p>	<p>Port of Tilbury London Limited</p>	<p>Link to IP's submission: Comments regarding proposed Work No. MU27 [REP7-227]</p> <p>Applicant's response: The Applicant strongly refutes the comments made by the Port of Tilbury London Limited (PoTLL) in relation to Work No. MU27. Work No MU27 can be delivered within the parameters shown on the Works Plans [REP7-030] to [REP7-040] and described in article 6 of the draft Development Consent Order [REP7-090]. The Applicant is not therefore seeking an alternative alignment via an alternative consenting mechanism and it is simply not correct for PoTLL to say, as it does, that the Applicant has accepted that Work No. MU27 is not possible. A site visit conducted on 7 November 2023 with UK Power Networks representatives in attendance confirmed that it would be technically feasible to deliver Work No. MU27 on the basis of the powers sought within the DCO application.</p> <p>Notwithstanding, the Applicant recognises the concerns expressed by PoTLL regarding the installation of the southern section of Work No MU27, along Substation Road, as this has the potential to require restrictions to be imposed on the highway to ensure the workforce is adequately separated from those vehicles using the road. During the development of the design, and prior to the commencement of the works, any restrictions would be consulted upon with PoTLL, using reasonable endeavours to develop proposals that would limit the impediment both in geographical and temporal extent. This is secured through the outline Traffic Management Plan for Construction (oTMPFC) [REP7-148] under Requirement 10 of Schedule 2 of the draft Development Consent Order (dDCO) [REP7-090], to provide that PoTLL would be a consultee in respect of those matters contained in the Travel Management Plan submitted for the approval of the Secretary of State which are relevant to the exercise of PoTLL's functions.</p>

8 Runwood Homes Ltd, Runwood Properties Ltd and Kathryn Homes Ltd

Document title	Interested Party (IP)	Link to IP's submission / Applicant's response
Deadline 7 Submission – Comments on Applicant's submissions at Deadline 6	Runwood Homes Ltd, Runwood Properties Ltd and Kathryn Homes Ltd	<p>Link to IP's submission: [REP7-270]</p> <p>Applicant's response: Heads of Terms for an Acquisition by Agreement of the Care Home site have been submitted to the Care Home's agent for their consideration. This option would allow them to relocate away from any potential impacts of construction.</p> <p>The Applicant has considered the content of the Care Home's submission relating to the noise issues. The Applicant concludes that the representations made by the Care Home remain consistent despite the significant levels of work undertaken by the Applicant to address these concerns.</p> <p>The Applicant's comments regarding the noise and vibration issues at the Care Home remain as set out in Responses to the Examining Authority's ExQ2 Appendix E: 9 Noise and Vibration [REP6-111] and other representations on the issue.</p> <p>However, responses to certain issues raised in the Care Home's Deadline 7 submission relating to changes to Register of Environmental Actions and Commitments (REAC) commitments [REP7-122] and other evolving discussions are set out below.</p> <p>Point 3 – Road surface considerations</p> <p>Concerns were raised in the representation relating to the specifics of REAC commitment NV013, summarised to relate to 'the new commitment to undertake surface renewal using replacement road pavement on the strategic road network that has no worse noise emission performance' and an additional concern relating to the 'degradation of performance of the low-noise road surface' and how this has been accounted for in the noise assessment.</p> <p>In response to this issue, it is not the Applicant's policy to resurface roads on the grounds of noise alone and there are a number of other considerations that have to be taken into account. The ongoing maintenance of the low noise surfacing on the strategic road network (SRN) will be undertaken following routine National Highways procedures. These are in accordance with Design Manual for Roads and Bridges (DMRB) GM 701 Asset Delivery Asset Maintenance Requirements (Highways England, 2020a) and DMRB CD 227 Design for Pavement Maintenance (Highways England, 2020b), coupled with the</p>

