

M25 junction 28 improvement scheme

TR010029

9.34 Applicant's comments on Local Impact Report submitted by London Borough of Havering

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M25 junction 28 scheme

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1. Structure of document

- 1.1.1 This document sets out Highways England's comments on the Local Impact Report (LIR) submitted by London Borough of Havering at Deadline 1 (21 January 2021) (REP1-031) and sets out Highways England's comments to the Response to the Applicant's Transport Assessment Supplementary Information Report also submitted by London Borough of Havering at Deadline 1 (REP1-033).
- 1.1.2 It is noted that the LIR contains background information which Highways England does not consider it necessary to respond to and, as such, only those comments which are considered necessary to respond to have been included in Section 2. Where a comment from the LIR has not been included in Table 2-1, it can be considered that Highways England note the point raised by London Borough of Havering.
- 1.1.3 Section 3 of this document provides a tabulated response to the comments set out in the Response to Highways England's Transport Assessment Supplementary Information Report. Again, only those comments which are considered necessary to respond to have been included in Section 3. Again, where a comment from the Response has not been included in Table 3-1, it can be considered that Highways England note the point raised by London Borough of Havering.

2. Highways England's Response to Local Impact Report

2.1.1 Table 2-1 below notes the comments extracted from the LIR received from the London Borough of Havering and provides a response from Highways England.

Table 2-1 – Highways England’s response to Local Impact Report

Paragraph	Issue	Highways England’s response
LIR Section 8 Relevant Planning History and any Issues Arising		
8.3.3	<p>Section 8 provides a summary of the planning history relevant to the Scheme. In regard to Garden of Peace, paragraph 8.3.3 notes:</p> <p><i>The scheme would impact on the Gardens of Peace Cemetery due to the temporary land take to facilitate the proposed diversion of the Cadent Gas pipeline. Havering understand that HE and the owners of the Gardens of Peace Cemetery have been in discussions and that the owners are satisfied that the temporary land take will not detrimentally affect the day to day operational requirements of the cemetery. At the time of written this LIR, LB Havering is awaiting further information from Highways England confirming this position with the landowner.</i></p>	<p>Highways England is aware of the concerns that have been raised by the Trustees of the Gardens of Peace regarding the impact to the operational requirements of the cemetery during the construction works for the gas pipeline diversion. To address this, Highways England is in the process of preparing a change request to reduce the proposed temporary land take and avoid interaction with burial plots. The Written Representation received on behalf of the Trustees of the Gardens of Peace (REP2-029) makes note of the proposed changes and confirms that they are welcomed. Highways England understands that discussions have taken place between the Trustees of the Gardens of Peace and Cadent Gas Limited (“Cadent”) to temporarily accommodate replacement parking and an access road to the service building along with a soil store pile. These replacement facilities will be required for six months whilst the diversion of the gas pipeline is undertaken, and further discussions will take place which will aim to reach a mutually agreeable solution.</p>
8.4.2 to 8.4.5	<p>In regard to Putwell Bridge Caravan Park, paragraphs 8.4.2 to 8.4.5 note:</p> <p><i>There are concerns in respect to Putwell Bridge Caravan Park which is correctly identified as a receptor. However, Environment Statement (ES) paragraph 13.10.5 states the site would experience a slight adverse effect (not significant) during the construction phase. LBH disagree on this point as there is a potential for high levels of construction noise, dust, and issues over access over a 24 hour period to residents on this site as the proposed gas pipeline mains work is in very close proximity to site and the mitigation for this is unclear.</i></p> <p><i>Furthermore, the Limits of Deviation (LOD) have been set but the precise location and extent of the individual works within the LOD will be determined in the detailed design stage and therefore there is uncertainty as to whether the works can be accommodated within the LOD. Should works move to the edge of the LOD, there is uncertainty regarding the amenity impacts stated in ES Chapter 13.</i></p> <p><i>Havering understands that the scheme promoter has been in conversation with families who reside on the site who have indicated that they do not want to be relocated during the construction and subsequent operation of the scheme.</i></p> <p><i>At the time of writing this LIR, LB Havering is awaiting further information from Highways England confirming this position with the residents.</i></p>	<p>During the pre-examination stage, Highways England engaged with the occupants of Putwell Bridge Caravan Park, as detailed in paragraph 8.3.3 of the Consultation Report (APP-022). Following further discussions with the occupants of Putwell Bridge Caravan Park, Highways England wrote to them on 2 July 2020 and 5 August 2020 confirming the removal of Plot 1/9 from the DCO application, which was the concern raised by the occupants with Highways England. There has been no further correspondence from the occupants of the Caravan Park.</p> <p>The impact on residents of Putwell Bridge Caravan Park arises primarily during the works to divert the high-pressure gas pipeline (Work No. 29) within Plot 1/8. Highways England and Cadent Gas are mindful of the residents at Putwell Bridge Caravan Park which is adjacent to this plot of works and have accordingly agreed the following within the SoCG with Cadent (REP1-009):</p> <ul style="list-style-type: none"> • Line 1.6 - Cadent Gas does not intend to block the access to or from the Putwell Bridge Caravan Park site and envisages that the occupiers can remain in situ for the duration of the works to construct, operate and maintain the Scheme. • The limits of deviation here (as throughout the Scheme) have been drawn so as to ensure that the works can be accommodated within them and so as to give an appropriate measure of flexibility at this, the preliminary design stage.

Paragraph	Issue	Highways England's response
LIR Section 10 Policy Compliance		
10.2.1 to 10.2.5	<p>Section 10 provides a review of the compliance of the Scheme with relevant planning policy. The points noted below are a summary of the points which Highways England believe require a response.</p> <p><i>The Council will promote employment and skills development opportunities for local residents by supporting major development proposals that commit to:</i></p> <ul style="list-style-type: none"> <i>a. A minimum local labour target of 20% during construction and end user phase for major commercial or mixed use developments including a proportion of apprenticeships where the length of construction phase allows;</i> <i>b. A minimum local labour target of 20% during construction for major residential developments;</i> <i>c. The notification of all vacancies associated with the development and its end use through the Council's employment service; and</i> <i>d. Offer opportunities to local businesses within their supply chains.</i> <p><i>Where local labour targets cannot be achieved and it can be demonstrated that all opportunities to meet this target have been explored, a commuted sum payable to the Council will be required.</i></p> <p><i>Major development proposals will be expected to submit an Employment and Skills Plan for agreement with the Council to detail how these targets will be met. This must include the proportion of apprenticeships offered and the opportunities given to local businesses within their supply chains. The Employment and Skills Plan needs to comply with the Mayor of London's Economic Development Strategy.</i></p> <p><i>The Council would want to see jobs, apprenticeships, work experience and careers talks to local schools and colleges during the construction phase of the scheme, with job opportunities ring-fenced for local residents and local businesses included in the supply chain. In conclusion, LBH would expect an Employment and Skills Strategy to be produced in support of the scheme.</i></p> <p><i>The Outline Construction Environmental Management Plan (CEMP) does not contain a firm commitment with regards local workforce employment. Instead such matters will only be considered by the appointed contractor and as part of requirement 4 of the draft DCO Construction and Environmental Management Plan. The fact that no firm commitment has been provided by the scheme promoter with regards to local employment means that the scheme is currently not compliant with Policy 22.</i></p>	<p>Highways England recognises the importance of contributing to the local economy. Highways England also notes that this policy refers to commercial, residential and mixed-use development, whilst the Scheme involves the provision of major highway works comprising a nationally significant infrastructure scheme. This policy is therefore not relevant to this Scheme.</p>
10.3.2 to 10.3.3	<p>Regarding Policy CP8 Community Needs and DC27 Provision of Community Facilities, paragraph 10.3.2 to 10.3.3 notes:</p> <p><i>The main issue of concern is in respect to the Gardens of Peace Cemetery due to the temporary land take to facilitate the proposed diversion of the</i></p>	<p>As noted in the SoCG with Cadent (REP1-009, reference number 1.7), Highways England has agreed with Cadent that the alignment of the easement to be provided for the high-pressure gas main diversion will not cover burial plots that may be occupied in the future. A Written Representation received on behalf of the Trustees of the Gardens of Peace (REP2-029)</p>

Paragraph	Issue	Highways England's response
	<p><i>Cadent Gas pipeline. As discussed under section 'Relevant planning history and any issues arising', Havering is of the understanding that HE and the owners of the Gardens of Peace Cemetery have been in discussions and that the owners are satisfied that the temporary land take will not detrimentally affect the day to day operational requirements.</i></p> <p><i>It was agreed at a meeting with the applicant in late 2020 that Highways England would provide the Council a copy of the correspondence to this effect. In the absence of this information, the Council concerns remain open. At the time of writing, this information has not been received, should it be received to the satisfaction of the Council, the Scheme will be considered compliant with Policy.</i></p>	<p>confirms that the proposed change to reduce the area of temporary land take to avoid interaction with burial plots (which forms part of the formal change request submission made alongside this document at Deadline 3a) is welcomed (see page 22). Highways England has therefore taken account of the needs of the community as required by Policy CP8 and DC27, and hence the Scheme is in accordance with those policies.</p>
10.4.1	<p>Regarding Policy CP9 Reducing the need to travel, paragraph 10.4.1 notes:</p> <p><i>The scheme is principally a road scheme and therefore does not directly support sustainable travel movements. However, in conformity with NPS NN paragraph 3.15 commitment to providing people with options to choose sustainable modes, the Transport Assessment does consider the impact on affected Non-Motorised Users (NMU) routes and assures that pedestrian and cycle facilities are to be maintained throughout the construction phase of the scheme. Whilst the Council acknowledges the commitment from Highways England to maintain the shared use path on the northern side of the A12 during construction, there is however no provision as part of the scheme to enable a safe navigation of the Brook Street roundabout itself for pedestrians and cyclists.</i></p>	<p>At present, pedestrians and cyclists are able to cross the Brook Street roundabout via a footway leading along the northern side of the A12 off-slip, cross to the inside of the Brook Street roundabout at the end of the slip and cross again at the A12 westbound on-slip. It is then possible to cross the M25 northbound off-slip, pass under the M25 and cross the M25 southbound on-slip to reach Brook Street.</p> <p>As noted within Tables 13.29 and 13.30 of the People and Communities assessment, (APP-095) the Scheme involves minimal alterations to the existing NMU routes and would re-provide a widened pedestrian footway along the northern side of the A12 off-slip. The crossing point at the end of the A12 off-slip to the inside of the Brook Street roundabout would remain as shown on the Streets, Rights of Way and Access Plans (APP-007).</p> <p>As such the Scheme retains the provision for pedestrians and cyclists and is therefore in conformity with Policy CP9.</p>
10.5.1 to 10.5.2	<p>Regarding Policy CP10 Sustainable Transport, paragraphs 10.5.1 to 10.5.2 note:</p> <p><i>This scheme specifically focusses on improving vehicle capacity through the Brook Street roundabout and improving safety through this junction. There is no additional provision proposed to assist pedestrians and cyclists as part of the DCO, although it is recognised that existing NMU infrastructure will be maintained as outlined above in Policy CP9.</i></p> <p><i>Furthermore, although not finalised, it is noted that Highways England have been looking at options to improve cycling connectivity between Havering and Brentwood via the Brook Street interchange however the proposal falls outside of the DCO red line boundary and is being progressed through Designated Funds. Should this scheme be implemented, it would contribute towards compliance with policy CP10 and Policy 23 Connections.</i></p>	<p>Highways England is currently in the process of applying for Road Investment Strategy 2 Designated Funds for the implementation (construction) of a proposed wider NMU route in the vicinity of M25 junction 28 (the NMU Proposal). Designated funds are separate to Highways England's core work of operating, maintaining and improving England's strategic road network. They provide ring-fenced funding to be invested in and to support initiatives that deliver lasting benefits for road users, the environment and communities across England.</p> <p>The NMU Proposal comprises the conversion of 3.1km of an existing walking route into a high-quality shared use cycling and walking route. It also comprises continental-standard cycling provision between A1023 / Kavanaghs Road junction and the M25 junction 28. The proposed improvements would continue west of junction 28 linking with the NCN route 136 in Harold Wood. Essex Country Council, London Borough of Havering, Brentwood Borough Council and Transport for London have been consulted throughout the development of this NMU proposal.</p> <p>This application for Designated Funds for the NMU proposal is separate to this DCO application, but not inconsistent with it. Together they would provide a holistic improvement to connectivity.</p>
10.6.3	<p>Regarding Policy CP16 Biodiversity and geodiversity, paragraph 10.6.3 notes:</p>	<p>Section 4.2.1 of the draft SoCG with the London Borough of Havering (REP1-004) notes that both parties are in agreement that the Scheme complies with Policy CP16 Biodiversity and</p>

