

Lower Thames Crossing

7.17 Interrelationship with other Nationally Significant Infrastructure Projects and Major Development Schemes

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1 Executive summary

- 1.1.1 This Interrelationship with other Nationally Significant Infrastructure Projects (NSIPs) and major development schemes document (the Interrelationship Document) describes how National Highways has worked with third-party project promoters to design out and control interfaces between the A122 Lower Thames Crossing (the Project) and other NSIPs and major development schemes to avoid prejudicing their successful delivery. It describes the work undertaken to ensure proposals are designed, consented, and delivered in a coordinated way to support the Government’s vision for the Lower Thames Area and beyond.
- 1.1.2 National Highways’ approach to managing interfaces with other projects has been influenced by advice received from the Planning Inspectorate, engagement with third-party project promoters, relevant National Policy Statement’s (NPS) and other Government policy described in Chapter 3.
- 1.1.3 Projects have been included in this Interrelationship Document where National Highways judge, based on the selection criterion set out at Chapter 4, that additional information would be helpful for the public, stakeholders and Examining Authority (ExA) in assessing the Project.
- 1.1.4 Key DCO documents that this Interrelationship Document should be read alongside are listed at Chapter 5. These, in combination with the documents introduced in Chapter 6 of this Interrelationship Document, identify, assess (where appropriate) and address third-party projects and their interfaces with the A122 Lower Thames Crossing.
- 1.1.5 Chapter 6 describes the ten NSIPs and major development schemes that interface with the Project, based on the criteria set out in Chapter 4, confirming the status of each and how they have been considered in the application for development consent for the Project. Key project interfaces are identified along with the ways that National Highways has sought to design out or control them.
- 1.1.6 Project interfaces have been embedded into future decision making on the Project through inclusion of relevant concepts in the design and commitments in control documents that promote engagement with third-party project promoters’ through the construction phase.
- 1.1.7 The Interrelationship Document provides a snapshot of project interfaces at the time of submission. National Highways would continue to monitor other developments coming forward in proximity to the Project through the DCO examination. If proposals for managing project interfaces change in response to new information becoming available National Highways would provide further information to the ExA as reasonable during the examination period. More information on the monitoring and review framework is set out at Chapter 7.

2 Introduction

2.1 Purpose of the document

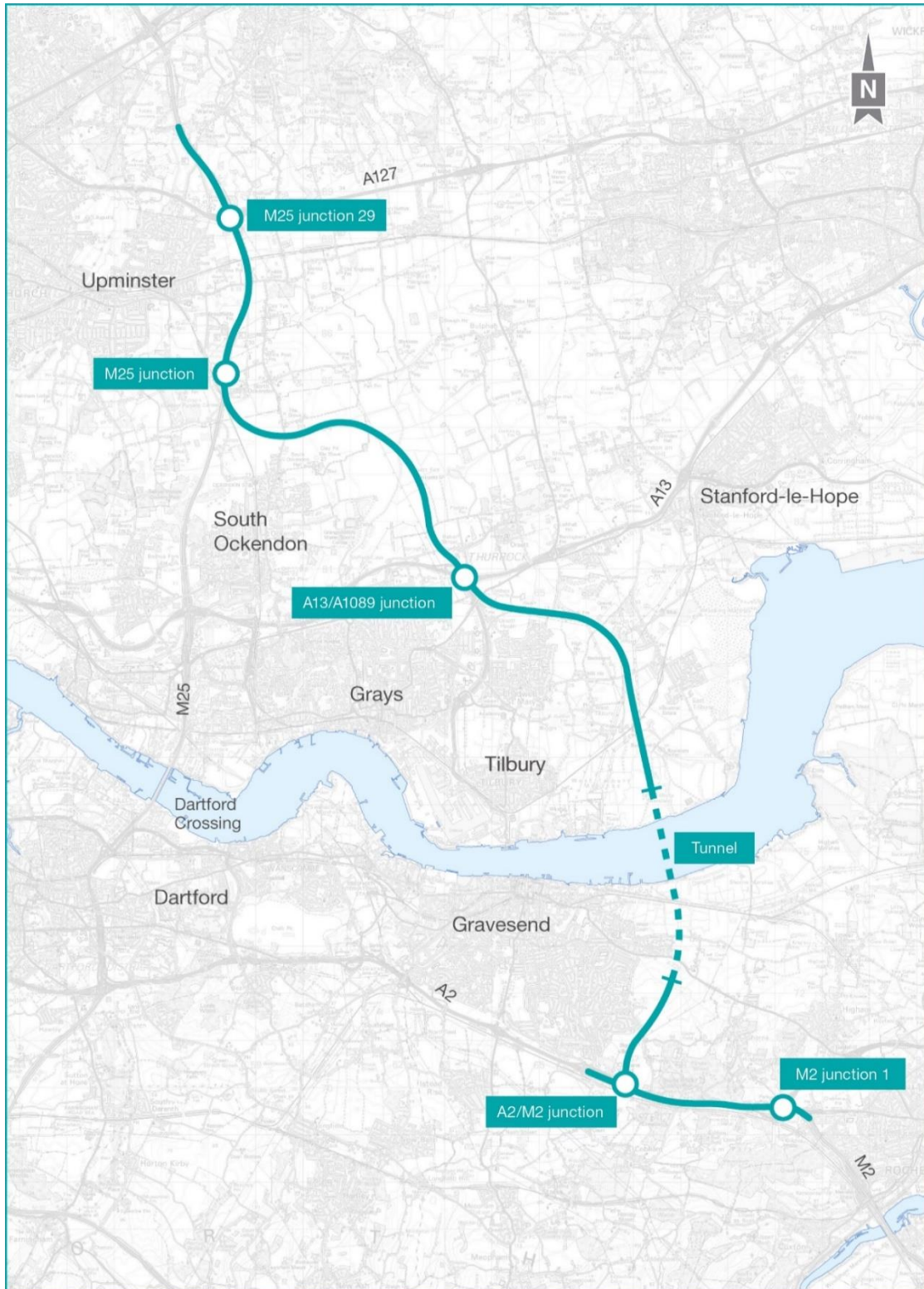
- 2.1.1 This Interrelationship Document describes how National Highways has worked with third-party project promoters to design out and control project interfaces, where necessary, to avoid prejudicing the successful delivery of other projects. It documents the work undertaken to ensure proposals are designed, consented, and delivered in a coordinated way to support the Government's vision for the Lower Thames area and beyond.
- 2.1.2 This Interrelationship Document and the Cumulative Effects Assessment (CEA, Chapter 16 of the Environmental Statement (ES) Application Document 6.1) both report on interrelationships between the Project and other schemes and should be read in conjunction with one another. However, their purpose and scope are different. The inter-project assessment in ES Chapter 16: Cumulative Effects Assessment (Application Document 6.1) focuses on environmental effects arising from the Project in combination with others. Whereas this Interrelationship Document focuses on design solutions and outcomes of engagement that support the avoidance and management of principally physical interfaces between the Project and other NSIPs or major development schemes in proximity to it.

2.2 The Project

- 2.2.1 The Project would provide a connection between the A2 and M2 in Kent, south-east of Gravesend, crossing under the River Thames through a tunnel, before joining the M25 south of junction 29. The Project route is presented in Plate 2.1.
- 2.2.2 The A122 would be approximately 23km long, 4.25km of which would be in tunnel. On the south side of the River Thames, the Project route would link the tunnel to the A2 and M2. On the north side, it would link to the A13, M25 junction 29 and the M25 south of junction 29. The tunnel entrances would be located to the east of the village of Chalk on the south of the River Thames and to the west of East Tilbury on the north side.
- a. Junctions are proposed at the following locations:
 - b. New junction with the A2 to the south-east of Gravesend
 - c. Modified junction with the A13/A1089 in Thurrock
 - d. New junction with the M25 between junctions 29 and 30
- 2.2.3 To align with National Policy Statement for National Networks policy and to help the Project meet the Scheme Objectives (Application Document 7.1), it is proposed that road user charges would be levied in line with the Dartford Crossing. Vehicles would be charged for using the new tunnel.

- 2.2.4 The Project route would be three lanes in both directions, except for:
- a. link roads
 - b. stretches of the carriageway through junctions
 - c. the southbound carriageway from the M25 to the junction with the A13/A1089, which would be two lanes
- 2.2.5 In common with most A-roads, the A122 would operate with no hard shoulder but would feature a 1m hard strip on either side of the carriageway. It would also feature technology including stopped vehicle and incident detection, lane control, variable speed limits and electronic signage and signalling. The A122 design outside of the tunnel would include emergency areas. The tunnel would include a range of enhanced systems and response measures instead of emergency areas.
- 2.2.6 The A122 would be classified as an ‘all-purpose trunk road’ with green signs. For safety reasons, walkers, cyclists, horse-riders and slow-moving vehicles would be prohibited from using it.
- 2.2.7 The Project would include adjustment to a number of local roads. There would also be changes to a number of public rights of way, used by walkers, cyclists and horse riders. Construction of the Project would also require the installation and diversion of a number of utilities, including gas mains, overhead electricity powerlines and underground electricity cables, as well as water supplies and telecommunications assets and associated infrastructure.
- 2.2.8 The Project has been developed to avoid or minimise significant effects on the environment. Some of the measures adopted include landscaping, noise mitigation, green bridges, floodplain compensation, new areas of ecological habitat and two new parks.