Document title	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>consideration of other DMRB standards for pavement treatments and investigation, and asset management plans. Pavement surfacing will undergo like-for-like replacement, based on measured wear and usage, with current best practice being a typical 11-year renewal period. The current best practice takes into account renewal costs, road user disruption, carbon impact and other environmental considerations. Local authorities will also need to take all the considerations into account when considering replacement of local road network surfaces.</p> <p>The Applicant confirms that the loss of performance of the low noise road surfacing is not considered within the DMRB LA 111 (Highways England, 2020c) assessment methodology and has therefore not been considered within the assessment reported within ES Chapter 12: Noise and Vibration [APP-150]. The methodology contained within DMRB LA 111 primarily considers the opening year for determining whether significant effects exist and for examining mitigation options. The sudden change encountered on the opening of a project is considered by the Applicant to represent the worst case in terms of noise change. This is because increases in noise as the surface ages will be very gradual and take place over several years when no physical changes to the road network will be made during this time. As such, noise level changes are less likely to be perceived by the people living close to the road. The likely perception of noise is a key factor when determining significance of a noise change (Table 3.60 of LA 111), so it is very unlikely that changes in noise due to the ageing of the surface would influence the judgement of whether a scheme constitutes a likely significant effect. Taking account of the deterioration in acoustic performance of the low noise surfacing was considered within the drafting of DMRB LA 111. It was concluded to not be proportionate considering the time required to determine the age of each surface within the study area, but it would be extremely unlikely that such analysis would change the conclusions of the assessment. The Application therefore accords with DMRB LA 111 and accounting for the deterioration in acoustic performance of the low noise surfacing is not required for the Project.</p> <p>Points 4, 10 and 21 – Best Practicable Means</p> <p>The Care Home continues to question the appropriateness of Best Practicable Means (BPM) as a suitable means of control of construction noise and vibration, despite the accepted use of this method through numerous DCOs and development within the UK as previously referenced. The Applicant would refer to its previous response on the appropriateness of BPM as set out in response to Paragraphs 7 and 8 in Applicant's Response to Comments made by Kathryn Homes Limited, Runwood Homes Limited and Runwood Properties Limited at Deadline 5 [REP6-098].</p>