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	<p><i>The Council is concerned that the CEMP will only be produced by the appointed Contractor post Consent and that the highway authority will only be a "consultee" as part of this process. The Council requires additional reassurance that the mitigation measures set out in the REAC will be included. It is essential that such mitigation measures are agreed with the Council prior to commencement of the works.</i></p>	<p>geodiversity. Highways England consulted the London Borough of Havering and other stakeholders in the development of the Outline Landscape and Ecological Management Plan (LEMP) (APP-072), and London Borough of Havering has confirmed that the mitigation measures proposed are satisfactory.</p> <p>The Outline CEMP is based on the current preliminary design (Highways England's Project Control Framework (PCF) Stage 3) of the Scheme and contains the appropriate level of detail for the preliminary design stage. The Outline CEMP (APP-096) accompanied the dDCO application for the Scheme and sets out the framework for the CEMP. The CEMP will be prepared by the Principal Contractor, substantially in accordance with the Outline CEMP, while the detailed design and construction plans are being finalised.</p> <p>Under Requirement 4(1) of the dDCO (REP2-017) the Secretary of State is responsible for approving the CEMP. This approach is well precedented and has been approved by the Secretary of State in other Highways England DCOs. See Highways England's response to WQ DCO 1.22 (REP2-011, page 118).</p> <p>Requirement 4(2) requires that the CEMP must, inter alia, reflect the mitigation measures set out in the REAC (APP-097) and so the Secretary of State will no doubt be considering this in determining whether to give an approval under the requirement.</p> <p>Requirement 17 of the dDCO provides that, where details are to be submitted to the Secretary of State for approval following the consultation, the submission must be accompanied by a summary report setting out the consultation undertaken. The London Borough of Havering's consultation responses would therefore be available to the Secretary of State for his consideration in determining whether to approve the submission. It is not appropriate to require the Council's approval in addition to, or instead of that of the Secretary of State.</p>
10.7.2	<p>Regarding Policies CP18 Heritage, DC67 Buildings of Heritage Interest and Policy DC69 Other Areas of Special Townscape or Landscape Character, paragraph 10.7.2 states:</p> <p><i>The absence of an up-to-date archaeological desk-based assessment, of field evaluation results and of details on measures to positively address harm, make a reliable archaeological assessment of the proposals difficult at present. Furnishing of this information is necessary to manage any important remains and thus inform a local policy compliant decision.</i></p>	<p>Sections 4 and 8 of the draft SoCG with London Borough of Havering (REP1-004) covers these points and it is agreed that Highways England has carried out an appropriate archaeological desk-based assessment.</p> <p>The archaeological desk-based assessment was supplemented with additional baseline data from the Historic Environment Record (HER) at the time of the preparation of the Environmental Statement. An archaeological watching brief was conducted during ground investigation works, and the results of this investigation have been provided to the Greater London Archaeological Advisory Service (GLAAS).</p> <p>Due to land access concerns and ground cover, no intrusive field evaluations were conducted for the ES (as described in section 11.6, APP-033). However, the Archaeological Management and Mitigation Strategy (as discussed in section 11.6.1 and 11.9, APP-033 and Table 1.2, ref CH1.1 in the Register of Environmental Actions and Commitments (REAC), (APP-097)) would be prepared so as to cover the identification, evaluation and recording of significant archaeological material in advance of and during construction.</p> <p>At Deadline 3a (18 February 2021), Highways England is proposing to submit an Outline Archaeological Management Plan (AMP) (TR010029/EXAM/9.45), which is also referred to as Archaeological Management and Mitigation Strategy in the REAC (APP-097), covering the proposal of undertaking the archaeological investigations for the Scheme. The Outline AMP</p>

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		<p>acts as an overarching Written Scheme of Investigation for the Scheme. The final AMP to be prepared by the Principal Contractor in due course will be in line with the Outline AMP ((TR010029/EXAM/9.45), submitted at Deadline 3a and will reflect the relevant mitigation measures included in the REAC (TR010029/APP/7.3(2)), submitted at Deadline 3a).</p> <p>Requirement 9 of the draft Development Consent Order (REP2-002)) has been amended and the updated dDCO is submitted at Deadline 3a (TR010029/APP/3.1(2)). It requires that an AMP is approved by the Secretary of State in consultation with the relevant planning authority before the authorised development may commence and for it to be substantially in accordance with the Outline AMP.</p> <p>In consequence of the amendment to Requirement 9, the updated dDCO no longer requires an AMP to be produced as part of the CEMP under Requirement 4.</p> <p>Highways England considers that this approach is proportionate and appropriate to evidence compliance with the local policies.</p>
10.8.2	<p>Regarding Policy DC8 Gypsies and Travellers, paragraph 10.8.2 states: <i>The Council met with Highways England in late 2020 to discuss the impact the scheme will have on families living at Putwell Bridge Traveller site. The Council has requested further information from Highways England concerning the acceptability of the scheme by the families that live on the site. At present this information is outstanding. Once this information has been received to LB Havering's satisfaction, this policy will considered to be compliant with the scheme.</i></p>	<p>Please see response to paragraphs 8.4.2 to 8.4.5 above. Highways England do not consider there is any outstanding information to be provided.</p>
10.9.1	<p>Regarding Policy DC32: The Road Network, paragraph 10.9.1 states: <i>This policy concerns new development and the associated impacts of developments on the functioning of the road hierarchy. LBH met with Highways England in late 2020 to discuss traffic modelling and the traffic implications of the scheme on the Strategic Road Network (SRN) and wider network. An outcome of this meeting was that Highways England agreed to look at additional factors such as draft London Plan growth assumptions as part of their traffic modelling work. At the time of writing this LIR, it is understood that the Applicant will be submitting a Transport Assessment supplementary document as Procedure Deadline B (21st December). LBH intend to review this additional material and submit a further written statement by Deadline 1 which will include whether the Council considers this policy compliant with the scheme.</i></p>	<p>Highways England's response to the comments received from London Borough of Havering on the Transport Assessment Supplementary Report is set out in Table 3 of this document.</p>
10.10.6	<p>Regarding Policy DC52 Air Quality, paragraph 10.10.6 notes: <i>The Council is unable to ascertain the impact of air quality on the wider local area because of the limitations of the transport modelling available. At the time of writing this LIR, it is understood that the Applicant will be submitting a Transport Assessment supplementary document as Procedure Deadline B</i></p>	<p>Highways England's response to the comments received from London Borough of Havering on the Transport Assessment Supplementary Report is set out in Table 3 of this document.</p>

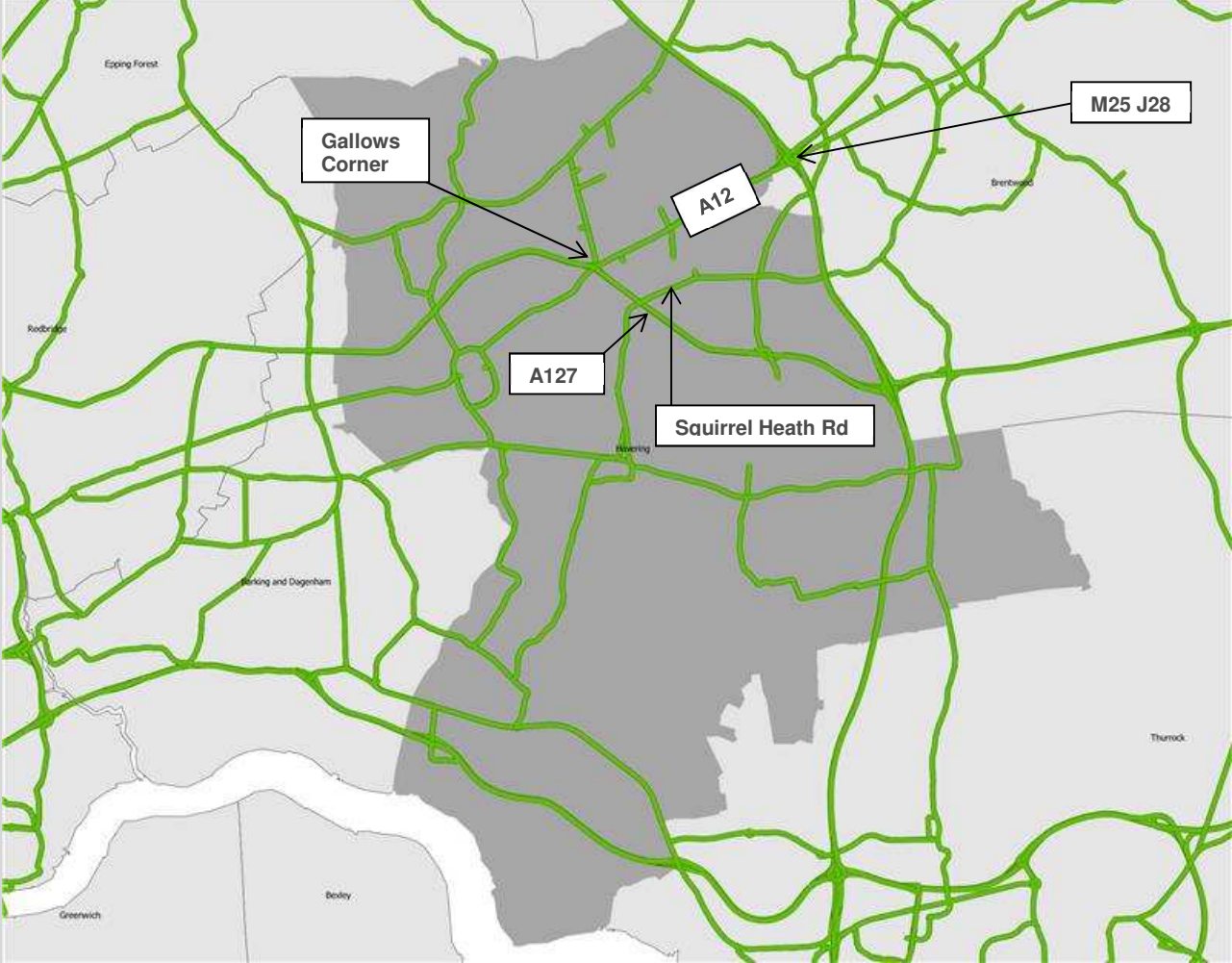
Paragraph	Issue	Highways England's response
	(21st December). LBH intend to review this additional material and submit a further written statement by Deadline 1 which will include whether the Council considers this policy compliant with the scheme.	
10.11.3 to 10.11.4	<p>Regarding Policy DC55 Noise, paragraphs 10.11.3 to 10.11.4 state:</p> <p><i>The noise impacts are not clear, specifically in regard to the residents of Putwell Bridge and Gardens of Peace Cemetery which both have gaps in noise assessment.</i></p> <p><i>The Havering Noise Important Area (NIA) is set within the boundary of the proposed scheme. Of particular note, Gallows Corner junction, a busy five arm junction in the borough is located within the NIA. Further evidence is required to understand the level of noise impacts arising from the scheme at a local level and any appropriate mitigation. Further information is required to reassure the Council that this policy has been complied with.</i></p>	<p>Noise levels have been assessed at Putwell Bridge and the Gardens of Peace. These results have been presented in response to the Relevant Representation (RR) (RR-017-5) (REP1-002). Changes in noise due to the Scheme are smaller than 1dB at both locations. The results at Gardens of Peace are being added to the receptor table for a revision to the Environmental Statement Noise and vibration chapter, Chapter 6 (TR010029/APP/6.1(2)) which is submitted alongside this response at Deadline 3a.</p> <p>The issue around Noise Important Areas and Gallows Corner is responded to in point 15.1 below.</p>
10.12.3 to 10.12.4	<p>Regarding Policy DC70 Archaeology and Ancient Monuments, paragraphs 10.12.3 to 10.12.4 state:</p> <p><i>As well as establishing a better understanding of the buried potential through site evaluation, it is recommended that HE show how cultural heritage and its sympathetic treatment have fed into project planning and the final range of public benefits that would be derived from any consented scheme.</i></p> <p><i>It is also recommended that impacts from both insertion of a new mains and any remediation to the old one are factored into the project's archaeological proposals.</i></p>	<p>No known nationally significant archaeological remains or scheduled monuments would be impacted by the Scheme. The Archaeological Management Plan (as discussed in section 11.6.1 and 11.9, APP-033 and Table 1.2, ref CH1.1 in the REAC, (APP-097)) would be prepared to cover the identification, evaluation and recording of significant archaeological material in advance of and during construction. Under Requirement 9 of the draft DCO (REP2-017) Highways England will not be able to commence construction for any part of the Scheme until for that part an archaeological management plan (AMP) has been approved by the Secretary of State, in consultation with the relevant planning authority, for that part.</p> <p>Highways England has consulted the London Borough of Havering Local Plan and Supplementary Planning Document on Heritage (2011). Policy DC70 states:</p> <p><i>'the Council will ensure that the archaeological significance of sites is taken into account when making planning decisions and will take appropriate measures to safeguard that interest. Planning permission will only be granted where satisfactory provision is made in appropriate cases for preservation and recording of archaeological remains in situ or through excavation. Where nationally important archaeological remains exist, there will be a presumption in favour of their physical preservation. Particular care will need to be taken when dealing with applications in archaeological 'hotspots' where there is a greater likelihood of finding remains. Planning permission will not be granted for development which adversely affects the three Ancient Monuments in the Borough or their settings.'</i></p> <p>The AMP will reflect the relevant mitigation measures included in the REAC. This would ensure the appropriate recording of archaeological remains in situ or through excavation, as required by the policy DC70.</p>
10.13.1 to 10.13.3	<p>Regarding Local Development Framework DC31 – CEMETERIES AND CREMATORIA, paragraphs 10.13.1 to 10.13.3 state:</p> <p><i>Savills on behalf of the owners of the Gardens of Peace Cemetery submitted a Representation at Procedure Deadline B. The representation states that</i></p>	<p>As noted in the response to point 8.3, discussions have taken place between Cadent, Highways England and the Trustees of the Gardens of Peace to limit the impacts of the Scheme on the burial ground. The agreement with Cadent regarding the avoidance of impacts to burial plots is set out in point 1.7 of Table 3 of the SoCG between Highways England and Cadent (REP1-009). The Limits of Deviation for the gas pipeline diversion and the required easement have</p>

