

Lower Thames Crossing

5.4.1.2 Statement of Common Ground between (1) National Highways and (2) the Forestry Commission

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1 Introduction

1.1 Purpose of the Statement of Common Ground

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared in respect of the Development Consent Order (DCO) application for the proposed A122 Lower Thames Crossing (the Project) made by National Highways Limited (National Highways) to the Secretary of State for Transport (Secretary of State) under section 37 of the Planning Act 2008.
- 1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application Documents. All documents may be available on the Planning Inspectorate website.
- 1.1.3 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties named below, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific matters that may need to be addressed during the examination.

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared in respect of the Project by (1) National Highways, and (2) the Forestry Commission.
- 1.2.2 National Highways became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing National Highways made provision for all legal rights and obligations of the Highways Agency, including in respect of the Project, to be conferred upon or assumed by National Highways.
- 1.2.3 The Forestry Commission is a non-ministerial government department responsible for the management of publicly owned forests, and the regulation of both public and private forestry, in England. The Forestry Commission comprises experts on forestry and woodland who support the protection, improvement and expansion of forests and woodland. Two Forestry Commission areas fall within the boundary of the Lower Thames Crossing: East of England, and South East and London.

1.3 Terminology

- 1.3.1 In the matters table in section 2 of this SoCG, “Matter not agreed” indicates agreement on the matter could not be reached, and “Matter under discussion” where these points will be the subject of on-going discussion wherever possible to resolve, or refine, the extent of disagreement between the parties. “Matter agreed” indicates where the issue has been resolved.
- 1.3.2 It is agreed that any matters not specifically referred to in Section 2 of this SoCG are not of material interest or relevance to the Forestry Commission, and those matters can be read as agreed only to that extent. However, if new

matters arise the Forestry Commission reserves the right to comment on those matters as it considers appropriate.

1.4 Overview of previous engagement

- 1.4.1 A summary of the meetings and correspondence undertaken between the two parties in relation to the Project is outlined in Appendix C.
- 1.4.2 Engagement regarding publicly owned forests such as Jeskyns and Thames Chase, which took place prior to the Forestry Commission's restructure in April 2019, is included in Forestry England's SoCG (Application Document 5.4.5.2).

1.5 Status of the Statement of Common Ground

- 1.5.1 It is agreed that this statement is an accurate description of the matters raised by the Forestry Commission, and the current status of each matter.
- 1.5.2 It is agreed that Appendix C is an accurate record of the key meetings and consultation undertaken between (1) National Highways and (2) the Forestry Commission in relation to the matters addressed in this Statement of Common Ground.

2 Matters

2.1 Matters agreed, not agreed or under discussion

- 2.1.1 Table 2.1 details the matters which have been agreed, not agreed, or are under discussion between (1) National Highways and (2) the Forestry Commission.
- 2.1.2 It is acknowledged there are some matters where further discussion may take place during the detailed design stage of the Project to finalise detail, but the matter is agreed in principle. Matters to which this applies have an asterisk (*) next to them.

Table 2.1 Matters

Topic	Item number	Forestry Commission comment	National Highways comment	Document Reference	Status
Planning statement/policy					
Impact on ancient woodland					
Ancient woodland loss	2.1.1	Forestry Commission is strongly opposed to any loss of ancient woodland and therefore does not agree with the loss of ancient woodland resulting from the Project. They have referenced the high level of protection afforded to ancient woodland, for example National Planning Policy Framework Paragraph 180, which states “development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional	National Highways acknowledges that Forestry Commission is opposed to the loss of ancient woodland which would result from the construction of the Project. In line with the National Policy Statement for National Networks (NPSNN), and the National Planning Policy Framework, National Highways have followed the mitigation hierarchy of Avoid, Mitigate, Compensate. In accordance with this, impacts to ancient woodland and veteran trees have been avoided wherever possible, and have significantly reduced since the Supplementary Consultation in	ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1) REAC (Application Document 6.3)	Matter Not Agreed