	<p>Points 5 and 11– NV015: Actions in case of noise and vibration monitoring exceedance</p> <p>The Care Home maintains its concerns relating to the setting of ‘<i>actions in case of noise and vibration monitoring exceedance</i>’ within the wording of REAC commitment NV015. The Applicant would respond that the rewording of REAC commitment NV015 submitted at Deadline 6 (ES Appendix 2.2: Code of Construction Practice, First Iteration of Environmental Management Plan v6.0 [REP6-038]) suitably addresses and controls this issue within the remit of the REAC controls implemented through NV001, NV002 and NV005. The rewording to NV015 included the following additional text relating to this: ‘<i>The specific time period shall be a matter which forms part of the Noise and Vibration Management Plan (NV002) and, where appropriate, subject to consent by the relevant local authorities under Section 61 of the Control of Pollution Act 1974 (NV004)</i>’.</p> <p>Point 6 – NV017: Specific reference to Whitecroft</p> <p>Whilst the commitment does not specifically name the Whitecroft Care Home, it defines a scope that covers ‘<i>any Vibration Sensitive Receptor as defined under DMRB LA 111</i>’ [REP7-122]. DMRB LA 111 defines vibration sensitive receptors as ‘<i>dwelling, hospitals, healthcare facilities, education facilities, community facilities, buildings containing vibration sensitive equipment and cultural heritage assets</i>’ (emphasis added).</p> <p>As such the Care Home would be considered as a sensitive receptor and considered accordingly.</p> <p>With regard to the maintained objection of BPM, the Applicant would again revert to the Applicant’s previous response on this issue at Deadline 6 [REP6-098].</p> <p>Points 7, 8, 9 and 12 – The Applicant’s position regarding AQ006 to AQ008 and Health and Equalities Impact Assessment (HEqIA) remains as set out at Deadline 6 [REP6-098].</p> <p>Points 6 and 16 – The Care Home further references a concern relating to vibration generated by Haul Route 4, which as a result of the geographic location of Haul Route 4 presumably was intended to read Haul Route 34.</p> <p>Haul Route 34 has a closest approach to the Whitecroft Care Home of circa 50m. As referenced in Paragraph 12.3.6 of ES Chapter 12: Noise and Vibration [APP-150], the Transport and Road Research Laboratory (now the Transport Research Laboratory (TRL)) Supplementary Report 328 Ground vibrations caused by road construction activities (TRL Limited, 1997), concluded that, ‘<i>at distances greater than 20m, the vibration levels measured were below the level of human perception because of attenuation in the ground and that it is unlikely that people would be disturbed by vibration from general construction activities at distances of 20m or more.</i>’ Additionally, vibration from vehicles on haul routes is generated as a result of surface irregularities on the road surface, REAC commitment NV010 commits to ‘<i>A maintenance programme that includes inspection of all haul routes and infill of potholes and other surface</i></p>
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Document title	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p><i>irregularities would be implemented to reduce noise and vibration'</i>, thus reducing the potential for haul roads to generate ground borne vibration.</p> <p>Points 14 and 16 – The Applicant's comments relating to having regard to any potential negative effects of mitigation methods on the residents remains as set out in Responses to the Examining Authority's ExQ2 Appendix E: 9 Noise and Vibration [REP6-111]. In response to '<i>Those acoustic screens, especially those to the west of Whitecroft and on Stanford Road will have a marked enclosing impact for the residents, shutting them away from the wider world (including loss of enjoyment of their current rural outlook to the west) and leaving them isolated behind physical barriers</i>', the Applicant references Whitecroft Care Home Cross-sections [REP5-092]. The proposed A122 Lower Thames Crossing route will be in a cutting below the ground level of the Whitecroft Care Home, and will be separated by an acoustic and visual embedded earthworks bund. Previous images presented at Local Refinement Consultation in 2022⁵ show views from the south-west garden of the Whitecroft Care Home without and with the Project where there will be proposed woodland planting on top of the earthworks bund.</p> <p>As further detailed in the Relevant Representations Report [REP1-180], the A1013 Stanford Road is being rerouted further away from the north of the Care Home (reducing impacts during the operational phase), and connectivity will be maintained both east and west on the A1013 and on all Public Rights of Way [REP2-073; REP7-179]. The embedded mitigation therefore avoids any physical community severance, where vehicle and pedestrian access and accessibility remain unchanged; the existing A1013 is moved further away from the facility, engagement will be maintained, and a Heads of Terms for an Acquisition by Agreement has been offered by the Applicant to address and mitigate any unforeseen impact on the business during the construction phase.</p> <p>On the above basis, and as detailed throughout the DCO, there is no '<i>Boxing in</i>' or '<i>isolating</i>' the residents of the Whitecroft Care Home. Access and accessibility are maintained, as are all transport corridors and the embedded mitigation is inherently set to reduce visual and acoustic impacts to the Whitecroft Care Home and its residents.</p> <p>Points 17 and 18 – Permanent earthworks to the west of the Whitecroft Care Home</p> <p>As set out in the Applicant's previous response [REP6-111], the timing of the construction of the permanent earthworks feature could be reviewed to be delivered earlier in the programme. However, the construction completion of the bund is dependent on the excavation of material sourced from within the site locally, and the diversion of Stanford Road (A1013). The proposed earthworks cannot be fully</p>

⁵ <https://ltcconsultation2022.nationalhighways.co.uk/map/>

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		<p>delivered earlier due to the constraints of the existing Stanford Road (A1013); however, the majority would be built as far north as possible and extended once the diversion works to the A1013 have been completed.</p> <p>The Care Home has raised a discrepancy in the out of hours earthworks commitment cited in the Applicant's document between pages 11 and 12, which is a typographical error. The Applicant would refer the Care Home to Table 6.1: Working hours of ES Appendix 2.2: Code of Construction Practice, First Iteration of Environmental Management Plan [REP7-122], and the restriction applied to evening and overnight earthworks activities. This error has also been resolved in the Errata Report for Deadline 8 (Document Reference 1.6 (6)).</p> <p>Points 19 and 20 – Hourly construction thresholds</p> <p>The Care Home puts forward the assertion that the assessment and consideration of construction noise should be on the basis of 1 hour time periods, with limits specified on an hourly basis within the assessment.</p> <p>The Applicant's view is that it is considered unreasonable to assume this level of information would be available at this stage of the Project design.</p> <p>The information supporting the ES is on a monthly basis for the construction programme and is considered to be appropriate for the consideration of the potential for significant effects within the context of an Environmental Statement. The construction noise and vibration assessment in ES Chapter 12: Noise and Vibration [APP-150] is to consider the potential for significant effects, with the specific control going forward secured within the commitments made within ES Appendix 2.2: Code of Construction Practice, First Iteration of Environmental Management Plan [REP7-122].</p> <p>Under the commitments made in the REAC – NV001, NV002 and NV004 – to undertake further assessment of noise, produce a Noise and Vibration Management Plan and agree Control of Pollution Act section 61 agreements with the Local Planning Authority (Thurrock Council) once Contractors are appointed and more detailed and specific information is available relating to the methods required to construct the scheme, the issue of appropriate specification of construction thresholds would be revisited, and the merits of hourly limits can be considered with Local Planning Authorities who have the ability to involve the Care Home in these discussions where they feel necessary.</p>