Paragraph	Issue	Highways England's response
	<p><i>development of the site is due to commence in the first half of 2021, with a targeted opening date of February 2022. The owners are concerned that the construction of the gas main will cause a delay to the opening date raising concerns that they will not be able to meet the needs and demands of the Muslim community.</i></p> <p><i>The owners have also indicated that burial plots would be impacted by the gas pipe line and there are concerns that the easement strip will be sterilised from its intended use (burials). Further the representation indicates that due to the service entrance having to be relocated, this will result in the soil storage area being moved which will further impact on burial plots.</i></p> <p><i>Until there is clarification from the Applicant on this matter, the scheme is not considered to be policy compliant with DC31.</i></p>	<p>been further refined and this is shown as 'Change 4' in the change request to the Examining Authority also submitted at this deadline (Deadline 3a).</p> <p>Please also refer to paragraph REP2-029-10 to REP2-029-14 of the Applicant's response to Written Representations which responds to the issues noted here which have been raised directly by the Gardens of Peace.</p>
LIR Section 11 Topic Specific Issues		
11.2.9	<p>Chapter 11 provides some further detail on topic specific issues.</p> <p>Paragraph 11.2.9 regarding landscape notes:</p> <p><i>Where possible, LBH would recommend that vegetation is planted at the earliest opportunity with an array of pioneering and successional species to ensure adequate screening is provided long-term.</i></p>	<p>Planting will take place at the earliest opportunity for its respective location dependant on the completion of the construction activities within that area. The exact timing of planting will be determined by the Principal Contractor,</p> <p>and so has not been established at this stage. The woodland planting mix contains species that are both native and suited to the local environment and will provide adequate screening during the establishment period (preliminary planting mixes are set out in the Outline Landscape and Ecological Management Plan (LEMP) (APP-072)). The production of the final LEMP is secured in Requirement 5(3)(e) of the dDCO (REP2-017).</p>
11.3.6 to 11.3.9	<p>Regarding archaeology, paragraphs 11.3.6 – 11.3.9 state:</p> <p><i>Archaeological impact can be expected from the scheme.</i></p> <p><i>However, the absence of an up-to-date archaeological desk-based assessment, of field evaluation results and of details on measures to positively address harm make a reliable archaeological assessment of the proposals difficult at present. Furnishing of this information is necessary to secure the management of any important remains and thus inform a local policy compliant decision.</i></p> <p><i>As well as establishing a better understanding of the buried potential through site evaluation, it is recommended that HE show how cultural heritage and its sympathetic treatment have fed into project planning and the final range of public benefits that would be derived from any consented scheme.</i></p> <p><i>It is also recommended that impacts from the gas mains diversion and any remediation to the old one are factored into the project's archaeological proposals.</i></p>	<p>See response to 10.7.2 above.</p>
LIR Section 12 Contaminated Land		

Paragraph	Issue	Highways England's response
12.1.1	<p><i>Chapter 10 (Geology and Soils) of the Environmental Statement is in compliance with Policy DC53 Contaminated Land of the Council's Core Strategy and Development Control Policies Development Plan Document. The Council will however need to review a ground investigation and detailed risk assessment report, in order to be satisfied that a full technical assessment has been undertaken, as per the aforementioned policy.</i></p>	<p>A meeting was held with London Borough of Havering on 11 April 2019 to provide an environment update in relation to the Geology & Soils assessment. During this meeting it was explained that Chapter 10 of the ES (APP-032) would not include site wide ground investigation data, as the investigation was due to take place later in 2019, but it would include the findings of a preliminary site investigation (Preliminary Geo-Environmental Assessment Report (Appendix 10.1 (APP-075)) targeting recently deposited material on top of the historical landfill. The Council advised that this approach was acceptable.</p> <p>The Environment Agency has also confirmed that they are satisfied with this approach (see GCW01 on page 22 of Statement of Common Ground (SoCG) with the Environment Agency (REP1-003)).</p> <p>No 'issues' or outstanding matters relating to Chapter 10 of the ES (APP-032) / Geology & Soils / Contaminated Land have been raised by London Borough of Havering as confirmed in the SoCG (REP1-004). Section 4 of Table 3-1 (page 17) states that 'The methodology for the environmental assessment for each technical discipline is robust and is predicted on appropriate baseline information using appropriate data collection methods and addresses a suitable study area'. The issue raised here in the Local Impact Report contradicts this statement.</p> <p>The Ground Investigation Report (REP1-023 to REP1-025) was submitted at Deadline 1.</p>
12.1.2	<p><i>Assessment Methodology</i></p> <p><i>The Council supports in principle the assessment methodology outlined in Chapter 10 of the ES for the assessment of risks associated with land contamination. However, the Council in its section 42 consultation response recommended early involvement and consultation prior to the commencement of the investigation works, in order to agree on the design of the ground investigation (e.g. soil sampling strategy, gas monitoring strategy etc.). It is noted that the Council has not been consulted by the Scheme project team with regard to the ground investigation strategy and therefore, when the ground investigation report becomes available, the Council may require additional site investigation works, if considered necessary.</i></p>	<p>See response to 12.1.1.</p> <p>The geology and soils matters raised by London Borough of Havering as part of its section 42 consultation response are presented in the Consultation Report (APP-022), see page 83, and Highways England had regular engagement meetings with London Borough of Havering where this matter was discussed as part of the project and programme updates.</p> <p>During the meeting on 11 April 2019 the Council did not request that they were consulted regarding the ground investigation strategy. Regular engagement meetings have been held with London Borough of Havering since then and at no time has London Borough of Havering raised any comments on, or requested that they were consulted regarding the ground investigation strategy.</p>
12.1.-3 to 12.1.5	<p><i>Construction and Operational Phase Impacts</i></p> <p><i>Given that the ground investigation works are ongoing, the land contamination assessment, which has been carried out is a phase 1 / preliminary desk-based assessment.</i></p> <p><i>Taking into consideration, that part of the development area lies on a historical landfill (Brook Street), for which there are no historical data available, such as soil sample test results, ground gas monitoring, the Council agrees with the risk assessment, subject to any changes of the phase 2 / detailed risk assessment. Until the ground investigation and detailed risk assessment reports become available, the Council considers</i></p>	<p>See response to 12.1.1.</p> <p>During the meeting on 11 April 2019 it was explained that the historical landfill is an old borrow pit from works associated with the construction of the M25 (this was confirmed in an email from London Borough of Havering dated 01 May 2019 as provided in correspondence no. 3 of the ES Appendix 10.6 (APP-080)) and that the landfill was therefore considered to be low risk. London Borough of Havering agreed with this this approach at the meeting on 11 April 2019.</p> <p>Chapter 10 of the ES (APP-032) includes the Preliminary Geo-Environmental Assessment Report (Appendix 10.1 (APP-075)) which does provide some data in relation to the historical landfill.</p> <p>The Ground Investigation Report (REP1-023 to REP1-025) was submitted at Deadline 1.</p>

Paragraph	Issue	Highways England's response
	<p><i>that the construction and operational phase impacts of the scheme, associated with land contamination have not been fully assessed.</i></p> <p><i>With regard to the risks related to asbestos presence in particular, a suitable and sufficient risk assessment must be carried out, in line with the Control of Asbestos Regulations (CAR) 2012.</i></p>	<p>In all areas of ground break the final surface will either be hardstanding or constructed landscaping which will remove the dermal contact, ingestion and inhalation of soil, soil derived dust and asbestos fibres pathways between any contamination / asbestos within the soil and the identified sensitive receptors.</p> <p>The Ground Investigation Report confirms that the land contamination risks / impacts / effects assessed in Chapter 10 of the ES (APP-032) are a reasonable worst-case. In some cases, the predicted risks / impacts / effects have been downgraded based on the findings of the ground investigation. The mitigation measures set out in the REAC (APP-097) remain appropriate and the findings of the ground investigation have allowed some of the measures to be refined and these will be included in an updated version of the REAC (and Outline CEMP) that will be submitted at Deadline 3a.</p>
LIR Section 13 Built Heritage		
<p>13.1.12 – 13.1.13 and 13.1.17</p>	<p>Regarding built heritage, paragraphs 13.1.12, 13.1.13 and 13.1.17 state:</p> <p><i>With regard to assessment, the Cultural Heritage Chapter does not discuss or conclude upon potential impacts to the two listed buildings at Tylers Farm (HE Ref: 1079905 and 1183938). Whilst LBH does not consider the scheme will have a significant adverse effect upon these two designated heritage assets, this does need to be evidenced within the Environmental Statement.</i></p> <p><i>The proposed scheme will encapsulate a historic farm at The Grove including a threshing barn which is thought to date from the nineteenth century – potentially earlier. The potential significance of structures at The Grove was highlighted to Highways England in January 2019, advising that a site visit would be required and that further evidence should be provided to demonstrate the value of these structures.</i></p> <p><i>It is acknowledged that the barn is of lower significance, however, it is requested that an assessment of the former barn at The Grove is undertaken as part of the Environmental Statement and potential mitigation measures discussed with the London Borough of Havering.</i></p>	<p>The listed buildings at Tylers Hall are described in Table 12.1 of Appendix 11.1 in the Environmental Statement (ES) (APP-082) and noted in Sections 11.7.5 and 11.7.35 of Chapter 11 in the ES (APP-033). Although not specifically named, they are part of the listed buildings noted in Section 11.8.3 of the ES (APP-033) that would not be affected by the Scheme. The constrained setting of the buildings within a larger, modern working farm limits the extent by which the setting contributes to the historic significance of the assets. The Scheme would not alter the setting of the buildings within the larger farm and therefore was not discussed in specific detail.</p> <p>The heritage significance of the buildings at Grove Farm was investigated as part of the environmental assessments informing the ES. Whilst buildings have been shown as present on maps at the location from the 19th century, further investigations found no evidence that the buildings themselves held heritage interest that would merit consideration in planning decisions, as required by the NPPF and DMRB, which is reflected in the ES assessment (APP-033 Section 11.7.24). Furthermore, as the Scheme would not have direct physical impacts on the buildings at Grove Farm, the only changes would be to their settings. The current setting of the buildings for industrial use does not contribute to any setting that could contribute to a historic farmstead.</p> <p>This matter is covered in Section 8.2 of the SoCG with London Borough of Havering (REP1-004).</p>
LIR Section 14 Air Quality in Havering		
<p>14.1.8 to 14.1.9</p>	<p>Regarding air quality, paragraphs 14.1.8 to 14.1.9 state:</p>	<p>Appropriate mitigation measures to minimise dust emissions in accordance with best practice will be included in the CEMP, as noted at 5.9.1 of Chapter 5 of the ES. These may include measures from a 'high' risk site as determined by IAQM Guidance. Local planning authorities</p>

Paragraph	Issue	Highways England's response
	<p><i>Unless the construction phase impacts have been fully assessed, the Council considers the Scheme 'High' risk in terms of construction impacts and therefore requires that mitigation measures for a 'High' risk site are taken, including real-time Particulate Matter (PM10) continuous monitoring, in line with the Institute of Air Quality Management (IAQM) Guidance on the assessment of dust from demolition and construction.</i></p> <p><i>The air quality impacts for the operational phase of the Scheme have been assessed as 'non-significant', as such no mitigation measures have been proposed. The Council has concerns regarding the outcome of this assessment, as outlined above, therefore mitigation should be reconsidered following review of the assessment. Depending on the outcome of the revised assessment and if the impacts on sensitive receptors are found to be significant, the Council would require mitigation to offset the transport emissions of the Scheme.</i></p>	<p>will be consulted on the CEMP to discuss the proposed mitigation measures and any monitoring requirements.</p> <p>Highways England considers that the air quality assessment is robust, and the approach adopted is conservative, and that it is not necessary to revise the assessment. The overall significance of effect on air quality depends on the changes in pollutant concentrations with the Scheme compared to the do minimum situation and the number of receptors affected, as well as whether any air quality criteria are exceeded (sections 5.5.29 and 5.5.30 of Chapter 5 of the ES). Any changes to the model inputs would apply to both future scenarios, with and without the Scheme in the opening year and would be unlikely to alter the conclusion of the assessment.</p>
LIR Section 15 Noise		
15.1.1	<p>Regarding noise, paragraph 15.1.1 states:</p> <p><i>LB Havering supports in principle the noise and vibration assessment methodology for the construction and operational impacts of the Scheme. However, the Council does not approve the following elements of the methodology:</i></p> <p><i>a. While sensitive receptors within 200m of the site boundaries have been identified (Figure 5.2 of the Environmental Statement), in line with the current guidance, the Council has concerns that the assessment fails to address the potential wider effects of the scheme particularly with regards to current noise "hotspots" such as Gallows Corner, A127 (Southend Arterial Road), Gubbins Lane and Squirrels Heath Lane which currently fall outside the current assessment area and have therefore not been considered. Residents currently living in these areas experience excessively high levels of noise above current guidance/legislative criteria. Without an appropriate assessment in terms of the expansion of the study/assessment area, the Council has concerns the scheme will result in increases in noise levels above already unacceptable levels and that appropriate mitigation measures may not be taken, which will affect the health and well-being of its residents.</i></p> <p><i>b. The limitations of the extent of the assessment are further confirmed by the fact that the long term or short term monitoring stations used by Highways England in their noise assessment are all within 200 metres of the Development Corridor, significantly away from the "hotspots" highlighted. The noise assessment therefore fails to address the wider impact of the scheme, both construction and operational phases.</i></p> <p><i>c. LB Havering has raised concerns as to the reliability of the traffic modelling undertaken by Highways England, as such as the traffic flow directly relates</i></p>	<p>Highways England's response on each point is as follows:</p> <p>a) The DMRB indicates that detailed noise calculations should take place within 600m of the new/altered roads, and the study area as shown in Figure 6.1 of the ES (APP-041) identifies the area within the noise model, which extends to 600m and has been defined in line with the DMRB procedures. The study area has previously been agreed with the London Borough of Havering in the Statement of Common Ground (SoCG), section 4.1.1 (REP1-004).</p> <p>The DMRB also indicates that properties should be identified when they are within 50m of roads outside the detailed study area if they are above thresholds for affected routes (short term changes of at least 1dB or long-term changes of at least 3dB). The noise impacts are described in ES Chapter 6 Noise and vibration paragraphs 6.8.37 and 6.8.38 (APP-028), which identify that all noise changes outside the 600m study area are below those thresholds.</p> <p>The following figure shows the extent of the wider network assessment within the London Borough of Havering. Roads highlighted in green are included in the wider network noise assessment.</p> <p>The data for those roads identified has been extracted and presented in the table below. The opening impact of the Scheme on these roads can be seen to be either 0.0 or 0.1 dB. The long-term changes in noise can all be seen to be smaller than 3dB, i.e. negligible, and the effect of the Scheme can be seen in the last column which examines the differences in long term change with and without the Scheme. The effect of the Scheme on long term traffic can be seen to be either 0.0 or 0.1dB.</p>