Topic	Item number	Forestry Commission comment	National Highways comment	Document Reference	Status
		reasons and a suitable compensation strategy exists”.	<p>2020, for example through engagement with Statutory Undertakers on utilities proposals.</p> <p>Ancient woodland compensation planting has been proposed as part of the mitigation and compensation strategy, and to support improved habitat connectivity within the wider landscape in line with the Defra family advice ‘Defra Family Potential Environmental Legacy Projects’, provided in response to the Lower Thames Crossing PEIR.</p> <p>Impacts on ancient woodland are assessed within the Planning Statement (Application Document 7.2) as this relates to a test set out in the National Policy Statement for National Networks. It is National Highways’ view that the NPSNN test has been met.</p>		
Route selection, modal alternatives and assessment of reasonable alternatives					
Utilities					
Utility diversion options at Shorne Wood/Brewers Road	2.1.2	The Forestry Commission would like to see evidence of the other utility diversion options considered in the Shorne Wood and Brewers Road area.	National Highways considers that the routing of utilities in this area is the best viable option and will continue to engage with the Forestry Commission to explain the options process and constraints. Earlier iterations of the utilities diversions and corridors were presented at Statutory Consultation,	Trenchless study report on A2 (HE540039-CJV-GEN-GEN-REP-CLO-00010,	Matter Under Discussion

Topic	Item number	Forestry Commission comment	National Highways comment	Document Reference	Status
			Supplementary Consultation and Design Refinement Consultation. National Highways has worked with the Statutory Undertakers (SUs) to ascertain these alignments, who have their own design standards for the medium pressure gas main and other required utility diversions that need to be applied. The current alignment and utilities working widths reflect the reviews and work undertaken to reduce the impacts of these diversions in this location.	see Appendix A)	
Impact of utilities on Claylane Wood	2.1.3	<p>It would appear that there is increased impact on Claylane Woods since the Supplementary Consultation in 2018 and Design Refinement Consultation in 2020, and the Forestry Commission understood that further utilities would be routed through the wayleave beneath the existing power line. However, the maps now show a new route running north-west to south-east on the western side of the woodland. The area of ancient woodland affected within Claylane Wood is 4.24 ha.</p> <p>The Forestry Commission appreciates the logistical challenges presented by the proposed locations of utilities and would welcome trenchless installation as the preferred method.</p>	<p>The need for additional utilities diversions was identified as the design progressed.</p> <p>The additional unavoidable impact communicated at the Community Impacts Consultation in 2021 is to facilitate the diversion of a gas pipeline for SGN that cannot be located within the corridor of another asset in this location. Separate corridors are required for SGN, National Grid Gas, National Grid Electricity Transmission, and UK Power Networks assets due to the proposed and existing alignments of their networks that have to be considered as part of the design for the construction of, and future operation and maintenance of the networks, both in terms of the risk to</p>	<p>Environmental Masterplan (Application Document 6.2, Environmental Statement Figure 2.4)</p> <p>ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1)</p> <p>Code of Construction Practice, ES Appendix 2.2, (Application</p>	Matter Under Discussion

Topic	Item number	Forestry Commission comment	National Highways comment	Document Reference	Status
		<p>If felling is required, the Forestry Commission would support the translocation of the ancient woodland soils back onto the site and replanting with native broadleaves in addition to the additional planting proposed to the north of Claylane Woods.</p>	<p>the asset from each other, and the risk to the workforce completing the works.</p> <p>After discussion with Forestry Commission, an additional two hectares of woodland planting has been proposed to offset the additional impact on Claylane Wood to facilitate the diversion of a gas pipe. This additional planting is shown in Figure 2.4 of the Environmental Masterplan (Application Document 6.2), and detailed in ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1).</p> <p>REAC item LV013 sets out a commitment to use trenchless installation methods to avoid the removal of ancient woodland where reasonably practicable, unless this would give rise to new or materially different environmental effects.</p> <p>REAC Commitment TB028 'Ancient Woodland Soil Translocation' states that areas identified on the Environmental Masterplan for compensatory ancient woodland planting to offset the loss of ancient woodland would be inoculated, where reasonably practicable, with soils from ancient woodland sites within Order Limits (as identified on ES Figure 8.01, Application Document 6.2) that would</p>	<p>Document 6.3)</p>	