	<p>Point 22 – Additional monitoring around the Care Home</p> <p>The information presented within Responses to the Examining Authority's ExQ2 Appendix E: 9 Noise and Vibration [REP6-111] relating to the additional monitoring in the vicinity of the Care Home was presented purely in justification of the statement by the Applicant that a robust consideration of construction noise thresholds was presented within ES Chapter 12: Noise and Vibration [APP-150].</p> <p>The data supplied identified that there is a large variance in the noise climate across the Care Home site from the areas adjacent to Stanford Road which are considered a high, road traffic noise dominated noise climate, to those quieter areas to the rear of the site. The ES assessment is based upon the consideration of the whole Care Home site and the information was presented to indicate the robust nature of the assumptions made with regard to the setting of thresholds.</p> <p>Point 23 – Operational impacts</p> <p>The Care Home references the questions raised in paragraphs 4.1 to 4.4 of [REP1-367]. The Applicant's response is as follows:</p> <ul style="list-style-type: none"> • The Care Home references '<i>BYA Calculated sound level changes from the August 2020 analysis</i>'. The design of the Project and the DCO submission has changed since 2020, including the provision of the earthworks to the west, making any conclusions drawn based upon this stage of information irrelevant to the current application. • The analysis and assessment of operational road traffic noise was not based upon the grid noise maps supplied in support of ES Chapter 12: Noise and Vibration [APP-150]. As stated in paragraph 12.4.63, assessment was based upon predictions at 94,707 dwellings and 288 other sensitive receptors as specific prediction points within the DMRB LA 111 defined study area. No 'interpolation' was necessary or undertaken within the ES study, with the façade with the greatest magnitude of noise change being reported, as required under DMRB LA 111 (Highways England, 2020c). <p>Point 24 – Construction vibration prediction</p> <p>The Applicant maintains the response made in earlier representations that where robust and accepted methodologies exist for the prediction and assessment of vibration these have been implemented in the ES assessment, including for tunnel boring machine (TBM) activity and piling, and drawing on the guidance and recommendations of the Transport and Road Research Laboratory (now the Transport Research Laboratory (TRL)) Supplementary Report 328 Ground vibrations caused by road construction activities (TRL Limited, 1997), which concluded that, '<i>at distances greater than 20m, the vibration levels measured were below the level of human perception because of attenuation in the ground and that it is</i></p>
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		<p><i>unlikely that people would be disturbed by vibration from general construction activities at distances of 20m or more.'</i></p> <p>Outside of these methodologies there is no robust methodology for the prediction of general construction vibration, and as such the Applicant has sought to control ground borne vibration through an extensive and comprehensive suite of commitments made in the ES Appendix 2.2: Code of Construction Practice, First Iteration of Environmental Management Plan [REP7-122]. The specific commitments include:</p> <ul style="list-style-type: none"> • NV001 – <i>'Noise and vibration levels would be controlled in accordance with BS 5228: Code of practice for noise and vibration control on construction and open sites, to reduce disturbance to the environment and communities in the vicinity of the construction works, including Thames Estuary and Marshes SPA/Ramsar and associated functionally linked land.'</i> • NV002 – <i>'A Noise and Vibration Management Plan (NVMP) or equivalent would be prepared for each part of the construction works subject to Section 61 control for consideration by the relevant planning authorities.'</i> • NV004 – <i>'Where appropriate, consents would be obtained from the relevant local authorities under Section 61 of the Control of Pollution Act 1974 (which may include noise and vibration limits where relevant) for the proposed construction works.'</i> • NV006 – <i>'Construction works would be assessed in accordance with BS 5228 using specific manufacturer's data and proposed position of equipment. Results of the assessment would be presented to the Environmental Health Officers of the relevant planning authorities prior to commencement of that part of the construction works, as appropriate, to inform consideration of Section 61 agreements.'</i> • NV007 – <i>'Best Practicable Means as defined under Section 72 of the Control of Pollution Act 1974 would be employed during the construction phase to reduce noise and vibration nuisance. These would include measures such as: ·</i> <ul style="list-style-type: none"> • <i>installing and maintaining hoarding around the construction areas likely to generate noise ·</i> • <i>keeping site access routes in good condition with condition assessments on site to inspect for defects such as potholes ·</i> • <i>turning off plant machinery when not in use ·</i> • <i>maintaining all vehicles and mobile plant such that loose body fittings or exhausts do not rattle or vibrate ·</i> • <i>using silenced equipment where available, in particular silenced power generators and pumps ·</i>