Paragraph	Issue	Highways England's response																									
	<p>to the noise levels, this also raises concerns as to the reliability of the results/findings of the noise assessment based on this traffic modelling used by Highways England in relation to this scheme. This is particularly relevant with regards to the operational phase of the scheme.</p> <p>d. LB Havering has concerns (previously raised with Highways England) that by employing the criteria that any increase in noise levels experienced residents of up to 3dB over the design life of the scheme (i.e. just prior to opening to 15 years post opening) is acceptable. The adoption of this design criteria, particularly where the noise levels are already unacceptable high, will have negative impact the wellbeing and health of effected residents</p>	 <table border="1" data-bbox="1469 1386 2694 1858"> <thead> <tr> <th>Road</th> <th>Opening Change</th> <th>Long Term Change (with scheme)</th> <th>Long Term Change (without scheme)</th> <th>Difference in Long Term Change</th> </tr> </thead> <tbody> <tr> <td>Gallows Corner (5 roads)</td> <td>0.0 to +0.1 dB</td> <td>+0.4 to +1.7 dB</td> <td>+0.4 to +1.8 dB</td> <td>-0.1 dB on 1 road</td> </tr> <tr> <td>A127 (4 sections)</td> <td>0.0 dB</td> <td>-0.4 to +0.5 dB</td> <td>-0.4 to +0.5 dB</td> <td>+0.1 dB on 1 section</td> </tr> <tr> <td>Gubbins Lane</td> <td>0.0 dB</td> <td>+0.5 dB</td> <td>+0.5 dB</td> <td>0.0 dB</td> </tr> <tr> <td>Squirrel Heath Road (2 sections)</td> <td>0.0 to +0.1 dB</td> <td>+1.3 to +1.4 dB</td> <td>+1.3 to +1.4 dB</td> <td>0.0 dB</td> </tr> </tbody> </table>	Road	Opening Change	Long Term Change (with scheme)	Long Term Change (without scheme)	Difference in Long Term Change	Gallows Corner (5 roads)	0.0 to +0.1 dB	+0.4 to +1.7 dB	+0.4 to +1.8 dB	-0.1 dB on 1 road	A127 (4 sections)	0.0 dB	-0.4 to +0.5 dB	-0.4 to +0.5 dB	+0.1 dB on 1 section	Gubbins Lane	0.0 dB	+0.5 dB	+0.5 dB	0.0 dB	Squirrel Heath Road (2 sections)	0.0 to +0.1 dB	+1.3 to +1.4 dB	+1.3 to +1.4 dB	0.0 dB
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Paragraph	Issue	Highways England's response
		<p>b) Noise measurement locations were selected to allow noise impacts at receptors most likely to be affected by the Scheme to be verified. They include two DEFRA Noise Important Areas and one of the closest residential receptors. Noise monitoring method and locations were agreed at a meeting with London Borough of Havering on 11 Apr 2019 and this is reflected in the section 4.1.1 of the SoCG (REP1-004) where there are no issues raised on the noise assessment.</p> <p>In terms of construction noise, the study area for construction noise assessment was set at 300m from works areas, as defined in paragraph 6.4.1 of ES Chapter 6 (APP-028) which is a smaller study area than for operational noise. Table 6.10 in the ES Chapter 6 (APP-028) shows that significant effects from construction noise (levels above 65dB) are all well within 300m of activities. As noted in ES paragraph 6.8.17 (APP-028), construction traffic is generally expected to use the M25 and A12, and noise from such traffic would not give rise to perceptible changes in noise (ES paragraph 6.8.19, APP-028).</p> <p>The assessment has therefore assessed the wider impacts in the construction and operational phases.</p> <p>c) This point is concerned with the underlying traffic data rather than the noise modelling results and is addressed by Highways England in response to paragraphs 20.1.3 to 20.1.9 below. The noise assessment is based on the outputs of the traffic model outlined in the Transport Assessment Report (sections 3 and 5 of APP-098).</p> <p>d) The noise assessment does consider 1dB changes in noise for areas with high noise levels over the long term. In ES Chapter 6 paragraph 6.8.30 (APP-028) it is described that there are no long term increases in noise of at least 1dB at any Noise Important Areas.</p> <p>The use of the DMRB was agreed at a meeting with London Borough of Havering on 11 Apr 2019 and in the SoCG and this is confirmed in the SoCG, section 4.1.2 (REP1-004). Since the ES was published, the DMRB has been updated (LA111), and the assessment method for long term changes in noise has not changed. The long-term assessment still reports changes in noise between 0.1 and 3.0dB.</p>
15.1.2 to 15.1.3	<p><i>The impacts of the construction phase of the Scheme, have not been assessed adequately in terms of noise. The Council considers that this assessment needs to be expanded to include the impact associated with traffic flow changes with respect to congestion and congestion avoidance during this phase of the scheme particularly outside the current "Affected Road Network" currently being used by Highways England. The assessment is should be expanded, in order to be able to establish adequate mitigation measures.</i></p> <p><i>LB Havering is of the view that the operational phase impacts have not been adequately assessed for the following reasons:</i></p>	<p>The impacts of the construction phases of the Scheme in terms of noise have been assessed in line with the DMRB guidance. In response to the specific point raised, Highways England notes the following:</p> <p>a) The extent of the wider road network, and the following noise assessment, is discussed in point 15.1.1.</p> <p>b) The DMRB (HD213/11, Revision 1, current at the time the ES was written) indicates at paragraphs A1.19 and A7.3 that the assessment of noise should use predicted noise levels.</p>

Paragraph	Issue	Highways England's response
	<p>a) <i>The Council has concerns about the determination of the Affected Road Network, in particular that the affected roads appear to be very limited and that potential "knock on" implications of this Scheme on the wider road network have not been adequately considered. If additional traffic is forecast to use the borough's strategic roads, in particular the A127 and Gallows Corner junction, which is one of the borough's major noise pollution "hotspots" and then this needs to be assessed by Highways England.</i></p> <p>b) <i>The position and number of long and short term monitoring positions is inadequate to determine the wider effect of this scheme.</i></p>	<p>Noise measurements are used to verify noise predictions or to assess baseline noise levels for the construction noise assessment. They are not used to assess the impacts of the scheme directly.</p> <p>As noted in DMRB paragraph A7.3, CRTN allows measurements to be used to assess noise levels when the characteristics of the scheme fall outside the boundaries of the calculation method, but that situation does not arise on this scheme.</p>
Chapter 17 Non-Motorised Users		
17.1.4 to 17.1.5	<p>Regarding Non-Motorised Users (NMU), paragraph 17.1.4 to 17.1.5 state: <i>The creation of the new right of way alongside the A12 as Work No 2 (i.e. a roadside footpath) is marked on TR010029 2.4 Streets, rights of way and access plans, plan No 1 from location 1/10 to 1/20 but then does not appear to connect to a right way around the Brook Street roundabout (from point 1/20 southwards to point 1/7) to the footpath right of way that runs along the southern section of the A12, along the west bound on-slip, across the southern section of the J28 gyratory and then into Brook Street. This creates a situation for users of no safe route being available under the scheme from the northern side of the A12 west of the junction to the footpath on Brook Street towards Brentwood. This places users of the footpath network in this section of the borough at risk.</i></p> <p><i>Notwithstanding the above the dDCO passes responsibility for seeking closures of public and private rights of ways on a temporary basis to the contractor – dDCO Clause 13(1)(b). Along with the temporary highway closure powers discussed elsewhere in the LIR this is, as matter of principle, unacceptable to LB Havering. The local highway authority expects the scheme promoter to deal with such matters. LB Havering also notes that rights of way within the highway will be subject to the same unacceptable regime.</i></p>	<p>At present, pedestrians and cyclists are able to cross the Brook Street roundabout via a footway leading along the northern side of the A12 off-slip, cross to the inside of the Brook Street roundabout at the end of the A12 eastbound off-slip road and cross again at the A12 westbound on-slip. It is then possible to cross the M25 northbound off-slip, pass under the M25 and cross the M25 southbound on-slip to reach Brook Street. The Scheme includes a replacement footway to the north side of the A12 off-slip which would tie in with the existing footpath on the inside of Brook Street. As such the Scheme retains the facilities for pedestrians and cyclists</p> <p>In regard to the concern with dDCO Clause 13(1)(b), please see the response to paragraph 24.1.6 Clause 13 later in this document.</p>
17.5.2 to 17.5.4	<p>Regarding the NMU audit, paragraphs 17.5.2 to 17.5.4 note: <i>The results of an NMU audit undertaken in 2014 to record the usage of NMU routes in the area show that NMUs use both the carriageway and traffic-free routes - footways, SUPs and PRoW near junction 28. However, overall usage is low when compared to the overall traffic movements. The audit identified that on average 108 cyclist movements and 70 pedestrian movements per day between 7am and 7pm. Equestrian movements, although not audited, are unlikely to be significant in quantum. However, this could represent latent demand. The overall traffic figure shows 48,276 movements over the same period.</i></p>	<p>A review of the WCHAR undertaken in 2018 considered that the findings of the 2014 NMU audit remained applicable and an accurate reflection of the NMU usage near junction 28. As set out in DMRB guidance note LA112, the assessment should set out the location, type and extent of walker, cyclist and horse-rider provision within the study area and the frequency of the use. This has been provided and documented within paragraphs 13.7.14 and 13.7.15, of Chapter 13 (People and Communities) of the ES (APP-035).</p> <p>Highways England believe a combination of reasons explain why very few NMUs currently use the crossing facilities at junction 28. These include the following:</p> <ol style="list-style-type: none"> 1. Junction 28 is not on an important NMU desire line between key origins and destinations that would attract a significant number of NMU trips. This is especially true for walking

Paragraph	Issue	Highways England's response
	<p><i>A walking, cycling and horse-riding assessment and review (WCHAR) has been undertaken by the applicant in October 2018 to review the NMU audit findings. Given there have been no change to NMU conditions since 2014, Highways England have not considered it necessary to update the audit.</i></p> <p><i>Havering does not agree with the approach Highways England have taken. Given the inadequate facilities that are currently in place to support pedestrians and cyclists crossing the Brook Street roundabout from the A12 and A1023, it is unsurprising that such low numbers of pedestrians and cyclists have been registered.</i></p>	<p>trips because the conurbations of Brentwood and Harold Park either side of the junction are at least 2.5 kms apart, which equates to a walk time of over half an hour.</p> <ol style="list-style-type: none"> 2. There are basic facilities for pedestrians and no dedicated cycle facilities on either the A1023 Brook Street into Brentwood or the A12 between junction 28 and Harold Park. 3. There is only a shared use path on the southern side of the A12 for cyclists along the A12 to the east of junction 28. 4. Basic NMU facilities currently provided at junction 28. <p>It is for these reasons that Highways England do not believe that the current NMU facilities at junction 28 in isolation represent a barrier to NMU usage. Highways England is seeking Designating Funding to implement a more comprehensive scheme – the NMU Proposal – which is separate to the junction 28 Scheme. This NMU Proposal would improve NMU connectivity between Brentwood and Harold Park. Improving NMU facilities at junction 28 in isolation would not adequately address the current barriers to movement for NMUs.</p> <p>Please also refer to paragraphs 10.5.1 to 10.5.2 above.</p>
Chapter 18 Traffic and Transport		
<p>18.1.1 to 18.1.5</p>	<p><i>Road Network</i></p> <p><i>A further issue is the impact the scheme will have on the local road network both during construction and operation. Whilst it is acknowledged that the scheme design does not directly impact on borough operated roads, many of these roads connect to the A12, a strategic road operated by Transport for London that is directly impacted by the new loop road. The Council has been working closely with Transport for London (TfL) to better understand the implications of the scheme on the strategic and local road network and traffic modelling work has been undertaken to support this.</i></p> <p><i>A further issue, is the impact of the scheme on the local road network, and the impact this may have on Romford Town Centre, being a Strategic Development Area (SDA). The Romford SDA will accommodate a significant level of housing growth with increased levels of economic activity alongside new and enhanced supporting infrastructure.</i></p> <p><i>Of particular concern is the section of A12 from Gallows Corner junction eastwards and the approaches to the A12 on borough operated roads, where a number of these junctions are already operating at or above capacity during peak periods.</i></p> <p><i>The Transport Assessment (TA) does not address the implications of the scheme on the wider local road network to understand the knock-on effects this would have on main employment and cultural centres within Romford Town Centre.</i></p> <p><i>To better understand that impact this scheme will have in the borough's road network, LBH has commissioned Transport for London to undertake traffic</i></p>	<p>The implications of the Scheme on the wider local road network have been assessed by Highways England and are reported in Section 4 of the Transport Assessment Supplementary Information Report (PDB-003), which demonstrates that the Scheme will have a minimal impact on the wider road network.</p> <p>The rest of these general comments are addressed below in the response to specific comments made in Chapter 19 of the LIR.</p>