Plate 2.1 Lower Thames Crossing route



3 Background

3.1 Thames Estuary

- 3.1.1 The Project is situated within the Lower Thames area, which has been the subject of longstanding plans for transformative growth.
- 3.1.2 The Thames Estuary 2050 Growth Commission was established in March 2016 to develop an ambitious vision and delivery plan for north Kent, south Essex and east London. The 2050 Vision Report (Thames Estuary 2050 Growth Commission, June 2018) and subsequent Government Response to the Thames Estuary 2050 Growth Commission (Ministry of Housing, Communities and Local government, March 2019) set out ambitious development plans across the Estuary by 2050 with significant infrastructure investment required to support growth. This policy context has driven the volume and scale of development proposed close to the Project, with delivery proposed around the same time, giving rise to the interfaces described in this document.
- 3.1.3 The Government response (Ministry of Housing, Communities and Local government, March 2019) stresses the importance of coordinated governance and delivery in realising the regions potential for positive change. This document demonstrates the efforts of National Highways and third-party project promoters in supporting the Government’s vision for the Lower Thames area and beyond.

3.2 Policy and guidance

- 3.2.1 The highway works proposed by the Project have been assessed against the policies in the National Policy Statement for National Networks (NPSNN). The Overarching National Policy Statement for Energy (EN-1), National Policy Statement for Gas Supply Infrastructure and Gas and Oil Pipelines (EN-4), National Policy Statement for Electricity Networks Infrastructure (EN-5) and revised (draft) replacements of these documents, issued in February 2022, have been assessed in relation to the gas pipeline and overhead line NSIPs proposed as part of the Project. The National Policy Statement for Ports (NPSP) is also a material consideration to the extent that the Project affects the use and development of land at the Port of Tilbury (PoT) Thames Freeport tax site that is capable of becoming an NSIP for which the NPSP has been designated. A full assessment of the Project against relevant planning policy considerations is provided in the Planning Statement (Application Document 7.2).
- 3.2.2 The NPSNN (DfT, 2014), Road Investment Strategy (RIS) 1 (DfT, 2015) and RIS 2 (DfT, 2020) provide strong and clear support for delivering national networks that meet the UK’s long-term needs. The NPSNN establishes the need to improve national networks to support a prosperous and competitive economy. New national road network development can support regeneration, particularly in the most disadvantages areas, by bringing businesses closer to their workers, their markets and each other (NPSNN paragraph 2.6) and connecting major ports and rail terminals. (NPSNN paragraph 2.13).
- 3.2.3 National Highways has adopted a joined-up approach to development in the Lower Thames area. Project interfaces have been identified and, where possible, responses to them developed in consultation with third-party project

promoters and stakeholders. As a result, the Project should not prejudice the successful delivery of the NSIPs and major development schemes listed in Section 3, maximising the growth potential of the Lower Thames area and beyond in accordance with the objectives of the NPSNN as well as the Scheme Objectives for the Project.

- 3.2.4 Non-statutory advice provided by the Planning Inspectorate under Section 51 (s51) of the Planning Act 2008 raised interfaces between the Project and nearby NSIPs that should be considered in the DCO application for the Project. This Interrelationship Document seeks to positively respond to advice received by the Planning Inspectorate.

3.3 Assumptions and limitations

- 3.3.1 As with all large projects there is a degree of uncertainty over the construction programme for the Project, which would be refined once Contractors are appointed, and the detailed design is developed. Where this Interrelationship Document refers to other construction programmes running concurrently with the Project, it is assumed preliminary works would start following the DCO being granted in 2024 and the main construction period would start in 2025, with the road being open for traffic in late 2030.
- 3.3.2 The DCO application for the Project is not required to mitigate environmental effects resulting from other developments. Each of the projects detailed within this Interrelationship Document have a responsibility to include mitigation in their proposals to avoid or reduce adverse effects on the environment and comply with relevant legislative requirements.
- 3.3.3 National Highways has followed the notification of development procedure, as prescribed under National Highways TR111 Guidance (2016), to ensure planning applications that are likely to prejudice the construction and operation of the Project are referred to them by the Local Planning Authority (LPA) for comment before determination. Where the Project would result in the extinguishment of an operational development or extant planning permission, the effects of this are assessed in Chapter 13: Population and Human Health of the ES (Application Document 6.1, Chapter 13).
- 3.3.4 National Highways' interest in the projects described herein is twofold; both as strategic highway company appointed under the Infrastructure Act 2015 to operate, maintain and improve the Strategic Road Network (SRN) and applicant for the A122 Lower Thames Crossing DCO application.

3.4 Stakeholder engagement

- 3.4.1 This Interrelationship Document has been prepared in consultation with the stakeholders listed in Table 3.1. National Highways provided a draft of the document to stakeholders for comment, with a view to agreeing the contents where possible. Table 3.1 lists the main comments received from stakeholders.

Table 3.1 Record of stakeholder engagement on the Interrelationship Document

Stakeholder	Project(s)	Date of meeting / communication	Summary of comments
Planning Inspectorate	n/a	Draft shared 3 December 2021. Meeting to discuss comments 27 January 2022.	<p>The following matters were discussed:</p> <ul style="list-style-type: none"> Recommended the use of figures to demonstrate overlaps and/or interfaces. Queried how the dDCO and ES Chapter 2: Project Description consider projects relevant to the document. Suggested the document makes it clear that selection criteria are applied in combination rather than singularly. Reinforced the opportunity to submit further information if changes to the Project change the interfaces described. Points of detail relevant to specific project interfaces.
London Resort Company Holdings	The London Resort	Draft shared 29 June 2022. Comments received 25 July 2022.	<ul style="list-style-type: none"> Clarified the description of development and dates relevant to The London Resort.
Port of Tilbury London Limited	Tilbury2 DCO	Draft shared 11 August 2022. No comments received.	
Thames Freeport Consortium ¹	Thames Freeport – Port of Tilbury tax site	Draft shared 11 August 2022. No comments received.	
Thurrock Power Limited	Thurrock Flexible Generation Plant (TFGP) DCO	Draft shared 17 June 2022. Comments received 20 June 2022.	<ul style="list-style-type: none"> Raised the opportunity for Statera to amend their gas pipeline’s (Work No TFGP1) alignment to avoid redundant works if the Project is delivered in advance of the TFGP. Provided status update on the Section 16 (Commons Act 2006) application to de-register Walton Common.

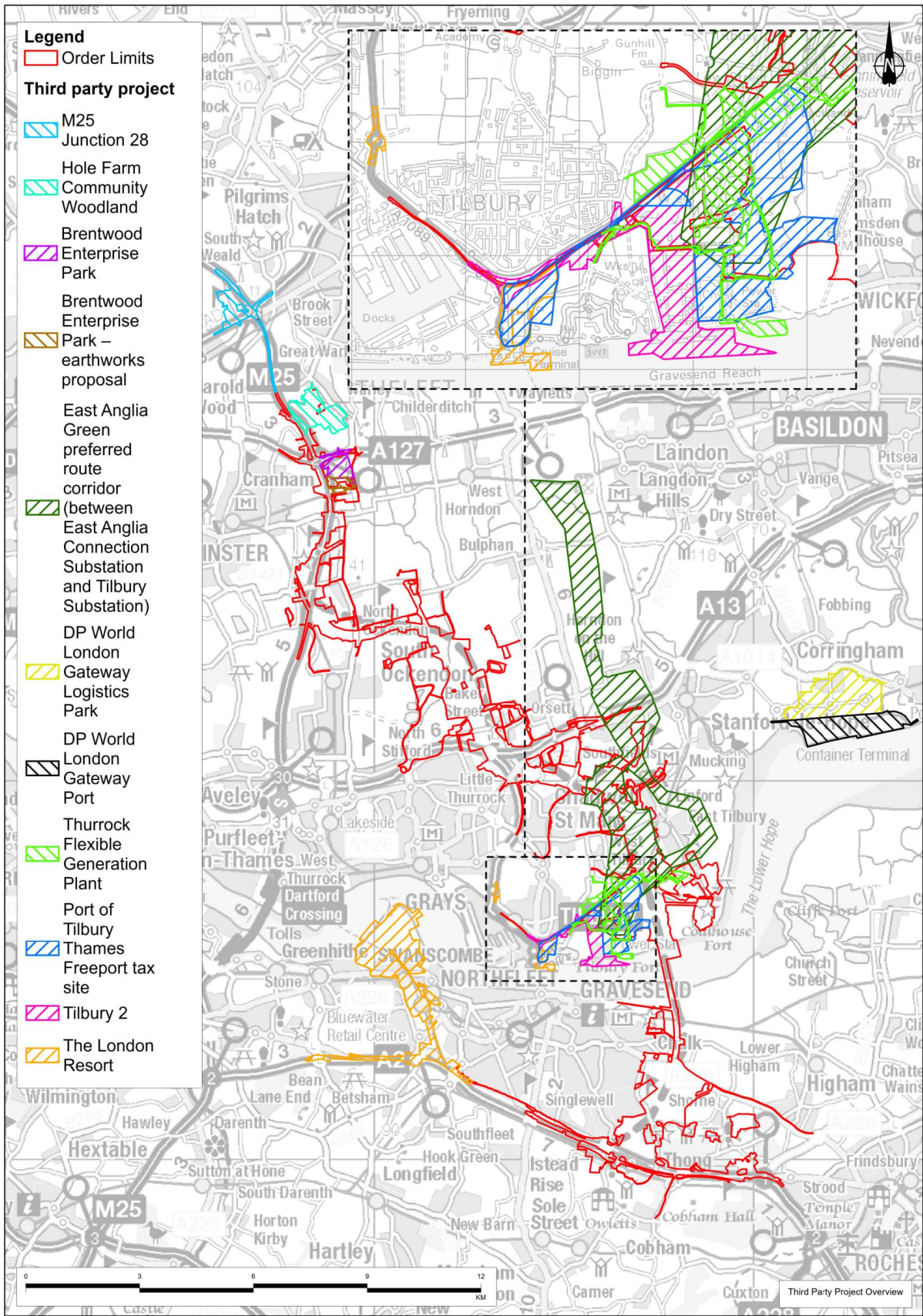
¹ Consisting of DP World, Forth Ports, Ford (motor company) and Thames Enterprise Park. A draft of the Interrelationship Document was only shared with the Port of Tilbury London Limited (Forth Ports).