Topic	Item number	Forestry Commission comment	National Highways comment	Document Reference	Status
			<p>be disturbed by construction activity. This includes the area to the north of Claylane Wood, which is immediately adjacent to the affected site.</p> <p>National Highways welcomes the constructive engagement on this matter to date and is confident agreement will be reached by detailed design.</p>		
Pipe installation	2.1.4	Trenchless installation is preferred in order to meet the standing advice hierarchy for ancient woodlands: Avoid, Mitigate and Compensate.	<p>REAC item LV013 sets out a commitment to use trenchless installation methods to avoid the removal of ancient woodland where reasonably practicable, unless this would give rise to new or materially different environmental effects.</p> <p>Trenchless installation was considered then discounted at Shorne and Ashenbank Wood because the footprint required to facilitate this method of installation would have incurred a greater loss of ancient woodland.</p> <p>Significant woodland clearance to undertake the necessary ground investigations to inform the design would have been required, and there is a risk of further tree removal should the tunnelling machine become stuck.</p> <p>Concern has been raised by Natural England regarding trenchless installations beneath Sites of Special</p>	<p>Code of Construction Practice, ES Appendix 2.2, (Application Document 6.3)</p> <p>Trenchless Study for A2 Enabling works (HE540039-CJV-GEN-GEN-REP-CLO-00010, see Appendix A)</p>	Matter Agreed

Topic	Item number	Forestry Commission comment	National Highways comment	Document Reference	Status
			<p>Scientific Interest (SSSI) and ancient woodland due to potential future environmental impact (e.g. emergency repairs/interventions).</p> <p>As a trenchless installation would not have resolved or reduced the issue of woodland removal, the proposal is instead to install the pipeline at Shorne and Ashenbank Wood within an open cut trench, the working space for which would be shared with other Project construction works in this location.</p> <p>Whilst this does not completely avoid woodland loss, the open cut proposal can be better managed, in terms of construction methods, associated risk and future operation and maintenance and can be continually developed to minimise the impacts.</p>		
Terrestrial biodiversity					
Ancient woodland compensatory planting					
Compensatory planting strategy	2.1.5	Ancient woodland compensatory planting should link up areas of ancient woodland and Sites of Special Scientific Interest (SSSIs) to each other which is considered good practice for woodland creation at a landscape scale.	The ancient woodland compensation design follows Natural England's advice to strengthen existing ancient woodland and create links between retained woodland blocks.	ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1)	Matter Agreed

Topic	Item number	Forestry Commission comment	National Highways comment	Document Reference	Status
Management of new woodland	2.1.6	More detail is required about who will manage the areas of ancient woodland compensatory planting and how this will be funded.	<p>National Highways is in the process of identifying and appointing suitably experienced and skilled partners to implement all ecological mitigation and compensation areas (including ancient woodland compensation and nitrogen deposition compensation land) and manage them in the long term.</p> <p>National Highways will, however, be responsible for this management under the draft DCO (Application Document 3.1), irrespective of who the appointed management bodies might be.</p> <p>There are a number of securing and funding mechanisms for appointing suitable bodies to carry out the management, including through Section 106 agreements. The long-term management may also be secured through a number of means: (1) direct ownership with direct management; (2) direct ownership with management contracted out; (3) lease to a suitable body with appropriate management prescriptions built in; or (4) a transfer of ownership to a third party subject to a section 253 (Highways Act 1980) agreement.</p>	N/A	Matter Under Discussion

Topic	Item number	Forestry Commission comment	National Highways comment	Document Reference	Status
Claylane Wood compensatory planting justification	2.1.7	The Forestry Commission contests the premise that the landscape and cultural heritage value of the RAF Gravesend Airfield north of Claylane Wood overrides the need for significant woodland planting in this location.	<p>The Project does not consider the cultural heritage and landscape value of the area north of Claylane Wood to override the value of ancient woodland and the need to ensure adequate compensatory planting to offset adverse effects.</p> <p>There are a number factors to consider at each site, which need to be balanced. At Gravesend Airfield, cultural heritage and landscape requirements have been balanced against the need for ancient woodland compensatory planting.</p> <p>Substantial woodland planting has been included in the Claylane Wood area, including an additional 2ha as agreed with the Forestry Commission and detailed in item 2.1.8.</p>	<p>ES Chapter 6: Cultural Heritage (Application Document 6.1)</p> <p>ES Chapter 7: Landscape and Visual (Application Document 6.1)</p>	Matter Not Agreed
Claylane Wood compensatory planting design	2.1.8	Forestry Commission is pleased to see the addition of 2 hectares of additional woodland planting to the north of Claylane Wood and support this addition to the scheme. They appreciate the logistical challenges presented by the proposed locations of the utilities, and believe this is a reasonable compromise.	National Highways has included 2 hectares of additional woodland compensatory planting in the Claylane Wood area in response to Forestry Commission's request.	ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1)	Matter Agreed
Utilities					
General	2.1.9	Routes for the utilities, if permitted, will cause irreversible damage to and loss	National Highways recognises that utilities works may result in impacts on	ES Chapter 7: Landscape	Matter Agreed