Paragraph	Issue	Highways England's response
	<i>modelling at specific junctions along the network. This is discussed in greater detail in the following section of the LIR.</i>	
Chapter 19 Local Modelling Impacts		
19.1 to 19.2	Section 19.1 and 19.2 of the LIR details LBH's position regarding the summary of traffic modelling results. Appendix 1 of the LIR provides a technical note prepared by Transport for London (TfL) for London Borough of Havering.	<p>As confirmed in the first paragraph of the Local Impact Report Appendix 1 (REP1-032), the traffic modelling undertaken by Transport for London (TfL) on behalf of the London Borough of Havering provides a comparison of the cumulative forecast situations for the 2026 and 2041 future years, excluding Lower Thames Crossing (LTC), with the 2016 baseline situation. It does not evaluate the forecast impacts of the Scheme (Do something) compared to a future situation without the Scheme (Do minimum). Consequently, the impacts on the road network derived from TfL's modelling and reported by the London Borough of Havering are not only those attributable to the Scheme in isolation. Instead, they are those due to forecast traffic growth between 2016 and both 2026 and 2041 as an accumulation of all developments in the area in combination with the Scheme but excluding LTC.</p> <p>As explained in Section 4 of the Transport Assessment Supplementary Information Report (PDB-003), the Scheme (Do something) is forecast to have a minimal impact on TfL and London Borough of Havering roads compared to without the Scheme (Do minimum) and thus, no mitigation for the impacts of the Scheme on these roads is required.</p> <p>It is the responsibility of TfL and London Borough of Havering, not Highways England, to address the impacts on their road networks identified by the TfL modelling, since they are due to forecast traffic growth in general and not any change in traffic flows specifically due to the Scheme.</p>
19.3.1 to 19.3.2	<p>Paragraphs 19.3.1 to 19.3.2 note:</p> <p><i>London Borough of Havering would expect the appointed contractor to only utilise the Transport for London Road Network and M25 for construction traffic purposes. It is understood that detailed construction routes are yet to be decided and will be set out in the Construction Traffic Management Plan by the appointed contractor should the scheme receive Development Consent.</i></p> <p><i>There are a number of roads in the vicinity of the proposed construction traffic routes that LB Havering do not consider to be suitable for construction traffic due to current traffic and future traffic levels and these are set out below:</i></p> <ul style="list-style-type: none"> → Gubbins Lane → Gooshays Drive → Straight Road → Main Road → Whitelands Way → Petersfield Avenue 	<p>As explained in Section 6 of the Transport Assessment Supplementary Information Report (PDB-003), the construction traffic routes for the Scheme comprise of the M25, A12 and A127. There is no intention for any other roads to be used by construction traffic and, therefore, construction traffic for the Scheme will not use any of the roads listed by the London Borough of Havering as being unsuitable for such use.</p> <p>Requirement 10 of the draft DCO (REP2-017) requires the preparation and implementation of a traffic management plan (TMP) that will have to be submitted to and approved by the Secretary of State following consultation with the relevant highway authority before the relevant part of the works can start. The TMP will define the construction traffic routes for the Scheme and set out how the Highways England's appointed Principal Contractor for the Scheme will ensure that only the designated routes are used by construction traffic.</p>

Paragraph	Issue	Highways England's response
	<ul style="list-style-type: none"> → Harold Court Road → Squirrels Health Road → Bryant Avenue 	
19.4.1 to 19.4.2	<p>Paragraph 19.4.1 to 19.4.2 note:</p> <p><i>The main bus route that will be impacted by this scheme is the 498. This service operates between Queens Hospital in Romford and Brentwood. It has a service frequency of every 20 minutes and provides vital health services for the wider catchment area of Queens. The bus route currently uses the Brook Street roundabout between the A12 and the A1053 Brook Street.</i></p> <p><i>Should the works result in the A12 Eastbound off slip being closed, a significant bus route diversion would be required leading to increased journey times for passengers.</i></p>	<p>As explained in Section 6 of the Transport Assessment Supplementary Information Report (PDB-003), temporary lane and road closures would, as far as practicable, be restricted to weekends and/or overnight with the number of occurrences kept to a minimum. It is anticipated that occasional overnight closures of the A12 eastbound off-slip will be required for construction of the Scheme. The draft Development Consent Order (REP2-017) requires the preparation and implementation of a traffic management plan (TMP) that will have to be submitted to and approved by the Secretary of State following consultation with the relevant highway authority before the relevant part of the works can start. The TMP will set out the temporary diversions for bus routes required by traffic management arrangements, including overnight road closures. When preparing the TMP, it is standard practice for the appointed Principal Contractor to liaise with the relevant bus operators regarding temporary diversion to minimise disruption to services as far as reasonably practicable.</p>
Chapter 20 Highways England Transport Assessment		
20.1.3 to 20.1.9	<p>Paragraphs 20.1.3 to 20.1.9 states:</p> <p><i>LBH is concerned that the treatment of growth in the wider strategic model does not fully include growth along the A12 corridor that could reasonably be expected to impact the residents of Havering given the critical role the A12 plays in movement across the borough.</i></p> <p><i>In particular an inspection of the uncertainty log indicates that growth in the M25 corridor north of the LB Havering is considered but not the A12 corridor in Chelmsford which, as set out in the adopted Chelmsford local plan has planned growth of 10,779 housing units by 2036 of which at least 750 are already consented in the North East Chelmsford development.</i></p> <p><i>The area strategic traffic model developed from the wider strategic model has insufficient detail to allow consideration of how traffic may redistribute itself across the borough and in particular on to local roads. This is also reflected in the coverage of the microsimulation VISSIM model that has no coverage of key local and TLRN junctions that may be affected by the scheme.</i></p> <p><i>LBH further notes that the use of Tempro to assess traffic growth outside of the immediate modelled area will not provide a full assessment of the soon to be adopted Havering Local Plan and London Plan which propose high levels growth within the borough and in the Thames Gateway area.</i></p> <p><i>The Council raised this issue of future borough wide growth in its S42 Consultation response where it brought to the applicant's attention the levels of growth expected in the borough over the lifetime of Havering's soon to be adopted Local Plan.</i></p>	<p>The traffic forecasting and modelling to assess the impacts of the Scheme have been undertaken fully in accordance with Department for Transport (DfT) Transport Analysis Guidance (TAG). The cumulative assessment includes proposed developments and schemes in the vicinity of the Scheme which are categorised as near certain or more than likely. The developments are listed in the uncertainty log and shown in Figure 5-2 of the Transport Assessment Report (APP-098). The proposed developments and schemes included in the uncertainty log were agreed with the relevant local authorities, including London Borough of Havering, prior to the traffic modelling for the Scheme being undertaken. In accordance with TAG, the cumulative forecast traffic growth was "balanced" so that within each local authority area it matched DfT's National Trip End Model (NTEM) forecast growth. This ensures that there is no double counting of traffic growth due to committed and planned development, since NTEM traffic growth is based on forecast changes in demographics, such as population size, economic activity, car ownership, etc. that can only occur with the delivery of residential and commercial development and, consequently, NTEM inherently already accounts for this.</p> <p>The developments in the adopted Chelmsford Local Plan are implicitly included in the traffic forecasts and traffic modelling for the Scheme as they accounted for in NTEM and are too remote from the Scheme to have a material impact on junction 28. In order to avoid double counting of the future growth predictions, and in accordance with TAG, they have not therefore been explicitly included in the uncertainty log.</p> <p>Planned developments included in the emerging Havering and Brentwood Local Plans are excluded from the uncertainty log, and thus the traffic modelling, since they are not considered near certain or more than likely until the Local Plans are adopted. Furthermore, the traffic impacts from emerging Local Plans need to be assessed by the relevant authority and where there is a requirement to mitigate identified impacts, then it is for the local authority, not</p>

Paragraph	Issue	Highways England's response
	<p><i>Discussion with Highways England has identified that future year statistical information may be available from the area strategic model but this, to date, has not been provided. LBH does however, note that this information, drawn as it is from a strategic model, and may not adequately provide information on the detailed operational performance of local road / TLRN junctions affected by the scheme. The implication of this lack of information and its impact on LB Havering is discussed below.</i></p> <p><i>LBH considers that the resulting TA for the scheme does not examine local traffic issues.</i></p>	<p>Highways England, to fund and deliver these through their Local Plan Infrastructure Delivery Plans.</p> <p>Section 4 of the Transport Assessment Supplementary Information Report (PDB-003) explains that the traffic modelling has been developed to an appropriate level of detail to adequately evaluate the impact of the Scheme on the wider local road network. It also demonstrates that the Scheme will have a minimal impact on the wider local road network. Consequently, the implications of the Scheme on the wider local road network have been adequately considered and assessed by Highways England.</p>
Chapter 21 Highways Issues		
<p>21.1.1 to 21.1.3</p>	<p>Regarding the Strategic Road Network Impact, paragraphs 21.1.1 to 21.1.3 state:</p> <p><i>The Council raised concerns about the impact the scheme would have on Gallows Corner junction in its Section 42 consultation. LBH has no visibility on the traffic impacts of the scheme at the critical Gallows Corner A12 junction.</i></p> <p><i>Gallows Corner is a five-arm junction connecting the A127 and A12 trunk routes as well as two of Havering's own roads (A118 Main Road and Straight Road). The detailed microsimulation traffic model developed by the applicant as the lower tier of the traffic modelling hierarchy ends at the eastern approach to the Gallows Corner A12 junction without including the junction itself (TR010029 Document 7.4 – Table 3-3). This junction currently experiences severe congestion particularly during peak periods and LBH needs to understand the impacts on residents and businesses in terms of traffic flow, noise, vibration and air quality.</i></p> <p><i>The junction is also considered a significant barrier to anyone from Harold Hill wishing to access Romford, Havering's main town centre. The Secretary of State for Transport announced recently that this junction could be considered for investment through the Governments Major Roads Network programme. TfL are putting together a Scheme Study Outline Business Case to be considered by the DfTA which is expected to be submitted in 2021.</i></p>	<p>The assessment of the impact of the Scheme on Gallows Corner is presented in Section 4 of the Transport Assessment Supplementary Information Report (PDB-003). This explains that Highways England's traffic modelling has adequately assessed the impact of the Scheme on Gallows Corner and demonstrates that the Scheme is forecast to have a negligible impact on the operational performance of the Gallows Corner junction.</p> <p>Highway England's traffic modelling for the Scheme does not include any proposed improvements at Gallows Corner that could potentially be included in the Government's Major Roads Network programme, since none is currently confirmed.</p>
Chapter 22 Construction Traffic Impacts		
<p>22.1.1 to 22.1.4</p>	<p>Regarding the impacts to the local road network, paragraphs 22.1.1 to 22.1.4 state:</p> <p><i>LB Havering is concerned that a lack of co-ordination of the works, traffic management, closures and diversions could have a detrimental impact on the operation of the local highway network. The Council considers that the operation and resilience of the highway network could be significantly</i></p>	<p>Section 6 of the Transport Assessment Supplementary Information Report (PDB-003) presents the assessment of the impacts of the Scheme during construction. The assessment shows that during the most disruptive period with temporary traffic management measures operating, there would be minimal re-routing of traffic onto the wider road network to avoid the additional traffic congestion and delay caused by them at junction 28. Nonetheless, some additional temporary traffic congestion and delay due to construction of the Scheme is unavoidable.</p>

Paragraph	Issue	Highways England's response
	<p><i>constrained impacting on journey time reliability both for individuals and business to business activity.</i></p> <p><i>This would result in significant re-routing of traffic across the network utilising other routes to access destinations within Havering with untoward consequences for our residents in terms of noise, vibration and air quality.</i></p> <p><i>LB Havering has not seen to date a full set of construction traffic modelling outputs; Havering understands that further assessment work is underway due to changes in the proposed traffic management arrangements from that set out in the TA (TR010029 Document 7.4 – Table 8-1). The outcomes of the assessments conducted to date, set out in the TA at paragraphs 8.2.19 to 8.2.24, is simplistic and presented on a network-wide basis rather on specific links. This limitation is implicitly acknowledged in paragraph 8.2.25 which suggests ongoing dialogue with the local highway authorities, including LB Havering, will allow a mitigation solution to emerge.</i></p> <p><i>In reality LB Havering are of the view that Highways England should be in position to fully quantify the construction traffic impacts and therefore develop the CTMP at this stage rather than leave this to the appointed contractor after development consent is secured (TR010029 Document 3.1 Draft Development Consent Order, Schedule 2, Requirement 10).</i></p>	<p>However, Requirement 10 of the draft DCO (REP2-017) requires the preparation and implementation of a traffic management plan that will have to be submitted to and approved by the Secretary of State following consultation with the relevant highway authority before the relevant part of the works can start. The traffic management plan will contain commitments to ensure that traffic will be managed appropriately in order to avoid, so far as practicable, adverse effects on the road network.</p> <p>In view of the above Highways England does not agree that it is necessary, or appropriate to fully quantify the construction traffic impacts of the Scheme at this stage.</p>
22.1.5	<p>Paragraph 22.1.5 notes:</p> <p><i>LBH also queries how rail services can be provide some degree of construction worker access (TR010029 Document 7.4 – Table 8-2) to site given the location remote from rail stations. Havering would presume that the final element of the journey would be by a road-based mode of travel.</i></p>	<p>Requirement 10 of the draft DCO (REP2-017) requires the preparation and implementation of a traffic management plan that will have to be submitted to and approved by the Secretary of State following consultation with the relevant highway authority before the relevant part of the works can start. This will incorporate a construction workforce travel plan that will set out the measures that will be adopted by the Principal Contractor to encourage the construction workforce to commute by modes of transport other than sole occupancy private car, including public transport. Travel Plan measures likely to be considered include: a contractor operated shuttle bus service between Brentwood Station and main works site; incentives for car sharing; incentives for using public transport; and restrictions on on-site workforce car parking, with spaces being allocated only for workers unable to use alternative modes of transport.</p> <p>Highways England has assumed that the workforce anticipated to commute by rail (see Table 8-2 of the Transport Assessment Report (APP-098)) would travel between Brentwood station and the main works site by shuttle bus operated by the Principal Contractor.</p>
22.1.6	<p>Paragraph 22.1.6 notes:</p> <p><i>LB Havering remains concerned that the planned access to the main construction compound from the A12 east bound carriageway will of necessity require substantial volumes of HGV traffic to travel west along the A12 into the urban area of Havering before returning eastbound to the construction compound. Again the effect of this remains unquantified.</i></p>	<p>As stated in Section 6.2.2 of the Transport Assessment Supplementary Information Report (PDB-003), the construction of the Scheme is forecast to generate approximately 95 vehicle arrivals and 95 departures per day over most of the construction programme. The westbound daily traffic flow on the A12 to the west of junction 28 is forecast to be approximately 28,600 vehicles per day in 2022. Therefore, the additional traffic generated by construction of the Scheme would represent less than a 0.5% increase in daily traffic flow on the A12 which is insufficient to have a material adverse impact on the operational performance of the A12.</p>