Stakeholder	Project(s)	Date of meeting / communication	Summary of comments
National Highways	M25 J28 (M25 J28) DCO	Draft shared 20 June 2022. Comments received 29 June 2022.	<ul style="list-style-type: none"> Confirmed open to traffic date.
	Tilbury Link Road (TLR)	Draft shared 26 June 2022. Comments received 1 August 2022.	<ul style="list-style-type: none"> Provided clarifications on the scope and status of the TLR.
National Grid	East Anglia Green (EAG)	Draft shared 17 June 2022. Comments received 6 July 2022.	<ul style="list-style-type: none"> Approved draft – no further comments.
DP World	DP World London Gateway (DPWLG)	Draft shared 17 June 2022. Comments received 20 June 2022.	<ul style="list-style-type: none"> Provided traffic modelling clarifications. Updated description of DPWLG and engagement between National Highways and DP World. Noted that notwithstanding the new link road from the Orsett Cock junction to the A1089, there is potential for u-turning at Manorway Interchange remains. Recommended that the interface at Orsett Cock and A13 westbound on approach to Orsett Cock/LTC is mentioned.
St Modwen Developments Limited	Brentwood Enterprise Park (BEP)	Draft shared 22 June 2022. Comments received 19 July 2022.	<ul style="list-style-type: none"> Clarified anticipated construction dates.
Forestry England / National Highways	Hole Farm Community Woodland	Draft shared 21 July 2022. Comments received 26 July 2022.	<ul style="list-style-type: none"> Recommended amending proposal name. Points of clarification.

4 Methodology

- 4.1.1 The methodology used to select projects for this Interrelationship Document has been determined using professional judgement in consultation with stakeholders.
- 4.1.2 Projects have been selected where National Highways judge that additional information would be helpful for the public, stakeholders and ExA in assessing the Project, based on the following considerations:
- a. If the project qualifies as a NSIP under the Planning Act 2008 or a major development under The Town and Country Planning (Development Management Procedure) (England) Order 2015;
 - b. Physical overlap with land required for the Project i.e. the extent to which a project's order limits or application boundary intersects with the order land for the Project and;
 - c. Where stakeholders have raised matters related to interfaces between the A122 Lower Thames Crossing and the project.
- 4.1.3 The projects included in this document have been backchecked against the selection criteria up to the submission of the DCO application for the Project to ensure they still qualify for inclusion. National Highways has continued to monitor NSIP and major development proposals in proximity to the Project up to the DCO submission to ensure that all relevant projects and project interfaces are included.
- 4.1.4 Based on the selection criteria, the following projects have been identified (listed southernmost to northernmost):
- a. The London Resort
 - b. Tilbury2
 - c. Thurrock Flexible Generation Plant
 - d. PoT Thames Freeport tax site
 - e. Tilbury Link Road
 - f. East Anglia Green
 - g. DP World London Gateway
 - h. Brentwood Enterprise Park
 - i. Hole Farm Community Woodland
 - j. M25 Junction 28
- 4.1.5 Plate 4.1 shows the location of the projects in relation to the A122 Lower Thames Crossing. Where third-party projects don't have a set development boundary, the latest available information has been used.

Plate 4.1 Project overview map



5 Related Project documents

- 5.1.1 The Interrelationship Document should be read alongside the DCO documents listed below. The DCO documents relevant to specific projects are introduced in Chapter 6. These in combination with the documents below, identify, assess (where appropriate) and address third-party projects and their interfaces with the A122 Lower Thames Crossing.

5.2 Draft Development Consent Order

- 5.2.1 The draft DCO (dDCO, Application Document 3.1) sets out the powers that National Highways is seeking to construct and operate the Project as well as the parameters for what development would be permitted.
- 5.2.2 Schedule 2 of the dDCO (Application Document 3.1) sets out the conditions National Highways would need to accord with when implementing the development authorised by the DCO. These relate to the management of environmental effects during construction (Requirement 4), the management of landscape and ecological elements (Requirement 5), traffic management for construction (Requirement 10) and the coordination of works with TFGP (Requirement 15), among other things.

5.3 Inter-Project Cumulative Effects

- 5.3.1 The Scoping Opinion (Planning Inspectorate, 2017) for the Project recommended that the CEA consider the cumulative impact of the Project with other NSIPs that are likely to be constructed around the same time.
- 5.3.2 ES Chapter 16: Cumulative Effects Assessment (Application Document 6.1) provides an assessment of the inter-project cumulative effects of the Project in combination with reasonably foreseeable developments identified using the search areas and thresholds described in Section 16.3 of ES Chapter 16: Cumulative Effects Assessment. Some of the NSIPs and major development schemes included in the inter-project effects assessment are also included in this document.

5.4 Transport Assessment and Lower Thames Area Model

- 5.4.1 Due to the scale of the Project, a strategic transport model has been produced in line with DfT guidelines. The Lower Thames Area Model (LTAM) enables the assessment of the forecast impacts of the Project on the highway network which are reported in the Transport Assessment (Application Document 7.9).
- 5.4.2 In line with TAG, the LTAM core scenario includes planned developments within the Uncertainty Log (up to the end of September 2021) that are already under construction, have a planning permission, benefit from an application within the planning process, planning consent is expected to be imminent or have a planning consent. The process for including planned developments in the LTAM is set out in Appendix C: the Transport Forecasting Package of the Combined Modelling and Appraisal Report (Application Document 7.7).

- 5.4.3 The core scenario includes a wider range of planned developments than this Interrelationship Document. The Tilbury2 DCO, DPWLG and M25 junction 28 (M25 J28) DCO are included in both the core scenario and this document.
- 5.4.4 Including developments in the LTAM provides detailed spatial information on the location of new trips but does not affect the overall level of traffic growth in the model. This spatial information supports the assessment of inter-project effects in the CEA and helps to identify areas of sensitivity on the road network (and potential project interfaces) that National Highways can engage stakeholders on to develop targeted design solutions or control measures for.

5.5 Construction phase control documents

- 5.5.1 Project interfaces arising from overlapping construction programmes will require monitoring, engagement and control post DCO grant. The control documents listed below include measures by National Highways and Contractors working on their behalf to manage third-party project interfaces through the construction period.
- 5.5.2 For a full overview of the Control Plan for the Project and details of other control documents relevant to project interfaces please refer to the Introduction to the Application (Application Document 1.3).

Code of Construction Practice

- 5.5.3 The Code of Construction Practice (CoCP) (Application Document 6.3, Appendix 2.2) provides a framework to manage construction and operational activities and is secured under Requirement 4 of the Schedule 2 of the dDCO (Application Document 3.1). The CoCP requires each Contractor to develop a Communications and Engagement Plan (CEP) in support of the Communications and Engagement Strategy for the Project to ensure stakeholders, including the third-party project promoters in this document, are informed of the works activities where necessary.

Outline Traffic Management Plan for Construction

- 5.5.4 The outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14) provides a framework for temporary traffic management for the construction the Project and is secured under Requirement 10 of the Schedule 2 of the dDCO (Application Document 3.1).
- 5.5.5 Where construction activities for the Project are likely to proceed at the same time as the construction of other projects in proximity to it, Contractors will manage this in a coordinated way, maximising opportunities to reduce the overall impact on communities and the environment. A Traffic Management Forum (TMF) would be set up by National Highways to support integration with other projects on construction traffic and logistics matters. A National Highways Traffic Manager would also be appointed for the entire Project network (i.e. logistic routes and routes requiring temporary traffic management). Their role would include oversight of and coordination with third-party project construction activities to minimise the impacts on the public and stakeholders.