Topic	Item number	Forestry Commission comment	National Highways comment	Document Reference	Status
		of valuable ancient woodland, some of which is also designated as Sites of Special Scientific Interest (SSSIs).	ancient woodland (some of which are designated SSSIs). National Highways also acknowledges that it is not possible to replace ancient woodland. However, the project has been designed to avoid, and where this was not possible, minimise adverse effects on these habitats, and significant reductions in impacts have been made since the Supplementary Consultation in 2020. Ancient woodland compensation planting has been proposed as part of the mitigation strategy and supports improved habitat connectivity within the wider landscape.	and Visual (Application Document 6.1) ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1)	
Mitigation					
Green bridges	2.1.10	The Forestry Commission advises the use of innovating options such as green bridges to link woodland communities.	The Project proposals include seven green bridges. The green bridges form an integral part of the Walker, Cyclist and Horse Rider (WCH) strategy.	Environmental Masterplan (Application Document 6.2) Design Principles (Application Document 7.5)	Matter Agreed
Soil Protection Zone	2.1.11	The Forestry Commission recommends implementing a Soil Protection Zone.	The Code of Construction Practice (COCP) requires that there will be topic management plans developed for environmental subjects that require	Code of Construction Practice (Application	Matter Agreed

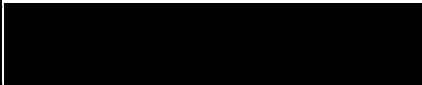
Topic	Item number	Forestry Commission comment	National Highways comment	Document Reference	Status
			further measures and controls to be implemented during the construction phase, and this will include soils.	Document 7.11)	
Ancient woodland soil translocation	2.1.12	The Forestry Commission would like National Highways to carry out ancient woodland soil translocation and monitor its effectiveness	National Highways has included a REAC commitment to translocate ancient woodland soils in some locations (REAC commitment TB028 – Ancient Woodland Soil Translocation). The Environmental Masterplan identifies areas of ancient woodland compensatory planting, which would be inoculated, where reasonably practicable, with translocated ancient woodland soils from within the Order Limits. The oLEMP details monitoring requirements.	Environmental Masterplan (Application Document 6.2) REAC (Application Document 6.3) oLEMP (Application Document 6.7)	Matter Agreed
Nitrogen Deposition					
Methodology and Compensation Strategy	2.1.13	The Forestry Commission has been consulted on, and agrees with, the methodology and mitigation and compensation strategy.	The air quality assessment methodology has been updated following discussions with Natural England (NE) to include the impact of ammonia emitted from exhausts, as well as considering nitrogen oxides (NOx). The Project has identified an approach to offset the potential impact of nitrogen deposition by creating 250ha new compensatory habitats at a landscape scale. These areas would provide additional benefits, including public access, enhancing local landscape and improving biodiversity.	ES Chapter 5: Air Quality (Application Document 6.1)	Matter Agreed

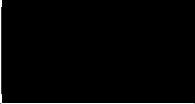
Topic	Item number	Forestry Commission comment	National Highways comment	Document Reference	Status
Air Modelling	2.1.14	The Forestry Commission has been consulted on, and agrees with, the changes to the air quality model inputs and assessment methodology.	There have been a number of changes to the air quality model inputs to the assessment methodology which include: traffic data, the change in opening year from 2027 to 2030, the emission factors have been updated from Emission Factor Toolkit (EFT) version 9 to EFTv11, background air quality maps and the NOx to NO2 tool have been updated, the model verification against monitoring data has changed as a result of the updates above and the Ammonia component to Nitrogen Deposition has been included in the assessment.	ES Chapter 8: Terrestrial Biodiversity (Application Document 6.1)	Matter Agreed
Biodiversity – Net Gain	2.1.15	Forestry Commission appreciates the project's commitment to net gain. However, as an irreplaceable habitat, ancient woodland cannot be used in any net gain metric, as there is no way to replace it via any compensatory or mitigation scheme.	In line with NE's latest metric guidance, ancient woodland has not formed any part of the Lower Thames Crossing baseline calculation or project design calculation.	Technical Appendix 8.14	Matter Agreed

3 Agreement on this Statement of Common Ground

STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) National Highways and (2) the Forestry Commission.