Paragraph	Issue	Highways England's response
22.1.7	<p>Paragraph 22.1.7 notes:</p> <p><i>LB Havering notes that the scheme has been designed in accordance with the requirements of the DMRB, however the Council has concerns regards the Code of Construction Practise Process (COCP). LB Havering is concerned that it will be the responsibility of the appointed contractor to provide a detailed Code of Construction Practice (COCP) which Havering will only be consulted upon. Havering does not consider it acceptable to just be a consultee and expects to approve the COCP and Construction Traffic Management Plan given the effects likely to occur on the boroughs roads and to its environment.</i></p>	<p>Highways England DCO schemes do not require the preparation of a CoCP. Instead they require an Outline CEMP in accordance with the design guidelines of Highways England Design Manual for Roads and Bridges (DMRB). The Outline CEMP (APP-096) was submitted as part of the DCO application. Requirement 4 of the draft DCO (REP2-017) requires the preparation of a CEMP and its approval by the Secretary of State in writing before the authorised development can commence.</p> <p>As drafted, approvals for the CEMP and traffic management plan are to be sought from the Secretary of State for Transport, following consultation with the relevant planning authority (Requirement 4) relevant highway authority (Requirement 4 and 10). This is consistent with the processes and procedures employed by Highways England when implementing a scheme such as this. The Requirements reflect arrangements with the Department for Transport and there is a specific team in the Department for Transport, the purpose of which is to fulfil this function. The Secretary of State's internal team deals with Highways England schemes across the whole of England and is experienced in dealing with such applications. Any scheme to be exempted from a national process should only do so with a very compelling reason; and Highways England does not consider such a compelling reason exists for this Scheme.</p> <p>Schedule 2, requirement 17 of the draft DCO provides that, when submitting details to the Secretary of State for approval, Highways England must submit to the Secretary of State details of the consultation undertaken by Highways England pursuant to the requirements. Consequently, the Secretary of State will be fully informed of all consultation undertaken relating to the discharge of each requirement.</p> <p>Accordingly, it would not be appropriate for the London Borough of Havering to have powers of approval in addition to, or instead of, the Secretary of State.</p>
22.2.1	<p>Paragraph 22.2.1 notes:</p> <p><i>The Council has sought assurances from Highways England that the existing A12 eastbound off-slip will remain open during construction to allow the residents of Woodstock Avenue to access Brook Street roundabout to travel west along the A12. Highways England have given assurances that the A12 off slip will remain open during construction apart from the occasional night time closures but the detail is to be confirmed in the CEMP produced by the contractor post the DCO being granted. This remains a concern for the Council.</i></p>	<p>As explained in Section 6.1.4 of the Transport Assessment Supplementary Information Report (PDB-003), temporary lane and road closures would, as far as practicable, be restricted to weekends and/or overnight with the number of occurrences kept to a minimum. Highways England anticipate that occasional overnight closures of the A12 eastbound off-slip will be required for construction of the Scheme.</p> <p>As explained above, Requirement 10 of the draft DCO (REP2-017) requires the preparation and implementation of a traffic management plan that will have to be submitted to and approved by the Secretary of State following consultation with the relevant highway authority before the relevant part of the works can start.</p>
22.2.5	<p>Regarding residents at Woodstock Avenue, paragraph 22.2.5 states:</p> <p><i>Given the concerns that have been raised by Local residents and the challenges they face when wanting to travel westbound on the A12, the Council would ask that Highways England investigate this request fully and report back during the examination.</i></p>	<p>Highways England has previously responded to this concern, see RR-017-003 (REP1-002). Please also see the position set out by TfL in sections 7.7 to 7.10 of their Written Representation.</p>

Chapter 23 Operations Phase Traffic Impacts

Paragraph	Issue	Highways England's response
23.1.5	<p>Regarding Road Safety, paragraph 23.1.5 states:</p> <p><i>The Speed Limits and Traffic Regulation Plans appear to be appropriate for the proposed layout. However, Havering does have concerns as to how well the roundabout would work and, in particular for road safety should the traffic signals fail and be out of operation at all. In such a situation, dangerous potential points of conflict would occur on all approaches to the roundabout.</i></p>	<p>As with any other signalised roundabouts on the road network, were the traffic lights at junction 28 to fail, then the junction would temporarily revert to operating as a standard give-way roundabout, until such time that the traffic signals could be brought back into operation. The geometry of the roundabout meets relevant highway design standards and therefore there are no particular concerns with its safety when operating without signal control, whilst recognising that traffic signal control is generally safer than give-way operation. Highways England has appropriate protocols in place to rapidly respond to traffic signal failures at junctions on the M25 to ensure that they are rectified as quickly as possible.</p>
23.2.2, 23.2.3 and 23.2.14	<p>Regarding cumulative impacts, paragraphs 23.2.2, 23.2.3 and 23.2.14 state:</p> <p><i>Havering has concerns regarding the approach that HE has taken to assess cumulative and in combination effects.</i></p> <p><i>The study area for the identification of 'other developments' for inclusion in the assessment of cumulative effects has been based upon thresholds and spatial areas. HE state that "these thresholds and spatial areas are based upon professional judgement and taking into account the nature and location of the Scheme and the ZOIs for individual environmental topics."</i></p> <p><i>Havering considers that the major development sites around Romford Strategic Development Area should have been taken into account in the assessment process.</i></p>	<p>See response to paragraphs 20.1.3 to 20.1.9 above.</p>
23.2.16 to 23.2.17	<p>Regarding Lower Thames Crossing, paragraphs 23.2.16 to 23.2.17 state:</p> <p><i>Havering has recorded its concern with the respect the cumulative traffic impacts of the M25 junction 28 DCO and the Lower Thames Crossing (LTC) DCO. We note that the LTC traffic forecasts form an element of the traffic analysis for the M25 junction 28 scheme under operational conditions, however, we remain concerned that the adverse cumulative impacts of the concurrent construction of both schemes has not been fully assessed.</i></p> <p><i>LBH is particularly concerned should the construction of both schemes run concurrently with overlapping regimes for managing road closures and temporary restrictions. Indeed whilst there has been explicit acknowledgement of the inter-relationship between both schemes in the operational phase there has been no analysis of overlapping construction traffic impacts.</i></p>	<p>Forecast impacts of the Scheme in combination with construction of LTC and proposed mitigation is presented in Section 6.3 of the Transport Assessment Supplementary Information Report (PDB-003). This explains that temporary traffic management arrangements and the estimated construction traffic that will be generated by LTC are presently under revision by that project team, following the withdrawal of its DCO application in November 2020. Consequently, the results of the impact assessment of these revisions are not yet available. Nonetheless, traffic modelling carried out by the junction 28 team of the temporary traffic management measures required to construct the junction 28 Scheme has demonstrated that they would not result in any significant diversion of traffic onto local roads. Construction of the junction 28 Scheme is not therefore anticipated to significantly contribute to any traffic being potentially displaced onto local roads by construction of the LTC scheme.</p>
<p>Chapter 24 Consideration of the Impacts of the Proposed Articles and Requirements within the draft Development Consent Order (DCO)</p>		
24.1.3	<p>Chapter 24 refers to the draft DCO. Regarding Clause 5 – drainage, paragraph 24.1.3 states:</p> <p><i>Clause 5 – drainage. In the context of this Article the Consents and Agreements Position Statement states that LB Havering has agreed to the dis-application of the Land Drainage Act 1991. The liabilities that may be</i></p>	<p>Paragraph 3.2.6 of the Consents and Agreements Position Statement (APP-017) states that the London Borough of Havering has agreed to the disapplication of sections 23, 30 and 32 of the Land Drainage Act 1991. Confirmation of such was given by the London Borough of Havering on 7 January 2020 (see Table 2-1 of the draft Statement of Common Ground with the London Borough of Havering (REP1-004)). The disapplication of these provisions is included in article</p>

Paragraph	Issue	Highways England's response
	<p><i>imposed on LB Havering as a local flood authority if clause 5 is implemented as stated cannot be supported.</i></p>	<p>48(1). The draft DCO also includes protective provisions for the protection of drainage authorities at Schedule 9 Part 4.</p> <p>As set out in paragraph 5.17 of the Explanatory Memorandum (APP-016), the purpose of article 5 is to clarify that if the authorised development leads to the realignment of drainage works, the responsibility for the maintenance of the drainage works remains unaffected. Where the London Borough of Havering is currently responsible for the maintenance of the drainage works, it will remain so. Thus Highways England does not consider that the London Borough of Havering would undertake additional liabilities, but rather would maintain its existing liabilities as Lead Local Flood Authority. Highways England remains of the view that it is a sensible inclusion to clarify who has responsibility for drainage works.</p> <p>This provision is well precedented, in addition to the Development Consent Orders noted in paragraph 5.18 of the Explanatory Memorandum. This provision is also included in the recently made A1 Birtley to Coal House DCO (2021), A38 Derby Junctions DCO (2021) and the A303 (Amesbury to Berwick Down) DCO (2020).</p>
24.1.4	<p>Regarding Clause 7 – limits of deviation, paragraph 24.1.4 states: <i>Clause 7 – limits of deviation. This article provides for significant limits of deviation in the vicinity of the Cadent gas main. LB Havering has ultimate oversight of both the burial ground and Gypsy and Traveller site which could be adversely affected by excessive deviation in the gas main works. We note that the Applicant is seeking via a potential additional submission amend the limits of deviation at this location. At the time of writing LBH is due to discuss the change with Highways England in early January.</i></p>	<p>Since submitting the DCO application Highways England has developed plans for the Scheme further, including on account of feedback received. These proposed changes are outlined in Highways England's letter to the Examining Authority (ExA) dated 4 December 2020 (AS-029). One of the proposed changes to the submitted Scheme is amendments to the lateral limits of deviation for the Cadent gas pipeline diversion – southern connection (Work no 29). Views on this and the other proposed changes were sought as part of a non-statutory targeted consultation that ended on 4 February 2021. Subject to the consideration of the consultation responses any changes to the Scheme will be subject to a change request to the ExA which is to be made at Deadline 3a.</p> <p>Highways England received comments from the London Borough of Having on 4 February 2021 regarding the proposed changes. Highways England will consider these comments and will be preparing a Consultation Report Addendum to be submitted to the Examining Authority as part of a formal request for changes at Deadline 3a.</p>
24.1.5	<p>Regarding Clause 10 – Application of the 1991 Act [NRSWA], paragraph 24.1.5 states: <i>Clause 10 - Application of the 1991 Act [NRSWA]. The examination of this article has confirmed Havering's belief that the matters listed apply only the Strategic Road Network and the Transport for London Route Network. It would be helpful if the order wording explicitly confirmed this state of affairs.</i></p>	<p>Article 10 modifies the application of the New Roads and Street Works Act 1991.</p> <p>Highways England does not consider that it is necessary to modify article 10. This modification is very well precedented. In addition to the Development Consent Orders noted in paragraph 5.40 of the Explanatory Memorandum, this provision is also included in the recently made A303 (Amesbury to Berwick Down) DCO (2020), A1 Birtley to Coal House DCO (2021) and A38 Derby Junctions DCO (2021).</p>
24.1.6	<p>Regarding Clause 13 – temporary alteration, diversion and restriction of use of streets., paragraph 24.1.6 states: <i>Clause 13 – Temporary alteration, diversion and restriction of use of streets. This clause seeks to make use of 'deemed consent'. Works that may affect the LB Havering's roads are significant with temporary closures and traffic management measures expected with attendant safety concerns which only a fully approved working approval regime can manage. The integrity of an</i></p>	<p>The London Borough of Havering's concern relates to article 13(6) which provides for deemed consent, only if the street authority, the London Borough of Havering, fails to notify the undertaker of its decision before the end of a 28 day period. Highways England considers that this is a reasonable time period and its inclusion necessary to ensure there are no unnecessary delays to the delivery of this nationally significant infrastructure.</p> <p>As set out in paragraph 5.52 of the Explanatory Memorandum (APP-016), the purpose of article 13(6) is necessary to remove the possibility for delay and provide certainty that the</p>