Outline Materials Handling Plan

- 5.5.6 The outline Materials Handling plan (oMHP, Application Document 6.3, Annex B) provides a framework for material movements and handling during the construction of the Project and is secured under Requirement 4 of the Schedule 2 of the dDCO (Application Document 3.1).
- 5.5.7 The oMHP (Application Document 6.3, Annex B) considers multimodal options for the transport of materials including the use of rail and river to minimise road miles. It identifies factors that influence the Project's approach to the transportation of materials such as nearby NSIPs and major development schemes like TFGP, BEP and Tilbury2 and commits to working with third-party project promoters to minimise disruption on the road network.

5.6 Consultation and engagement

- 5.6.1 National Highways has undertaken extensive consultation and engagement with the community and stakeholders on the interfaces between the Project and nearby NSIPs and major development schemes.

Consultation Report

- 5.6.2 The Consultation Report (Application Document 5.1) describes the approach to, and outcomes of, consultation undertaken on the Project. It sets out the consultation carried out in line with the relevant statutory obligations as well as non-statutory forms of consultation with stakeholders that has taken place outside of formal consultation periods, including consultation with, or regarding, the third-party projects, or project promoters, included in this Interrelationship Document.

Statement of Engagement

- 5.6.3 The Statement of Engagement (Application Document 5.2) sets out the detailed engagement process that National Highways has set up and implemented to maximise the pre-application period and develop the best possible DCO application. It provides a summary of engagement with third-party project promoters, among other things, and additional context to the measures to manage project interfaces detailed in Chapter 4 of this Interrelationship Document.

Statements of Common Ground

- 5.6.4 Statements of Common Ground (SoCG) confirming areas of agreement, disagreement and ongoing discussion have been prepared with the following industry bodies responsible for promoting projects included in the Interrelationship Document:
- a. DP World (Application Document 5.4.2.1)
 - b. Port of Tilbury London Limited (Application Document 5.4.2.2)
 - c. Thurrock Power Limited (Application Document 5.4.2.3)
 - d. Forestry England (Application Document 5.4.5.2)

- 5.6.5 SoCGs include a detailed record of engagement between National Highways and third parties with respect to the Project. They have been prepared where National Highways consider a clear position on the state and extent of agreement between parties relevant to the Project would benefit the examination of the DCO application for it.

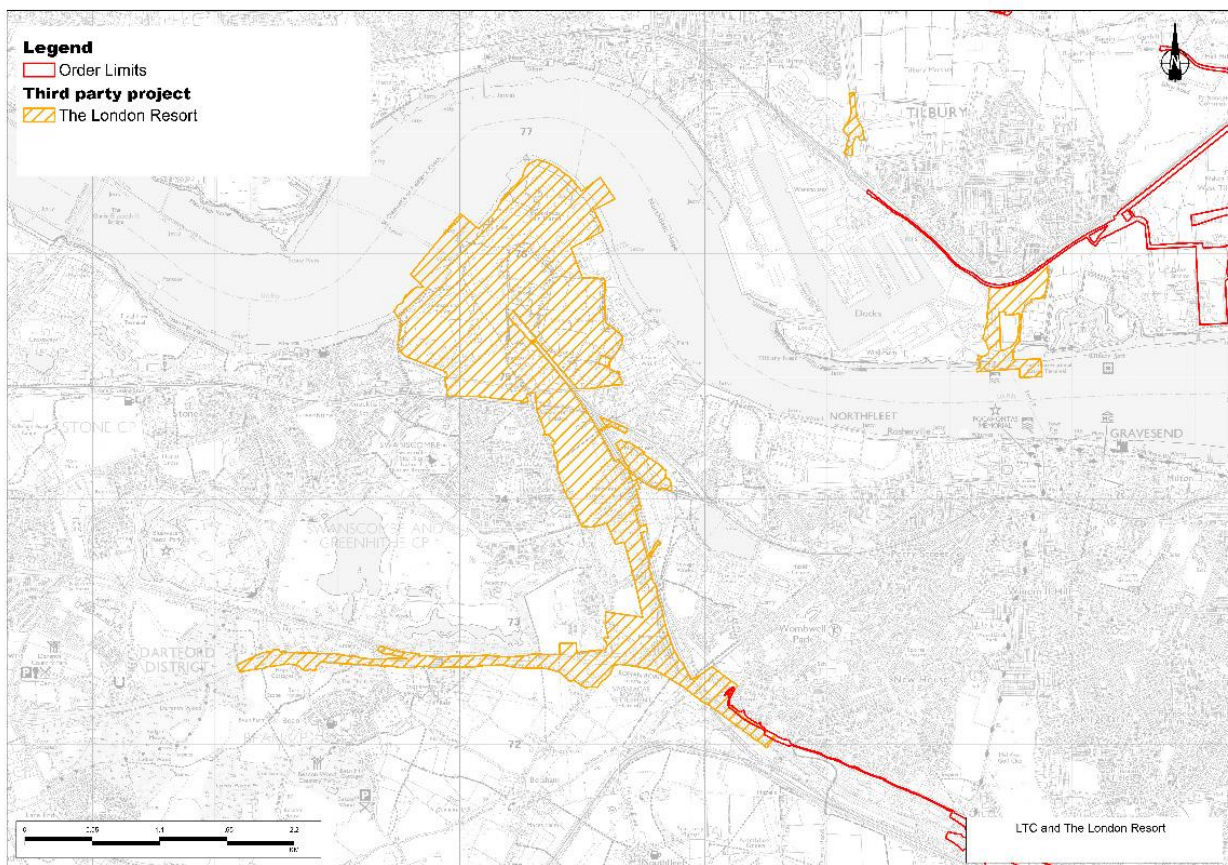
6 Project interfaces

6.1 The London Resort

Project description

- 6.1.1 The London Resort is a commercial and business NSIP. The application for development consent submitted 2020 but now withdrawn was for a resort consisting of a range of entertainment, leisure, events, retail uses, and staff accommodation developed in landscaped settings with associated infrastructure.
- 6.1.2 It is principally located on the Swanscombe Peninsula in Kent, to the west of the Project. There is a small overlap between The London Resort order limits (as per the 2020 submission) and the Project order limits adjacent to the A2 at Hall Road and Watling Street in Gravesend Borough Council.

Plate 6.1 London Resort and the A122 Lower Thames Crossing



Timing

- 6.1.3 London Resort Company Holdings Limited (LRCH) submitted a DCO application for The London Resort on 31 December 2020. The application was accepted by the Planning Inspectorate on 28 January 2021 but subsequently withdrawn by the applicant on 29 March 2022.
- 6.1.4 LRCH stated in their letter to PINS dated 28 March 2022 that the designation of the PoT Thames Freeport tax site in November 2021 required revisions to the transport strategy for The London Resort. This issue, combined with Natural England’s decision to designate parts of the development site as a Site of Special Scientific Interest (SSSI) (confirmed on 10 November 2021) undermined the project as proposed and prompted LRCH to withdraw the application, with a view to re-submitting at a later date
- 6.1.5 Notwithstanding the delays detailed above, the main period of construction is anticipated to extend over approximately seven years. Should LRCH re-submit, there is potential for the construction programmes for the two projects to overlap.

Considering London Resort in the A122 Lower Thames Crossing DCO

- 6.1.6 The London Resort NSIP has been assessed for the A122 Lower Thames Crossing DCO. Table 6.1 lists the relevant DCO documents and explains how London Resort has been considered in them.
- 6.1.7 As the London Resort DCO application was withdrawn November 2021 and no new information has been provided to National Highways since, it has not been included in the Project control documents. The London Resort has not been included in the Transport Assessment (Application Document 7.9) for the Project because it does not meet the criteria for inclusion in the LTAM core scenario. However, it has been assessed in the ES for the Project where relevant as described in Table 6.1.

Table 6.1 Consideration of London Resort in the A122 Lower Thames Crossing DCO

DCO Document	Consideration of London Resort NSIP
ES Chapter 13: Population and Human Health	London Resort has been included in the assessment of the Project’s likely effects on development land and businesses, which concludes no direct impacts have been identified as a result of the construction of Project, resulting in a neutral effect, which is not significant. Indirect impacts of the Project resulting from changes in accessibility and/or severance due to construction activities are assessed as minor adverse and not significant.
ES Chapter 16: Cumulative Effects Assessment	The London Resort NSIP was included in the shortlist of developments for the inter-project effects assessment based on the information presented in the ES for the withdrawn DCO application. The development would have cumulative inter-project effects with the Project on population and human health and soils. No additional mitigation measures are proposed besides what is outlined in the ES topic chapters.