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		<ul style="list-style-type: none"> • <i>no music or radios would be played for entertainment purposes outdoors on-site</i> • <i>planning site layout to ensure that reversing is kept to a reasonably practicable minimum</i> • <i>reversing manoeuvres would be supervised by a trained banksman/vehicle marshal to ensure they are conducted safely and concluded quickly</i> • <i>non-percussive demolition techniques would be adopted where reasonably practicable to reduce noise and vibration impact.'</i> <ul style="list-style-type: none"> • <i>NV008 – 'Residents would be notified of particularly noisy and vibration-generating work such as percussive piling and concrete breaking prior to their commencement. The mechanisms for notification will be detailed in the Engagement and Communications Plan. Effective communication would be established, keeping local residents informed of the type and timing of works involved, paying particular attention to potential evening and night-time works and activities that may occur in close proximity to receptors.'</i> • <i>NV009 – 'During the construction phase, day and night-time noise and vibration monitoring would be undertaken at locations identified in consultation with the relevant local planning authorities to ensure that the mitigation measures suggested are working effectively.'</i> • <i>NV010 – 'A maintenance programme that includes inspection of all haul routes and infill of potholes and other surface irregularities would be implemented to reduce noise and vibration.'</i> • <i>NV015 – 'In the event that noise and vibration monitoring (as provided for in NV009) identifies that noise and vibration limits (as provided for in NV004) have been exceeded, the Contractors shall, at the earliest reasonably practicable opportunity, investigate to confirm that works being undertaken as part of the Project are the source of the noise and/or vibration. If this is confirmed, then the Contractor shall immediately undertake a further review of the best practicable means (as defined under the Control of Pollution Act, 1974) employed for the activity to minimise noise and/or vibration and agree additional or modified mitigation with the relevant local authorities unless otherwise agreed with the SoS. The specific time period shall be a matter which forms part of the Noise and Vibration Management Plan (NV002) and, where appropriate, subject to consent by the relevant local authorities under Section 61 of the Control of Pollution Act 1974 (NV004). In the event that best practicable measures are not sufficient to attenuate noise and/or vibration impacts from the Project in line with the limits agreed in the Section 61 consent, a scheme for the installation of noise insulation or the reasonable costs thereof, or a scheme to facilitate temporary rehousing of occupants, as appropriate, will be implemented.'</i>

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		<ul style="list-style-type: none"> <li data-bbox="734 280 2069 884"> <p>NV017 – ‘Any construction works with the potential to generate discernible levels of ground borne vibration outside of the site boundary including piling and the use of vibratory compaction rollers and located within 100m of any Vibration Sensitive Receptor as defined under DMRB LA111 may require further specific mitigation and control measures to reduce the level of vibration from construction activities within the specified distance beyond Best Practicable Means (BPM) defined under BS 5228-2. Where significant effects on Vibration Sensitive Receptors are identified in ES Figure 12.1, the contractor shall as part of the Noise and Vibration Management Plan (NVMP) (REAC item NV002) set out the measures beyond BPM to minimise those effects as a result of the Project’s construction works. The NVMP must set out details of a risk assessment of each building which is a Vibration Sensitive Receptor to determine susceptibility to damage from vibration and define acceptable vibration limits that the works must comply with to avoid physical or structural damage. The NVMP should also contain details of reasonable practicable measures and methods adopted to reasonably minimise noise and vibration impacts on buildings which remain occupied during the works. This NVMP would be provided to the relevant local planning authorities as part of an application submitted under the Control of Pollution Act (CoPA) 1974 Section 61 (REAC item NV004) which is relevant to the works caught by the NVMP. Following the implementation of these control measures, compliance with vibration limits will be monitored, reported and managed in accordance with REAC commitments NV009 and NV015.’</p> <p data-bbox="689 898 2069 995">The Applicant further notes that the cornerstone of the commitments made in the control of construction noise and vibration is that they will require continued consultation, discussion and agreement with the local councils at every relevant stage.</p>