Paragraph	Issue	Highways England's response
	<p><i>LBH asset is key to the discharge of the Council's safety responsibilities under the Highway Act 1980. Deemed consent of temporary works compromises the necessary control that these duties require. As such, deemed consent for such works is inappropriate and not in accordance with the requirements placed upon Havering. LB Havering is a competent network operator with a tried and tested asset management team in place to address these issues and therefore the appropriate body to ensure that these works are designed and carried out safely and correctly.</i></p>	<p>authorised development can be delivered by Highways England in a timely manner. Highways England has provided a response to the Council's concern relating to deemed consent, RR-017-12, in its Response to Relevant Representations (REP1-002).</p> <p>This provision is well precedented, in addition to the Development Consent Orders noted in paragraph 5.52 of the Explanatory Memorandum. This provision is also included in the recently made A303 (Amesbury to Berwick Down) DCO (2020), A1 Birtley to Coal House DCO (2021) and A38 Derby Junctions DCO (2021).</p>
24.1.7	<p>Regarding Clause 16 – classification of roads, paragraph 24.1.7 states: <i>Clause 16 – Classification of roads, etc. In clause 16(2) LBH notes that the applicant may vary the classification of special roads on notice. Havering is extremely concerned that whilst a special road becoming a trunk road is entirely conceivable, the suggestion that a special road could be 'detrunked' on notice into a local road is an entirely flawed concept and should be specifically excluded by the order.</i></p>	<p>Highways England does not agree with the Council's interpretation of article 16(2) of the draft DCO (APP-016). Article 16(2) does not enable a special road to be 'detrunked' to a local road. It allows for the classification of roads listed in article 16(1) to be varied and specifies that a trunk road referred to in article 16(1)(c) may be classified as a special road under article 16(1)(a). The roads are classified as special roads for the purposes of the authorised development as set out in Part 1 of Schedule 4 and are all elements of the M25.</p> <p>As noted in paragraph 5.66 of the Explanatory Memorandum (APP-016) paragraph (2) of article 16 enables Highways England, subject to the conditions requiring notification and consultation in paragraphs (3) and (4), to provide for the classification of any trunk road comprised in the authorised development to be varied to a special road.</p> <p>Accordingly, it is not necessary to exclude this paragraph from article 16. This is a well precedented provision in highways development consent orders. In addition to the order mentioned in paragraph 5.69 of the Explanatory Memorandum, this provision is also included in the recently made A303 (Amesbury to Berwick Down) DCO (2020).</p>
24.1.8	<p>Regarding Clause 18 – traffic regulations, paragraph 24.1.8 states: <i>Clause 18 - Traffic regulation. LBH notes that Clause 18(2) (c) allows the formation of on highway parking spaces. We see no reference in schedule 1 (Matters as to which Orders can be made under Section 6, Orders similar to traffic regulation orders in London, of the Road Traffic Regulation Act 1984) to this particular power. Whilst LBH acknowledges that direct alignment to the 1984 Act is not the aim of the dDCO, we have concerns that stepping outside of the bounds of the 1984 Act creates an untenable situation in terms of approval procedures where the basis for such a TRO presents a series of unknowns. In Clause 18(11) the principle of 'deemed consent' applies. Havering's objection to the principle of 'deemed consent' applies to this article.</i></p>	<p>As noted in paragraphs 5.75 and 5.76 of the Explanatory Memorandum (APP-016) the purpose of this article is to provide Highways England with powers to make traffic regulation orders in relation to roads for which it is not the highway authority, so that it can implement traffic management measures (e.g. restrictions on the use of roads) necessary to construct the authorised development. The consent of the traffic authority in whose area the road concerned is situated is needed and Highways England must further consult the chief officer of police under article 18(4).</p> <p>As set out above in respect of deemed consent, article 18(11) is necessary to remove the possibility for delay and provide certainty that the authorised development can be delivered by Highways England in a timely manner. Highways England has provided a response to the Council's concern relating to deemed consent, RR-017-12, in its Response to Relevant Representations (REP1-002).</p> <p>This provision is well precedented, in addition to the Development Consent Orders noted in paragraph 5.75 of the Explanatory Memorandum. This provision is also included in the recently made A303 (Amesbury to Berwick Down) DCO (2020), A1 Birtley to Coal House DCO (2021) and A38 Derby Junctions DCO (2021).</p>
24.1.9	<p>Regarding Clause 19 – Discharge of water, paragraph 24.1.9 states:</p>	<p>Pursuant to article 19(3) of the draft DCO (REP2-017) Highways England is unable to discharge any water into any watercourse, public sewer or drain except with the consent of the person whom it belongs and such consent may be subject to terms and conditions. It is not the case,</p>

Paragraph	Issue	Highways England's response
	<p><i>Clause 19 - Discharge of water. Havering has already highlighted its concerns about the seemingly unfettered liability of watercourse authorities for the applicant's uncontrolled manner into watercourses that LB Havering has responsibility for. LBH sees no reference in DCO to the question of flow attenuation and how the applicant will be required to demonstrate this in any application for consent. In Clause 19(9) the principle of 'deemed consent' applies. Our objection to the principle of 'deemed consent' applies to this article.</i></p>	<p>therefore, that the use of watercourses under article 19 is either uncontrolled or unfettered. To the contrary. See articles 19(2), (3), (4), (5), (6) and (7)</p> <p>As set out in paragraph 5.83 of the Explanatory Memorandum (APP-016), the purpose of article 19(9) is necessary to remove the possibility for delay and provide certainty that the authorised development can be delivered by Highways England in a timely manner.</p> <p>Highways England has provided a response to the Council's concern relating to deemed consent, RR-017-12, in its Response to Relevant Representations (REP1-002).</p> <p>This provision is well precedented. In addition to the development consent orders noted in paragraph 5.84 of the Explanatory Memorandum, this provision is also included in the recently made A303 (Amesbury to Berwick Down) DCO (2020), the A1 Birtley to Coal House DCO (2021), and the A38 Derby Junctions DCO (2021).</p>
24.1.10	<p>Regarding Clause 22 – Authority to survey and investigate the land, paragraph 24.1.10 states:</p> <p><i>Clause 22 – Authority to survey and investigate the land. Clause 22(6) the principle of 'deemed consent' applies. Havering's objection to the principle of 'deemed consent' applies to this article.</i></p>	<p>As noted in paragraph 5.91 of the Explanatory Memorandum (APP-016) this article gives Highways England the power to enter land shown within the Order limits or which may be affected by the authorised development for the purpose of surveying and investigating the land. Highways England considers it necessary to include deemed consent in paragraph (6) to remove the possibility for delay and provide certainty that the authorised development can be delivered by Highways England in a timely manner.</p> <p>Highways England has provided a response to the Council's concern relating to deemed consent, RR-017-12, in its Response to Relevant Representations (REP1-002).</p> <p>This provision is well precedented. In addition to the Development Consent Order referred to in paragraph 5.92 of the Explanatory Memorandum, the provision is also included in the recently made A303 (Amesbury to Berwick Down) DCO (2020), A1 Birtley to Coal House DCO (2021) and A38 Derby Junctions DCO (2021).</p>
24.1.11	<p>Regarding Clause 35 – Temporary use of land for carrying out the authorised development, paragraph 24.1.11 states:</p> <p><i>Clause 35 – Temporary use of land for carrying out the authorised development. Havering noted in its written representation of 9th September the concerns over the requirements to remove temporary works. Whilst this applies to land, Havering sees no requirement to reinstate highways to the Highway Authority's satisfaction.</i></p>	<p>As set out in Highway England's comments on Relevant Representation (REP1-002), at page 72, Highways England notes that provision is included for the removal of temporary works in article 35(5) and article 36(6) of the draft DCO and before giving up temporary possession of land, Highways England is required to remove all temporary works and to restore the land to the reasonable satisfaction of the landowner.</p>
24.2.1 to 24.2.4	<p>Regarding the requirements of the draft DCO, paragraphs 24.2.1 to 24.2.4 state:</p> <p><i>Part 1, Clause 4. Havering strongly disagrees that the CEMP for Secretary of State approval can be left to the construction stage; indeed LBH has noted in the supporting documentation that Highways England intend to delegate the development and submission of the CEMP to its civil engineering contractor.</i></p> <p><i>LBH sees this as an unacceptable state of affairs, and the ExA is invited to reject the approach due to the uncertainties the currently proposed approach</i></p>	<p>The CEMP will be prepared by the Principal Contractor, substantially in accordance with this Outline CEMP as the detailed design and construction plans have been finalised.</p> <p>Highways England has amended requirement 4 in Schedule 2 of the dDCO (REP2-017) to include the list of environmental control plans that must be included in the CEMP.</p> <p>The Outline CEMP (APP-096) will be updated to provide the list of the environmental control plans that the Principal Contractor will need to prepare for the detailed design and construction stages and the updated Outline CEMP is proposed to be submitted at Deadline 3a. The Principal Contractor appointed by Highways England will be required to implement an</p>

Paragraph	Issue	Highways England's response
	<p><i>will bring with the reliance in the dDCO of phraseology such as “substantially in accordance with”.</i></p> <p><i>Havering would contend that the real issue at stake here for the ExA is to be assured that the CEMP must be in compliance with the submitted ES. LBH sees nothing that would prevent a substantive CEMP being submitted prior to the completion of the Examination to aid this determination. The view expressed by the applicant in its supporting documentation is inconsistent with the requirement for the applicant (or a successor body) as the undertaker to be responsible for seeking the discharge of the requirements.</i></p> <p><i>LBH has no doubt that the applicant (as undertaker) must be responsible for seeking the discharge of the requirement; the ExA is invited to be assured that this will not be delegated to contractors.</i></p>	<p>Environmental Management System (EMS) accredited to ISO14001:2015 - Environmental management systems.</p> <p>The approval of the CEMP is a matter for the Secretary of State following Highways England consulting with the relevant planning and highway authorities. There is therefore a high degree of control over the CEMP which must be in place before the authorised development can commence.</p> <p>The phrase “substantially in accordance with” is well precedented in development consent orders and has been included in the recently made A38 Derby Junctions DCO (2021), A1 Birtley to Coal House DCO (2021) and A303 Sparkford to Ilchester Dualling DCO (2021).</p>
24.3.1 to 24.3.3	<p>Paragraphs 24.3.1 to 24.3.3 states:</p> <p><i>The approval of requirements is exclusively reserved for the Secretary of State. Havering notes two issues with this.</i></p> <p><i>Firstly, whilst LBH notes that ‘consultation’ by the applicant is proposed prior to the making of a submission for discharge, it is clear that the applicant is at liberty to ignore the views of the statutorily responsible authorities and submit a requirement for discharge irrespective of the consultee views expressed. LBH would therefore invite the ExA to add a requirement for all consultation responses to be supplied in full to the Secretary of State for his information.</i></p> <p><i>Secondly, LB Havering will require authority to inspect the works with regard to environmental matters within its remit.</i></p>	<p>Highways England will provide the Secretary of State with the Council's response to the consultation, as per requirement 17 of the dDCO. The Secretary of State will no doubt take it into account in his determination.</p> <p>The approach taken with regard to the proposed requirements set out within Schedule 2 to the dDCO has been drafted having regard to a number of relevant precedents and is reasonable having regard to the nature, scale and national significance of the Scheme. With regards to inspection of the works, DCOs do not usually provide a general right for local authorities to inspect works, given that works are authorised by the Secretary of State and must be constructed in strict accordance with the requirements set down within the DCO. The London Borough of Havering noted this point in its relevant representation dated 9 September 2020 (RR-017), although it is not clear which works the London Borough of Havering would like to inspect or why. Notwithstanding this, Highways England continues to liaise with the London Borough of Havering in order to further understand any specific concerns it might have.</p>
Chapter 25 Developing the Obligations		
25.2.7	<p>Regarding proposed planning obligations, paragraph 25.2.7 notes:</p> <p><i>The Local Training Skills and Job Brokerage Strategy must provide that HE will require its contractor to:</i></p> <p><i>a. Use Reasonable Endeavours to recruit at least 20% of the total workforce for and during the construction of the Development from Havering residents and Thurrock residents and Barking and Dagenham residents.</i></p> <p><i>b. Employ one 'new start' apprentice for every £3 million of construction contract value applicable to the construction of the Development, with such arrangements to be based on the following: (a) HE must use Reasonable Endeavours to employ any apprentices from Havering residents and Thurrock residents and Barking and Dagenham residents; and (b) any person who is employed as an apprentice must, immediately prior to the start of the apprenticeship, be in a low or unskilled position or be unemployed (provided</i></p>	<p>The London Borough of Havering has not previously raised the suggestion of planning obligations. As noted within Table B4, point 4.10 of the Case for the Scheme (APP-095), Highways England does not consider that the Scheme requires the imposition of any planning obligations for it to be considered acceptable.</p> <p>It should be borne in mind that the policy refers to ‘residential’, ‘commercial’ and ‘mixed use’ development whilst the Scheme relates to a Nationally Significant Infrastructure Project. The policy requesting a Local Training Skills and Job Brokerage Strategy is therefore not applicable to this Scheme.</p> <p>Section 5.20 of the Case for the Scheme sets out the planning balance for the Scheme and summarises that after consideration of any identified harm set out within the ES and the adoption of the mitigation measures contained within the REAC (APP-097) and secured through the requirements of the draft DCO (APP-015), the benefits of the Scheme outweigh the harm. It is therefore Highways England's view that no further planning obligation would be required to further mitigate the impact of the Scheme.</p>