DCO Document	Consideration of London Resort NSIP
Workers Accommodation Report (WAR)	The WAR (Application Document 7.18) assesses the combined effects of the Project’s construction workforce with the construction of other NSIPs and major development schemes, such as The London Resort, on the demand for accommodation. It concludes there is sufficient capacity in local accommodation market for temporary workers and sets out proactive measures to monitor and manage the uptake of accommodation, secured through the Framework Construction Travel Plan (Application Document 7.3).

Interfaces and our approach to managing them

6.1.8 Interfaces between the Project and The London Resort are described under subheadings below. The measures taken to address them in the A122 Lower Thames Crossing DCO or otherwise are then explained and signposted to, where appropriate.

6.1.9 National Highways has engaged with LRCH, including focused engagement following the submission of The London Resort DCO, to address project interfaces detailed below, among other things.

Land

6.1.10 The Project order limits overlap with The London Resort order limits, as per the 2020 DCO submission, south of the river at Hall Road and Watling Street in Gravesham Borough around the Northfleet East National Grid Sub-station. The Project requires the land for the permanent power supply to the south portal (Work No MU15). The London Resort require the land for works to the A2(T) to provide a junction connecting the A2(T) with the new road leading to the resort and the safeguarding and diversion of underground multi-utility connections in that area.

6.1.11 National Highways has prepared protective provisions for inclusion in the London Resort dDCO, in the event a further application is submitted, to avoid conflict arising from the carrying out, maintenance and operation of The London Resort and the Project. They would support land assembly and the carrying out of works for the Project, as described below.

Construction

6.1.12 There is potential for the construction programme for The London Resort to overlap with the Project’s. National Highways has prepared protective provisions in consultation with LRCH for inclusion in The London Resort dDCO to support co-ordination of construction programming and the carrying out of works in connection with The London Resort and the Project.

6.1.13 Following the successful determination of the A122 Lower Thames Crossing DCO, National Highways would establish a TMF, consisting of the Contractors, local highway authorities, local authorities and other stakeholders. This is secured under Schedule 2 Requirement 10 of the dDCO (Application Document 3.1). In the event The London Resort is consented, to support integration from a construction and logistics access perspective, LRCH would be invited to that TMF.

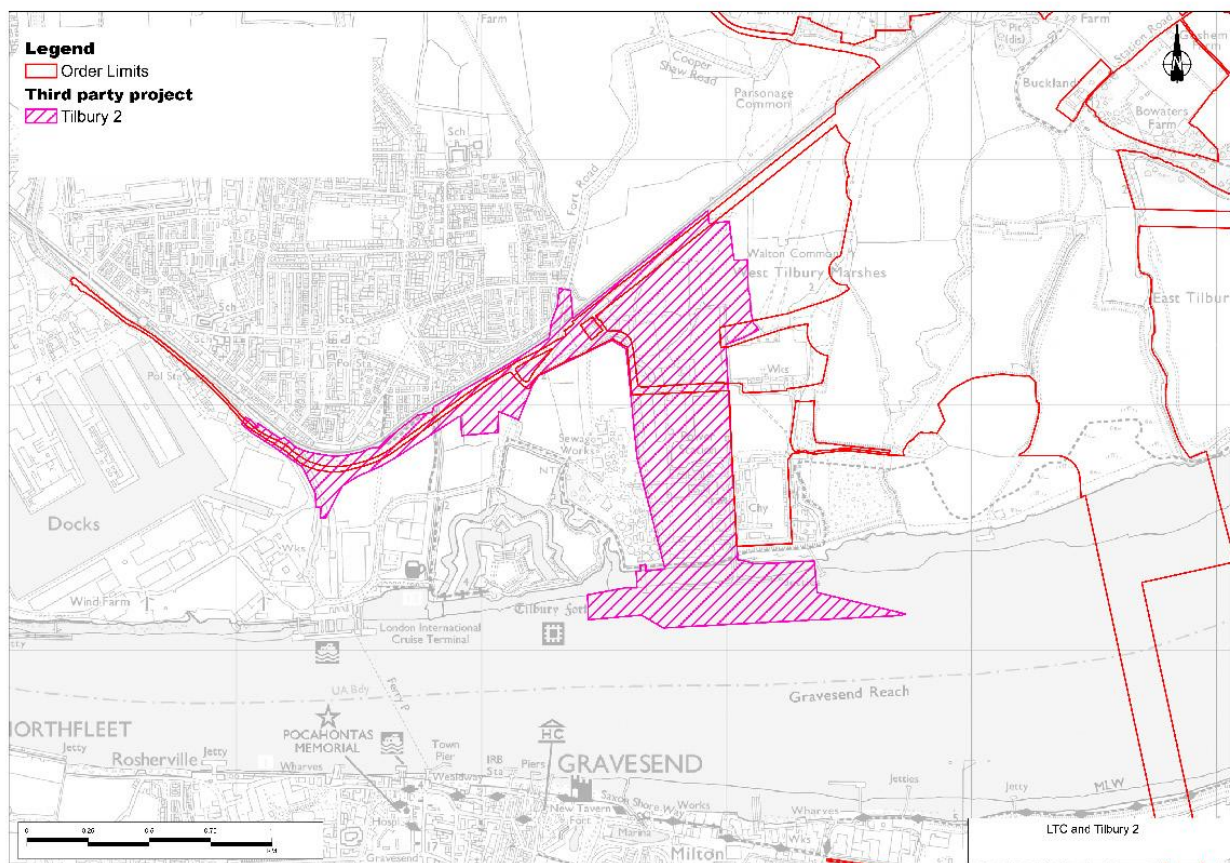
- 6.1.14 In addition, each Contractor would also produce a CEP to ensure stakeholders are informed of works activities where necessary. The CEP would provide a programme of engagement, setting out how stakeholders, such as LRCH, would be engaged throughout the construction period and is secured under Requirement 4 of the Schedule 2 of the dDCO (Application Document 3.1).

6.2 Tilbury2

Project description

- 6.2.1 The Tilbury2 NSIP is a new terminal at the PoT in Thurrock, Essex. The development consists of a Roll-on, Roll-off (RoRO) terminal, Construction Materials and Aggregates terminal (CMAT) and associated infrastructure including rail and road facilities and revisions to the existing marine infrastructure.
- 6.2.2 Tilbury2 is located to the west of the Project’s north portal on the north side of the River Thames, east of the existing PoT. The Tilbury2 order limits overlap with the Project order limits to the south of the Tilbury Loop railway line.

Plate 6.2 Tilbury2 and the A122 Lower Thames Crossing



Timing

- 6.2.3 The SoS for Transport granted the DCO application for Tilbury2 on 20 February 2019. Construction of the new terminal started in March 2019. It is now fully operational.

Considering Tilbury2 in the A122 Lower Thames Crossing DCO

- 6.2.4 Tilbury2 has been assessed for the A122 Lower Thames Crossing DCO. Table 6.2 lists the relevant DCO documents and explains how Tilbury2 has been considered in them.

Table 6.2 Consideration of Tilbury2 in the A122 Lower Thames Crossing DCO

DCO Document	Consideration of Tilbury2 NSIP
Outline Materials Handling Plan	The oMHP recommends the use of existing ports on the north side of the River Thames such as Tilbury2, subject to capacity, as part of the multimodal approach to the transport of materials. It describes how the Project would use Substation Road which is a private road owned by the PoTLL to access the Northern Tunnel Entrance (Work No CA5) and Station Road (Work No CA5a) compounds and how any use of the road would be coordinated with the roads owners' operational requirements as works associated Tilbury2 project also require the use of this road.
ES Chapter 13: Population and Human Health	Tilbury2 has been included in the assessment of the Project's likely effects on development land and businesses, which concludes Tilbury2 would not be affected, which results in a slight adverse effect, which is not significant.
ES Chapter 16: Cumulative Effects Assessment	Tilbury2 was scoped out of the CEA because the project has been included in the future baseline for the assessments presented in the individual topic chapters of the ES.
Transport Assessment	Tilbury2 is included within the LTAM core scenario. The forecast traffic movements for Tilbury2 were included based on information published in the Tilbury2 Transport Assessment (Document Reference: 6.3 13.A).
Preliminary Navigational Risk Assessment (pNRA)	The pNRA (Application Document 7.15) considers potential changes in river traffic resulting from Tilbury2. It concludes that any navigational hazards arising because of the Project can be mitigated to acceptable levels and the Project would not adversely affect vessels using Tilbury2.

Interfaces and our approach to managing them

- 6.2.5 Interfaces between the Project and Tilbury2 are described under subheadings below. Measures taken to address them in the A122 Lower Thames Crossing DCO or otherwise are then set out and signposted to, where appropriate.
- 6.2.6 National Highways has engaged with the PoTLL throughout the lifetime of the Project to support the identification of project interfaces and means of resolving them in a joined-up way where practicable. National Highways and the PoTLL hold fortnightly meetings as well as focused workshops on approximately a monthly basis.