Name	Charlie Waller
Position	Environment & Industry Stakeholder Engagement Coordinator
Organisation	National Highways
Signature	

Name	Richard Pearce
Position	Partnerships & Expertise Manager: London, Thames and Chilterns
Organisation	Forestry Commission
Signature	

Appendix A Documents considered within this Statement of Common Ground

- A.1.1 A summary of the documents which have been considered in the development of this SoCG outside of the Development Consent Order (DCO) application documents are provided below, such as emails, meeting notes, etc.
- a. Forestry Commission Statutory Consultation Response – Richard Pearce
 - b. Forestry Commission Statutory Consultation Response – Charles Ashley
 - c. Forestry Commission Supplementary Consultation Response – March 2020
 - d. Forestry Commission Design Refinement Consultation Response – August 2020
 - e. Forestry Commission LTC Claylane Woods response 17.06.21
 - f. Forestry Commission Community Impacts Consultation Response 08.09.2021
 - g. Trenchless Study for A2 Enabling Works (HE540039-CJV-GEN-GEN-REP-CLO-00010)

Appendix B Glossary

Term	Abbreviation	Explanation
Code of Construction Practice	CoCP	Contains control measures and standards to be implemented by the Project, including those to avoid or reduce environmental effects.
Development Consent Order	DCO	Means of obtaining permission for developments categorised as Nationally Significant Infrastructure Projects (NSIP) under the Planning Act 2008.
Environmental Management Plan	EMP / EMP2	For the Project, a plan setting out the conclusions and actions needed to manage environmental effects as defined by the Design Manual for Roads and Bridges standard LA 120. The CoCP is the equivalent of the first iteration of the EMP (EMP1). The contractor's EMP would be EMP2 and the end of construction EMP would be EMP3.
Nitrogen Oxide	NOx	A group of seven gases and compounds composed of nitrogen and oxygen, sometimes collectively known as NOx gases.
National Policy Statement for National Networks	NPSNN	The NPSNN sets out the need for, and Government's policies to deliver, development of Nationally Significant Infrastructure Projects on the national road and rail networks in England. It provides planning guidance for promoters of Nationally Significant Infrastructure Projects on the road and rail networks, and the basis for the examination by the Examining Authority and decisions by the Secretary of State.
outline Landscape and Ecology Management Plan	oLEMP	A document which provides details on the delivery and management of the landscape and ecology elements identified in the Environmental Masterplan for the Project, including their success criteria.
Register of Environmental Actions and Commitments	REAC	The REAC identifies the environmental commitments that would be implemented during the construction and operational phases of the Project if the Development Consent Order is granted, and forms part of the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2).
Site of Special Scientific Interest	SSSI	A conservation designation denoting an area of particular ecological or geological importance.
Statutory Undertaker	SU	These are generally considered to include electricity, gas, water and sewage and communications services.
Walker, cyclist and horse-rider	WCH	Walkers, cyclists and horse-riders, in the context of their use and interaction with the road network.

Appendix C List of engagement activities

- C.1.1 A summary of the meetings and correspondence undertaken between the two parties in relation to the Project is outlined in Table C.1 below.
- C.1.2 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) National Highways and (2) the Forestry Commission in relation to the issues addressed in this SoCG.

Table C.1 Engagement activities between National Highways and the Forestry Commission.

Date	Form of contact/ correspondence	Key topics discussed and key outcomes
July 2018-April 2022	Teams and progress meetings	Regular technical meetings to discuss the programme, SoCG topics and compensatory enhancements. Held as required, typically quarterly to monthly.
Oct 2018-Sept 2021	Public consultations	Forestry Commission has been consulted on all of LTC's public consultations.
Sept 2018-June 2020	Workshops	Technical workshops to discuss project identification, design development, utilities diversions, DCO, impacts and mitigation.

- C.1.3 A detailed record of all engagement between (1) National Highways and (2) the Forestry Commission in relation to the issues addressed in this SoCG is outlined in Table C.2 below.
- C.1.4 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) National Highways and (2) the Forestry Commission in relation to the issues addressed in this SoCG.

Appendix D Detailed Record of Engagement

Table D.1 Table D.1 Detailed record of engagement activities between National Highways and the Forestry Commission.