9 Thurrock Council

Document title	Interested Party (IP)	Link to IP's submission / Applicant's response
Deadline 7 Submission – Comments on Applicant's submissions at Deadline 6	Thurrock Council	<p>Link to IP's submission: [REP7-228]</p> <p>Thurrock Council comment: <i>'The applicant should assess the additional risks of overtopping with Infiltration Basins and also confirm exceedance routing, flow path and extents for this location. This should be evidenced in suitable documents, including Drainage Plans Volume C (REP4-081) and the Flood Risk Assessment Part 7 (APP-466).'</i></p> <p>Applicant's response: It is the Applicant's position that there are no additional risks of overtopping attributed to the infiltration basins that are proposed to serve the Project during its operation. The preliminary design of these basins has been informed by knowledge of local ground conditions, and their long term performance will be maintained by the routine of inspection and maintenance that is secured by commitment RDWE012 within the Code of Construction Practice [REP7-122]. Exceedance flow routing from the basins will be managed in accordance with the requirements of commitment RDWE034, the wording of which has been updated by the Applicant for Deadline 8, as follows [Document Reference 6.3 ES Appendix 2.2 (8)]: <i>'Overland flow paths shall be established to manage exceedance flows from infiltration basins, guided by the prevailing topography and based on existing overland flow routes, and exceedance flow rates and volumes would not be appreciably greater than under existing conditions.'</i></p> <p>The exceedance flow paths would be established as part of the detailed drainage design. Under Requirement 8(1) of the draft Development Consent Order [REP7-090], <i>'no part of the authorised development is to commence until for that part written details of the surface and foul water drainage system, reflecting the mitigation measures set out in the REAC including means of pollution control, have been submitted and approved in writing by the Secretary of State following consultation by the undertaker with the Environment Agency, the lead local flood authority, the relevant planning authority and the relevant local highway authority on matters related to their respective functions.'</i></p>

Document title	Interested Party (IP)	Link to IP's submission / Applicant's response
		<p>Thurrock Council comment: <i>'The Council request that the applicant highlight known constraints for catchments and associated outfalls that may lead to variations to number and location of proposed outfalls. The evidence should be supported with an update to the Residual Risks identified in Flood Risk Assessment - Part 6, (APP-465).'</i></p> <p>Applicant's response: It is the Applicant's position that there are no known constraints that would lead to variation in the number and location of proposed drainage outfalls. The preliminary drainage design has accounted for all known constraints in positioning proposed drainage outfalls.</p> <p>Thurrock Council comment: <i>'Drainage Plans (v3): the Council can confirm that the applicant has addressed the apparent discrepancy regarding the North Portal Ramp drainage destination. However, there is a concern that the treatment for the tunnel discharge is not evidenced. The Council would like the applicant to signpost to additional information for the proposed Tunnel drainage treatment provision. The Council request that all known watercourses are shown in updated Drainage Plans within the Order Limits. This is particularly relevant at Coalhouse Point, where there is a proposed wetland development.'</i></p> <p>Applicant's response: Additional information has been provided to Thurrock Council, following meetings between the Applicant and the Council on 9 November and 24 November 2023. This information addresses queries regarding the treatment and capacity provision for the tunnel and portal drainage. Regarding the request to update Drainage Plans to show all known watercourses within the Order Limits, it is the Applicant's position that updates are not necessary. This is because the Drainage Plans are intended to highlight the watercourses that would be crossed by, or receive operational drainage from, the Project. All water features within the Order Limits are shown on the figures that accompany the Water Features Survey Factual Report [APP-454].</p>

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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		<p>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:</p> <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.
Development Consent Order	DCO	Means of obtaining permission for developments categorised as Nationally Significant Infrastructure Projects (NSIP) under the Planning Act 2008.

Term	Abbreviation	Explanation
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, July 2021 and September 2023 by the Department for Levelling Up, Housing and Communities, formerly the Ministry for 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.
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.

Term	Abbreviation	Explanation
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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