Construction traffic and access

- 6.2.7 The Tilbury2 infrastructure corridor (as shown on Figure 4.3 of the Tilbury2 ES) adjoins the existing Tilbury Loop railway line and accommodates new links to the existing road and rail networks for Tilbury2. The Project proposes to use the infrastructure corridor (and then Substation Road until proceeding across land currently owned by RWE Group) for access to the Northern Tunnel Entrance Compound (Work No CA5) and Station Road Compound (Work No CA5a).
- 6.2.8 The infrastructure corridor is sized to cater for significant volumes of traffic, removing the need for the Project to use Ferry Road (including the Gate 2 roundabout) while retaining the use of Fort Road as a secondary access which is anticipated to be less frequent with lower volumes of traffic. To ensure Project impacts on port access routes are properly managed, the oTMPfC proposes secondary access routes for the Northern Tunnel Entrance Compound (Work No CA5) and Station Road Compound (Work No CA5a) that avoid Gunn Hill and Rectory Road in West Tilbury. The oTMPfC also lists PoTLL as a relevant authority that the Contractors must consult when preparing Traffic Management Plans (TMPs).
- 6.2.9 The Project and the PoTLL have concluded on the terms of an ‘Access Agreement’ (third-party agreement) which allows the Project to use Tilbury2’s infrastructure corridor for construction access until such time that it is adopted by the local authority whereupon the access agreement reduces its area and deals with privately held Substation Road only. The agreement has not yet been signed as the PoTLL are waiting to review the dDCO in conjunction with the agreement once the DCO application for the Project has been submitted.
- 6.2.10 Access to the Northern Tunnel Entrance Compound (Work No CA5) for the receipt and erection of plant and equipment is classified as a preliminary works activity outside the scope of commencement (as defined in Article 2 of the dDCO, Application Document 3.1) which can be carried out prior to the discharge of the requirements contained in Schedule 2 of the dDCO (Application Document 3.1) and the approvals required therein. Traffic flows associated with preliminary works are anticipated to be low in comparison to those for the main works. Notwithstanding, preliminary works would be undertaken in accordance with industry good practice, relevant commitments in the REAC (see Table 1.2 of Application Document 6.3, Appendix 2.2) and the preliminary works CoCP (Chapter 3 of Application Document 6.3, Appendix 2.2) so that access requirements for Tilbury2 are managed appropriately. In addition, Requirement 10 of Schedule 2 to the dDCO (Application Document 3.1) requires compliance with Chapter 6 of the oTMPfC in relation to the preliminary works, which sets out traffic management measures and controls that would apply to the preliminary works.
- 6.2.11 For main works, Contractors would be required to produce TMPs for construction before commencing works, which substantially accords with the oTMPfC, in accordance with Requirement 10 (Schedule 2) of the dDCO (Application Document 3.1).

Utilities

- 6.2.12 The Tilbury2 order limits overlap with the Project order limits south of the Tilbury Loop railway line. The land within the Tilbury2 order limits is required by the Project for the installation or diversion of underground utilities within a multi-utility corridor (Work No MU27) among other things.
- 6.2.13 The Lower Thames Crossing and Tilbury2 project teams have met to discuss the justification for both the use of the land and acquisition of any rights in this area as presented in the Statement of Reasons (Application Document 4.1). The utility works would be undertaken in accordance with the Protective Provisions in favour of the PoTLL to be included in Schedule 14 in the dDCO (Application Document 3.1).
- 6.2.14 National Highways has also provisionally agreed an easement with the PoTLL that enables access for utility ducts in the ground along the southern side of the Tilbury Loop railway to power the Project's construction works at the northern portal. PoTLL are waiting to review the dDCO for the Project in conjunction with the easement agreement, before signing it, once the application for the DCO has been submitted and accepted.

Ecological mitigation

- 6.2.15 The Project order limits overlap with areas needed by Tilbury2 for landscape and ecological mitigation south of the Tilbury Loop railway line. PoTLL have confirmed to National highways that the Tilbury2 Landscape and Ecological Management Plan (LEMP) secured under Requirement 11 of Schedule 2 of The Port of Tilbury (Expansion) Order 2019 has been delivered.
- 6.2.16 National Highways has assessed the likely effects of the Project on Tilbury2's landscape and ecological mitigation. The Project would install underground multi-utilities (Work No. MU27) south of the Tilbury Loop railway line for the operational power to the north portal building. These works cross compartments three, six and seven of the Tilbury2 LEMP. No impact on the mitigation is anticipated because ducting has already been installed south of the railway line from Fort Road Electricity Station approximately 400m east by the PoT on National Highways' behalf. The installation of multi-utilities by the Project would not harm the mitigation as utilities can be pulled through the existing underground ducts without ground disturbance.
- 6.2.17 Provision has been included in the A122 Lower Thames Crossing DCO for a conveyor to transport materials from the aggregate's terminal to the north portal Compound. The conveyor would be approximately 3m wide with a working area of approximately 10m either side to install it. Because the order limits for the conveyor cross LEMP compartments four and five the ES has been based on an assessment of the worst-case scenario. This would result in a temporary reduction of wetland habitat at compartment four that may be home to water voles. Overall, the conveyor would not fragment the habitat provision so is not considered to adversely affect the integrity of the mitigation.
- 6.2.18 Notwithstanding, National Highways has included a commitment in the Register of Environmental Actions and Commitments (REAC, Application Document 6.3, Appendix 2.2), secured through Schedule 2 Requirement 4 of the DCO (Application Document 3.1). Commitment TB023 requires the Contractor to micro-site the conveyor footings during installation to avoid existing ditches and

use a bailey bridge for any temporary crossings of the ditches required during the conveyor's installation and decommissioning. The exact location of the footings and the bridge will be agreed with the Environmental Clerk of Works prior to installation.

- 6.2.19 In order to ensure that these works do not give rise to a breach of the made Tilbury2 DCO, provision has been included in the Order for the Project (Part 7, Article 55(4)) stating that to the extent there is any inconsistency or conflict between the Project and the requirements of the Port of Tilbury (Expansion) Order 2019 then, in respect of such inconsistency or conflict, there is deemed to be no breach, or non-compliance, of any provision or requirement of the 2019 Order by the Port of Tilbury London Limited or the undertaker (National Highways).

Construction materials

- 6.2.20 The oMHP (Application Document 6.3, Annex B) recognises Tilbury2 is well located for material movements via river for the Project. It's located close to the order limits at the Northern Tunnel Entrance Compound (Work No CA5), where bulk material supplies including aggregates and oversize equipment such as the Tunnel Boring Machines (TBMs) can be delivered to support construction operations on the north side of the River Thames. These facilities will also be suitable for transporting tunnel spoil material if needed.

- 6.2.21 National Highways and contractors for the Project will engage with aggregate suppliers and the PoTLL collaboratively, to proactively seek opportunities to use facilities at the PoT and develop a strategy to reduce material movement by road. The oMHP (Application Document 6.3, Annex B) sets out measures to be secured in the Environmental Management Plan - Second Iteration in connection with the use of port facilities, subject to conditions, including:

...the Project shall utilise port facilities for at least 80% by weight of bulk aggregates imported to the north portal construction area ('the Baseline Commitment'). This commitment translates into 35% of the total bulk aggregates across the project being transported via port facilities.

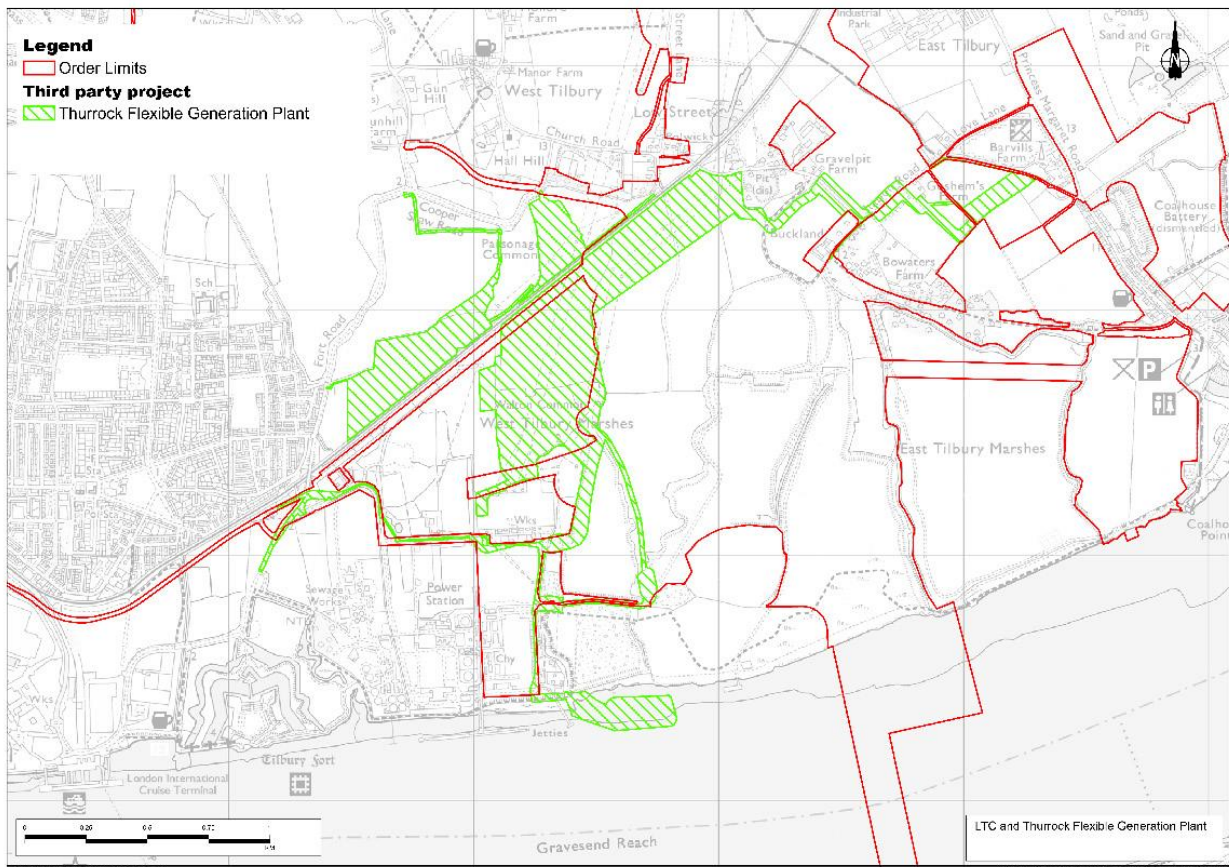
In addition... the Contractor would engage with aggregate and material suppliers collaboratively, to proactively maximise utilisation of river transport for the import of bulk materials for the north portal construction area beyond the Baseline Commitment so far as is reasonably practicable (the Better than Baseline Commitment).