Date	Form of contact/ correspondence	Key topics discussed and key outcomes
3 July 2018	Meeting	National Highways
12 July 2018	Email	Notification of updated Order Limits.
5 September 2018	Meeting	Project Identification Workshop
6 September 2018	Meeting	Project updates including environmental surveys and Order Limits update. Forestry Commission suggested providing strategic connections to existing open access areas and woodlands.
October – December 2018	Statutory Consultation	Statutory public consultation on the Project's design in the Preferred Route Announcement. Consultation response received from the Forestry Commission.
19 October 2018	Email	Green Infrastructure Study Opportunities Plan. Comments requested on projects identified
18 December 2018	Email	Forestry Commission enquired about impact on woodland utilities. National Highways provided an overview of works.
24 April 2019	Meeting	Design Development Workshop South of the River Thames. National Highways presented the latest thinking on the LTC design development and sought initial feedback and suggestions for improving the design.
26 September 2019	Meeting	Environment and Community Group Forum. Update on ecology surveys and environmental mitigation approach after Statutory Consultation.
7 November 2019	Meeting	Design Development Workshop with key Local Authorities and Statutory Environmental Bodies to update on supplementary consultation delivery, pre-enabling works, design refinement and development boundary.

4 December 2019	Utilities Diversion Workshops (north and south)	Utility Diversion Workshop to update on utilities design and its potential impact on environmental designations and Order Limits
January – March 2020	Supplementary Consultation	Non-statutory public consultation on Project changes and development of the Project. Consultation response received from the Forestry Commission.
22 April 2020	Meeting	Preliminary Environmental Impact and Mitigation & Code of Construction Practice Review South.
15 May 2020	Meeting	National Highways explained the current utilities design including areas which were awaiting input from Statutory Undertakers.
21 May 2020	Meeting	Key elements of the DCO workshop.
3 June 2020	Email	Shared draft CoCP, comments requested
10 June 2020	Meeting	Design Development Workshop South. Update on supplementary consultation delivery, pre-enabling works, design refinement and development boundary.
23 & 25 June 2020	Meeting	Environmental Impact & Mitigation and REAC Review workshop
26 June 2020	Meeting	Bilateral meeting woodland loss figures
29 June 2020	Email	National Highways shared the draft Development Consent Order, noting to the Forestry Commission that it disapplies the need for a tree felling licence under the Forestry Act 1967. Major or substantive comments were welcomed.
1 July 2020	Meeting	Environmental Impact Update and discussions on ancient woodland compensatory planting.
14 July 2020	Email	Shared draft Environmental Masterplan
July – August 2020	Design Refinement Consultation	Non-statutory public consultation on design refinements of the Project. Consultation response received from the Forestry Commission.
7 August 2020	Meeting	Progress meeting
26 August 2020	Email	Shared draft Design Principles and cross sections of key structures.

18 September 2020	Meeting	Progress meeting
16 October 2020	Meeting	Review issues log ahead of initial DCO submission.
October	Meeting	Legacy
24 November 2020	Meeting	Update on DCO application post withdrawal
3 December 2020	Email	National Highways shared all its DCO documents with the Forestry Commission.
4 December 2020	Meeting	Update meeting to brief the Forestry Commission on scope changes expected to be incorporated between withdrawal and resubmission of the DCO.
8 December 2020	Meeting	Walkthrough of DCO documents.
8 December 2020	Email	Shared Forestry England's Forest Concept Report
22 January 2021	Meeting	Project updates and revisited issues after reviewing DCO documents.
26 January 2021	Meeting	Inaugural Environment Working Group Legacy meeting
22 February 2021	Email	Share new DCO documents including the outline Landscape and Ecology Management Plan, outline Site Waste Management Plan. Any major or substantive comments were welcomed.
12 March 2021	Meeting	Present utilities design refinements which reduce the Project's impacts on Claylane Wood and Claylane Wood. Review of associated issues.
7 May 2021	Meeting	Forestry Commission shared new feedback on the ancient woodland compensatory design at Claylane Woods
16 June 2021	Meeting	National Highways presented a draft proposal for additional ancient woodland compensatory planting at Claylane Woods

14 July – 8 September 2021	Community Impacts Consultation	Consultation response received from the Forestry Commission.
20 April 2022	Meeting	To provide Forestry Commission with update on the changes to the order limits, Nitrogen Deposition, air quality modelling and Hole Farm

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