Paragraph	Issue	Highways England's response
	<p><i>that if an unemployed person has previously been employed, their last period of employment was in a low or unskilled position).</i></p> <p><i>c. Employ a Skills and Employment Manager whose principal place of work is located within the Order Limits to manage the commitments provided for under the Local Training Skills and Job Brokerage Strategy, including being responsible for job brokerage, outreach and to help maximise opportunities for minority groups;</i></p> <p><i>d. Notify the Council and the London Boroughs of Havering and Thurrock and Barking and Dagenham at least three months in advance of the employment and skill requirements of each phase of the Development;</i></p> <p><i>e. Have regard to plans promoted by the Construction Industry Training Board, the National Skills Academy and any equivalent organisation as may be agreed to by HE;</i></p> <p><i>f. Supply a Resource Plan to job brokerages nominated by the Council and the London Boroughs of Thurrock and Barking and Dagenham upon Commencement of the Development, which must be updated on a quarterly basis;</i></p> <p><i>i. Notify job brokerages nominated by the Council and the boroughs of Thurrock and Barking and Dagenham of any job vacancies arising from the construction of the Development and to allow a minimum of 48 hours from that notification for the relevant job brokerage to fill the vacancy;</i></p> <p><i>ii. Interview any suitable candidates put forward by the job brokerages.</i></p> <p><i>iii. Provide quarterly monitoring returns to the Council and the boroughs of Thurrock and Barking and Dagenham in respect of compliance with the Local Training Skills and Job Brokerage Strategy.</i></p> <p><i>iv. In order to support the delivery of this work Havering will require revenue support for a part time FTE (Pay Band 8 (£39,774) coupled with a multiplier of 1.8) for 3 years. This will total £107,389.80.</i></p>	
<p>25.3.1 – 25.3.6</p>	<p>Regarding Transport policy CP9, paragraphs 25.3.1 – 25.3.6 state: <i>To support the delivery of Transport – CP10 of the LDF, Policy 23 Connections of the Local Plan and the Council's Local Implementation Plan (LIP), the Council delivers an annual programme of measures to encourage sustainable travel to and from school and businesses.</i></p> <p><i>The Council works closely with schools through the TfL STARS Accreditation programme to support them in the development and implementation of their School Travel Plans. In recent years there has been a significant modal shift away for single occupancy car use during the "school run" from 39% in 2009 to 17% in 2019. The Council, through its Cycle Training provider offers free Bikeability Training to all schools in the borough. This training is hugely popular as the Council is oversubscribed every year.</i></p>	<p>As noted within Table B4, point 4.10 of the Case for the Scheme (APP-095), Highways England does not consider that any planning obligations are needed for it to be considered acceptable.</p> <p>Section 5.20 of the Case for the Scheme sets out the planning balance for the Scheme and summarises that after consideration of any identified harm set out within the ES and the adoption of the mitigation measures contained within the REAC (APP-097) and secured through the requirements of the draft DCO (APP-015), the benefits of the Scheme outweigh the harm.</p>

Paragraph	Issue	Highways England's response
	<p><i>In recent years the Council has been working closely with the major employees in the borough, including the Barking Havering and Redbridge University Hospital NHS Trust (BHURT) to develop and deliver measures that encourage staff to travel to and from work sustainably. This has included the implementation of cycle parking, and provision of pool bikes.</i></p> <p><i>This work is delivered through a Smarter Travel function within the Transport Planning team at LBH. LBH seeks a financial contribution from Highways England of £450k to enable this work to continue over five year period. Upon commencement of construction, LB Havering seeks an annual sum of £90k per annum for a five year period.</i></p> <p><i>To further support the delivery of CP9 and the Council's Local Implementation Plan the Council is seeking a financial contribution to support the continued delivery of free cycle training the boroughs school children and wider residents. Upon the commencement of construction, LB Havering seeks £100k per annum over a three year period.</i></p> <p><i>To mitigate the impacts of traffic re-routing during construction of the scheme, the Council is seeking a contribution from the applicant to support the Council's sustainable travel agenda, in particular the work that is done on sustainable and active travel and road safety education. To support this agenda, upon commencement of construction, LB Havering is seeking a contribution of £200k per annum over a three year period.</i></p>	
25.4.1	<p>Regarding Policy CP15 on Environmental Policy, paragraph 25.4.1 states: <i>To mitigate the impacts of traffic re-routing during construction of the scheme, the Council is seeking a contribution from the applicant to support the Council's sustainable travel agenda, in particular the work that is done on sustainable and active travel and road safety education. To support this agenda, upon commencement of construction, LB Havering is seeking a contribution of £200k per annum over a three year period.</i></p>	<p>As noted within Table B4, point 4.10 of the Case for the Scheme (APP-095), Highways England does not consider that any planning obligations are needed in relation to this Scheme. Section 5.20 of the Case for the Scheme sets out the planning balance for the Scheme and summarises that after consideration of any identified harm set out within the ES and the adoption of the mitigation measures contained within the REAC (APP-097) and secured through the requirements of the draft DCO (APP-015), the benefits of the Scheme outweigh the harm. No further planning obligation would be required to further mitigate the impact of the Scheme.</p>
25.5.1 – 25.5.2	<p>Regarding Air Quality Policy DC52, paragraphs 25.5.1 – 25.5.2 in the LIR state: <i>Installation of a real-time PM10 continuous monitoring station to measure and help with mitigating controls for the dust from demolition and construction. This will be monitored by the 1FTE post set out in par 25.4.1 and will be required three months prior to commencement of construction. LB Havering is seeking a contribution of £59,376.</i></p> <p><i>The Council has an adopted AQAP which comprises of a series of actions to be delivered over the lifetime of the document. In order to support the AQAP's delivery, upon commencement of construction, the Council is seeking an annual contribution of £100k per annum over a five year period.</i></p>	<p>See point 25.4.1 above regarding planning obligations.</p> <p>Any requirement for monitoring during construction would be identified by the Principal Contractor and discussed with the London Borough of Havering and included within the CEMP.</p> <p>As the Scheme is not expected to have an overall significant adverse effect (5.14.8 of chapter 5 of the ES (APP-027)) there is no requirement for any monitoring during operation (5.13.1 of chapter 5 of the ES (APP-027)).</p>
25.6.3	<p>Regarding Electric Vehicle Charging Points, paragraph 25.6.3 states:</p>	<p>See above regarding planning obligations.</p>

Paragraph	Issue	Highways England's response
	<p><i>LB Havering is developing a strategy for delivering EVCP infrastructure across the borough and ensuring there are suitable and sufficient locations for drivers to charge their vehicles will form an important part of this strategy. LB Havering is seeking a contribution of £100k from the applicant to enable Electric Vehicle Charging Points to be delivered in the vicinity of the scheme, to be paid to the Council when the scheme becomes operational.</i></p>	

3. Highways England's comments on the Response to the Transport Assessment Supplementary Impact Report

3.1.1 Table 3-1 below notes the comments received from London Borough of Havering alongside their LIR in regard to the Transport Assessment Supplementary Impact Report. As with Table 2-1, the comments noted below are extracted and summarised from the London Borough of Havering submission and a response is provided by Highways England where considered appropriate.

Table 3-1 – Highways England’s comments on the Response to the Transport Assessment Supplementary Impact Report

Paragraph	London Borough of Havering Comment	Highways England’s Response
Growth Assumptions		
3 - 4	<p><i>Havering remains concerned that the growth scenarios that HE has included in the traffic modelling for the assessment of the scheme, namely low growth and high growth still does not include sub regional growth and the growth that is planned in the Borough. As a result of this omission Havering remains concerned that the full impacts of the proposed scheme have not been fully assessed. This omission also affects the assessment of the noise and air quality impacts.</i></p> <p><i>Havering notes the assessment that has been undertaken for Gallows Corner and the A12. Given that the assessment has not taken into account the sub regional growth, Havering cannot agree with the reported impacts for Gallows Corner and the A12. Havering refers to its Local Impact Report with regards to the effects of the proposed scheme on Gallows Corner and the A12.</i></p>	<p>See responses to paragraphs 19.1 to 19.2 & 20.1.3 to 20.1.9 in Table 2-1 above.</p>
Construction Traffic Analysis		
8 -10	<p><i>Havering seeks clarification on the approach that Highways England will take to recalibrating MOVA at the junctions during the construction period to reflect the changes to queue lengths that will undoubtable appear.</i></p> <p><i>Figure 6-1 AM peak changes in traffic flows due to construction illustrates the trip redistribution with 9% additional trips in the AM peak travelling up Straight Road (57-61 additional trips) and an additional 10-15% additional trips travelling up Noak Hill Road to the north of the A12 Road (70-80) trips. These routes are also subject to additional trips in the inter peak and the PM peak but to lesser extent than the AM peak.</i></p> <p><i>Straight Road is a key route providing connectivity for residents living in Collier Row and Harold Hill to Gallows Corner junction, from where residents can drive into Romford, further west towards central London or east along the A12 or A127 towards Essex. Noak Hill Road provides connectivity between Harold Hill and eastwards towards the Havering borough boundary.</i></p>	<p>Recalibration of MOVA at junction 28 during construction will be considered as part of the TMP that will have to be submitted to and approved by the Secretary of State following consultation with the relevant highway authority before the works can start under Requirement 10 of the draft DCO.</p> <p>As explained in Section 6 of the Transport Assessment Supplementary Information Report, the results of the traffic modelling presented reflect the most disruptive period of temporary traffic management arrangements that are only likely to last for a couple of months. Consequently, at other times during the construction works there will be less traffic congestion and delay due to temporary traffic management arrangements and, thus, less re-routing of traffic onto the wider road network. The traffic displaced onto the wide road network during construction of the Scheme is not anticipated to have a significant impact given the relatively short-term period of impact in combination with the small number of displaced vehicles on individual roads in absolute terms, which typically equates to no more than approximately 1 to 2 additional vehicles per minute.</p>
Bus routes		

Paragraph	London Borough of Havering Comment	Highways England's Response
11 - 12	<p><i>The scheme is located on a bus route. The 498 bus service operates between Queens Hospital and Brentwood. The route currently uses the eastbound A12 off slip onto the Brook Street roundabout in order to access Brook Street toward Brentwood Town Centre. There are implications for the bus route during construction both in terms of journey time reliability because of lane closures and potential route diversions if the Eastbound off slip is subject to night time closures at a time when the 498 is still operating (last bus departs Queens Hospital towards Brentwood at Midnight weekdays).</i></p> <p><i>The Council also has concerns with regards the impact the scheme may have on bus services that currently operate along Straight Road. The Transport Assessment Supplementary Information report has identified Straight Road and Noak Hill Road as borough operated roads that are forecast to receive an increase in vehicle traffic during construction with traffic reassigned to avoid using the Brook Street Roundabout. There are several bus routes that operate along these two roads, most notably, 174, 256, 499, 608, 646, 674, 686 and N86. A number of the routes are dedicated school services.</i></p>	<p>See response to paragraphs 19.4.1 to 19.4.2 in Table 2-1 above.</p>
Supporting Schools through TfL STARS and Road Safety Education		
17	<p><i>Havering, works with a number of schools in the vicinity of Straight Road and Noak Hill Road through the School Travel Plan Programme. Through the School Travel Plan Programme schools set out targets for modal shift and the Council supports them in delivering initiatives to encourage more people to walk and cycle safely to/from school. Havering wishes to see the protection of school journeys by foot and by bicycle along these routes in the AM peak and therefore request that HE provides additional support to Havering's STARS Accreditation Programme. Further details can be found in section 23 of the Local Impact Report.</i></p>	<p>See response to paragraphs 23.3.1 to 23.3.6 in Table 2-1 above.</p>
Construction Traffic Operational Matters		
21 - 22	<p><i>Havering notes with concern the U turn movement that is proposed at the A12 junction with Petersfield Avenue. This movement will be a difficult movement for HGV's to make due to the narrowness of the lanes and the tight turning circle. There is also potential for HGVs to project into the middle land of the de-restricted A12 when making this movement, i.e. queuing in the filter lane or when making the right turn movement.</i></p> <p><i>Havering request that HE provide swept paths for these proposed movements to demonstrate that the proposed movement can be carried out safely.</i></p>	<p>As stated in Section 6 of the Transport Assessment Supplementary Information Report (PDB-003), the construction of the Scheme is forecast to generate approximately 95 vehicle arrivals and 95 departures per day. Only a proportion of the arriving construction vehicles will need to make the U-turn at the Petersfield Avenue junction with the A12. Consequently, less than 10 vehicles per hour are anticipated to make the U-turn, which equates to less than one vehicle every 6 minutes, or considerably less than one vehicle every cycle of the traffic signals at the Petersfield Avenue junction.</p> <p>Vehicle swept paths analysis will be undertaken to confirm that construction vehicles can safely make the U-turn at the Petersfield Avenue junction with the A12. This will be undertaken when Highways England's appointed Principal Contractor is developing the TMP that will have to be submitted to and approved by the Secretary of State following consultation with the relevant highway authority before</p>

Paragraph	London Borough of Havering Comment	Highways England's Response
		the works can start under Requirement 10 of the draft DCO. Should the analysis raise any safety issues, the construction traffic will be directed to make the U-turn at Gallows Corner junction instead.
A12 Eastbound off-slip		
23 - 24	<p><i>Highways England have given assurances that the A12 off slip will remain open during construction apart from the occasional night time closure but the detail is to be confirmed in the CEMP produced by the contractor post the DCO being granted. This remains a concern for the Council...The Council considers it imperative that the A12 Eastbound off slip remains open to vehicular traffic throughout the construction period to avoid the implications of such a delay.</i></p>	See response to paragraph 22.2.1 in Table 2-1 above.
Traffic Management Plan		
25 - 26	<p>Havering remains concerned that Requirement 10 does not allow them as Highways Authority for roads within the vicinity of the Scheme to approve the traffic management plan and would wish to see the requirement amended to state that:</p> <p><i>"...the preparation and implementation of a traffic management plan that would have to be submitted to, and approved by, the Secretary of State in agreement with the relevant highways authority before works can start".</i></p>	Highways England does not consider it appropriate that it should have to obtain both the agreement of the Council and the approval of the Secretary of State. See the responses above in relation to points 10.6.3 and 22.1.1 in Table 2-1 above.

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