6.3 Thurrock Flexible Generation Plant

Project description

- 6.3.1 The TFGP NSIP is a flexible generation power plant that consists of reciprocating gas engines with up to 600 MW electrical output, battery storage with up to 150 MW electrical output and storage capacity of up to 600 MWh.
- 6.3.2 TFGP is located to the west of the Project's north portal. The TFGP order limits overlap with the Project's order limits south of the Tilbury Loop railway line.

Plate 6.3 Thurrock Flexible Generation Plant and the A122 Lower Thames Crossing



Timing

- 6.3.3 Thurrock Power Limited (TPL), a subsidiary of Statera Energy (Statera), submitted a DCO application for the TFGP on 20 May 2020. The SoS for the Department of Business, Energy and Industrial Strategy granted development consent for the NSIP on 16 February 2022.
- 6.3.4 TPL identified two construction scenarios in their DCO application, either a single phase or three phase construction period. It is understood that the timing of construction and future components of the development will be subject to funding and market requirements and would likely overlap with the construction of the Project.

Considering Thurrock Flexible Generation Plant in the A122 Lower Thames Crossing DCO

- 6.3.5 TFGP has been assessed for the A122 Lower Thames Crossing DCO. Table 6.3 lists the relevant DCO documents and explains how TFGP has been considered in them.

Table 6.3 Consideration of TFGP in the A122 Lower Thames Crossing DCO

DCO Document	Consideration of TFGP NSIP
Draft Development Consent Order	Schedule 1 of the dDCO includes Work No TFGP1 (as shown on Sheets 20, 22 and 23 of the Works Plans Application Document 2.6) which comprises the installation of a high-pressure gas pipeline associated with the TFGP. Requirement 15 of Schedule 2 provides that the proposed diversion of the Thurrock Power high-pressure gas pipeline (Work No TFGP1) would only be undertaken if the construction of the pipeline has commenced before the main alignment for the Project is constructed.
Outline Materials Handling Plan	The oMHP lists TFGP as a constraint to consider in planning material movement for the Project. The oMHP describes how the projects would work together to ensure neither impedes the delivery of the other, while ensuring impacts on the local road network are minimised.
ES Chapter 16: Cumulative Effects Assessment	TFGP has been included in the shortlist of developments for the inter-project effects assessment. The development would have cumulative inter-project effects with the Project on landscape and visual amenity. No additional mitigation measures are proposed besides what is outlined in the ES topic chapters.
Transport Assessment	TFGP DCO construction traffic has been included in the construction traffic assessment for the Project based on the forecast construction traffic movements in the TFGP Transport Assessment. TFGP has not been included within the operational modelling in the LTAM as the scale of the trips forecast within the TFGP Transport Assessment (TFGP ES, Appendix 10.1) in the operational phase does not warrant explicit inclusion within the Project's core scenario.
Outline Traffic Management Plan for Construction	TFGP is listed in the oTMPfC as a significant project that may have an interface with the construction of the Project. Possible interfaces include shared logistic/access routes.
Workers Accommodation Report	The WAR (Application Document 7.18) assesses the combined effects of the Project's construction workforce with the construction of other NSIPs and major development schemes, such as TFGP, on the demand for accommodation. It concludes there is sufficient capacity in local accommodation market for temporary workers and sets out pro-active measures to monitor and manage the uptake of accommodation, secured through the Framework Construction Travel Plan (Application Document 7.3).

Interfaces and our approach to managing them

- 6.3.6 Interfaces between the Project and TFGP are described under subheadings below. The measures taken to address them in the A122 Lower Thames Crossing DCO application or otherwise are then explained and signposted to, where appropriate.
- 6.3.7 National Highways has engaged with TPL through the lifetime of the Project, including focused engagement during the TFGP DCO examination to address the project interfaces detailed below.

High-pressure gas pipeline

- 6.3.8 The TFGP order limits overlap with the order limits for the Project south of the Tilbury Loop railway line east of Tilbury in Thurrock. This land is needed by the Project for the construction of the main alignment (Works No 5B) among other things. The same land is needed by the TFGP for a new a high-pressure gas pipeline (TFGP DCO Work No 4).

- 6.3.9 The new gas pipeline (TFGP DCO Work No 4), which connects into the high-pressure gas national transmission system at Feeder 18, is approximately 2km northeast of the TFGP main development site and intercepts the Project's main alignment south of Station Road in Tilbury. Should TPL construct the gas pipeline before the main alignment for the Project is constructed, the pipeline would need to be diverted to enable the construction of the Project.
- 6.3.10 Diversion of the gas pipeline has been included within Schedule 1 of the dDCO (Application Document 3.1) as Work No TFGP1. Powers enabling National Highways to construct the diversion are provided subject to Schedule 2 Requirement 15, which states notwithstanding paragraph 3 of Schedule 2 "*the undertaker must not carry out Work No. TFGP1 unless the Thurrock Flexible Generation Plant is granted development consent and commenced*".
- 6.3.11 TPL supports the proposed diversion route provided in the DCO for the Project in principle and would install appropriate connections to facilitate the diversion if the high-pressure pipeline is constructed prior to LTC construction works progressing. This is a matter agreed in the SoCG between National Highways and Statera Energy Limited (Application Document 5.4.2.3).
- 6.3.12 Alternatively, should the Project be constructed before TPL commence construction of the high-pressure gas line, TPL have raised the possibility of amending their design and not constructing the section of pipeline that would be made redundant by A122 Lower Thames Crossing Work No TFGP1.

Protective Provisions and Interface Agreement

- 6.3.13 National Highways has agreed a set of Protective Provisions with TPL in favour of National Highways which are included in The Thurrock Flexible Generation Plant Development Consent Order 2022 as made (Part 9 of Schedule 9) and provide a framework for managing the interfaces between the two projects.
- 6.3.14 The Protective Provisions require that TPL must use reasonable endeavours to avoid any conflict arising between the carrying out, maintenance and operation of TFGP and the Project. This includes co-operation with National Highways to ensure, among other things:
- a. *"the co-ordination of construction programming, land assembly, and the carrying out of works in connection with the authorised development and the Lower Thames Crossing;*
 - b. *that, notwithstanding any provision of this Order and subject to reasonable notice being provided by Highways England, access to the Order land including secure working areas for the purposes of constructing the Lower Thames Crossing is not removed, prevented or prohibited by the undertaker for Highways England and its agents and/or contractors, including at—*
 - i. *Station Road which is in the vicinity of plot 03/05 of the Land Plans;*
 - ii. *Substation Road which is in the vicinity of plots 01/27, 01/28, 01/29, 04/01, 04/03, 04/05 and 04/06 of the Land Plans;*
 - iii. *Walton Common; and*
 - iv. *Tilbury Green common land and Footpath 200."*

- 6.3.15 In addition, National Highways and TPL are developing an Interface Agreement to provide a mechanism to ensure there is mutual cooperation to manage interfacing works, including matters relating to construction traffic volumes, water supply, management and access, and the high-pressure gas pipeline construction. This is a matter agreed in the SoCG between National Highways and TPL (Application Document 5.4.2.3). The construction interfaces and associated commitments are subject to construction planning and scheduling for both projects and as such, the commitments will be confirmed upon finalisation of the interface agreement. The Interface Agreement will likely be finalised during the Project's examination period.

Construction traffic and access

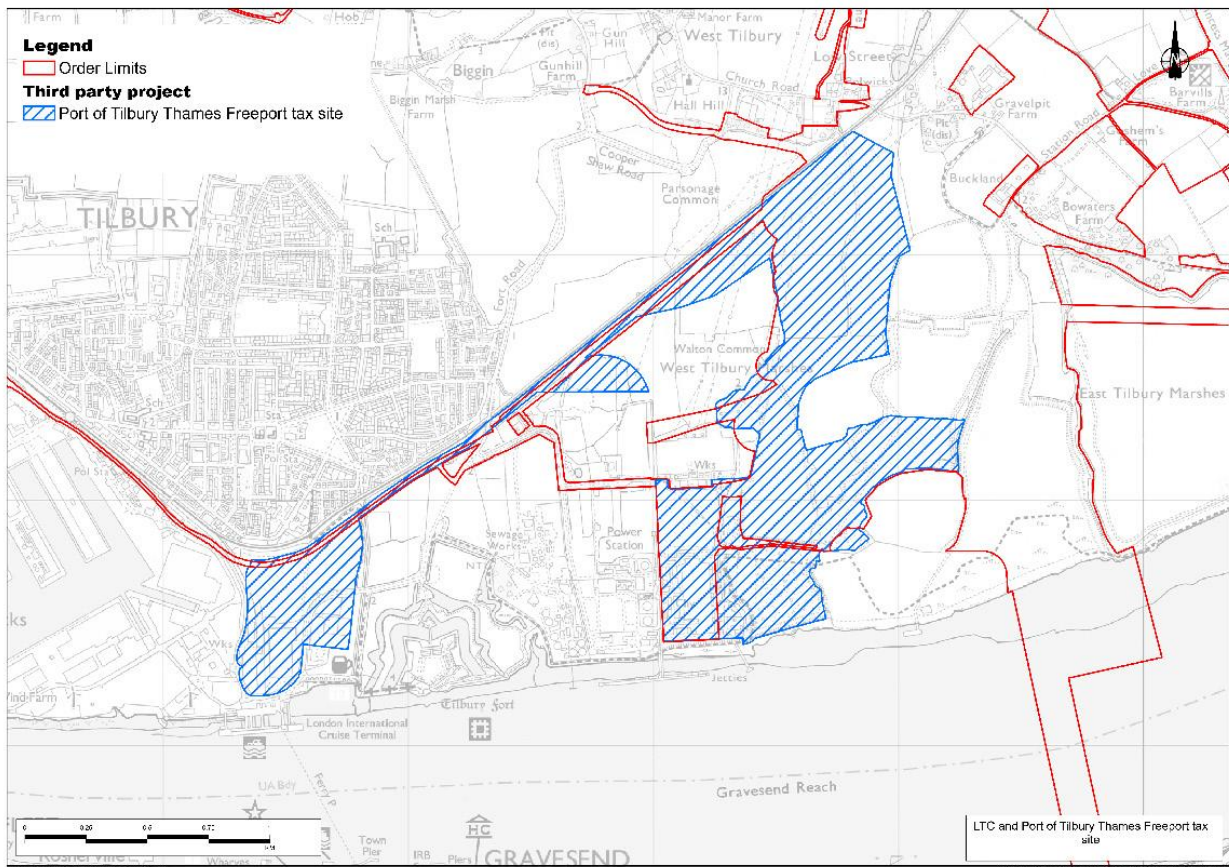
- 6.3.16 Due to the phased nature of the TFGP, construction works for it could overlap with the construction of the Project. TFGP and the Project have overlapping construction traffic routes through the PoT from the A1089 and access off Substation Road. The TFGP construction traffic volumes are small compared to the construction traffic volumes for the Project.
- 6.3.17 TFGP and the Project are proposing to share access for the initial 400m (approximately) of the proposed Northern Tunnel Entrance Compound (Work No CA5) access route (i.e. first 400m from Substation Road heading east) to enable both projects to bring abnormal indivisible loads (AILs) to site. The Project has engaged with TPL to review construction traffic access and routes through overlapping construction work areas to provide safe and efficient access for both projects and will continue to do so through the construction phase for the projects in accordance with the requirements of the Protective Provisions in the TFGP DCO.
- 6.3.18 Shared logistics and access routes with TFGP at A1089 and Station Road are noted in the oTMPfC (Application Document 7.14). Following the successful determination of the DCO for the Project, National Highways would establish a TMF, consisting of the Contractors, local highway authorities, local authorities and TPL, among others, to support integration with the TFGP from a construction and logistics access perspective. This is secured under Schedule 2 Requirement 10 of the dDCO.

6.4 Thames Freeport Port of Tilbury tax site

Project description

- 6.4.1 The Thames Freeport is being promoted by a consortium of DP World, Forth Ports, Ford Dagenham and Thames Enterprise Park (TEP). Freeports are areas of operational and development land linked to a port where normal tax and customs rules do not apply. The Designation of Freeport Tax Sites (Thames Freeport) Regulations 2021 identified areas within the freeport which includes land to the east of PoT in south Thurrock (the PoT Thames Freeport tax site).
- 6.4.2 Land needed for the Northern Tunnel Entrance Compound (Work No CA5), west of the North Portal, and utilities works is located within the PoT Thames Freeport tax site. This land has been identified by the PoTLL for a mixture of port and commercial development. National Highways is in discussions with PoTLL about their proposals for this area. Currently there is no publicly available plan.

Plate 6.4 Port of Tilbury Thames Freeport tax site and the A122 Lower Thames Crossing



Timing

- 6.4.3 The Thames Freeport consortium lodged their bid for freeport status in February 2021. In March 2021, the Government announced Thames Freeport as one of eight selected freeports across the UK, with the PoT Thames Freeport tax site subsequently designated in November 2021.
- 6.4.4 The tax reliefs and simplified customs procedures of the Thames Freeport became available from 19 November 2021 for a period of 10 years. To encourage business to move in Government have granted benefits that will only apply if qualifying facilities and operations are in place by 30 September 2026.
- 6.4.5 The consenting of development within the PoT Thames Freeport tax site will depend in part on the nature of the businesses coming into the freeport area and so cannot be determined before PoTLL have produced their masterplan. It is anticipated that a combination of consenting routes may apply.

Considering the PoT Thames Freeport tax site in the A122 Lower Thames Crossing DCO

- 6.4.6 The PoT Thames Freeport tax site has been assessed for the A122 Lower Thames Crossing DCO. Table 6.4 lists the relevant DCO documents and explains how the PoT Thames Freeport tax site has been considered in them.

Table 6.4 Consideration of Thames Freeport in the A122 Lower Thames Crossing DCO

DCO Document	Consideration of Thames Freeport
ES Chapter 3: Assessment of Reasonable Alternatives	ES Chapter 3 describes how reasonable alternatives have been considered during the development of the Project. The Chapter notes that the 2022 Local Refinement consultation presented changes to the design of Tilbury Fields, to accommodate the planned PoT Thames Freeport tax site.
ES Chapter 13: Population and Human Health	The PoT Thames Freeport tax site has been included in the assessment of the Project’s likely effects on development land and businesses, which concludes the magnitude of impact is considered to be minor as a result of the proportion of land impacted and the likelihood for the Project not to adversely affect the progression of proposals for the Freeport site. This results in a moderate adverse effect, which is considered significant because of the sensitivity of the receptor.
ES Chapter 16: Cumulative Effects Assessment	The PoT Thames Freeport tax site was included in the shortlist of developments for the inter-project effects assessment. The development would have cumulative inter-project effects with the Project on cultural heritage, landscape and visual amenity, terrestrial biodiversity and population and human health. No additional mitigation measures are proposed besides what is outlined in the ES topic chapters.
Transport Assessment	Development at the PoT Thames Freeport tax site is not included in the operational or construction transport models for the Project. While information has been supplied to National Highways on the anticipated traffic flows, no information has been provided on anticipated mitigation proposals on the highway network that would be required to support the proposals. As a result, it is not possible to undertake an assessment.
Preliminary Navigational Risk Assessment	The pNRA (Application Document 7.15) considers potential changes in traffic on the River Thames that might result from planned developments such as the Thames Freeport. Section 5.4 of the pNRA confirms Thames Freeport is unlikely to alter the conclusions of the pNRA.
Workers Accommodation Report	The WAR (Application Document 7.18) assesses the combined effects of the Project’s construction workforce with the construction of other NSIPs and major development schemes, such as Thames Freeport, on the demand for accommodation. It concludes there is sufficient capacity in local accommodation market for temporary workers and sets out pro-active measures to monitor and manage the uptake of accommodation, secured through the Framework Construction Travel Plan (Application Document 7.3).

Interfaces and our approach to managing them

- 6.4.7 Interfaces between the Project and the PoT Thames Freeport tax site are described under subheadings below. The measures taken to address them in the A122 Lower Thames Crossing DCO application or otherwise are then explained and signposted to, where appropriate.
- 6.4.8 National Highways has had detailed discussions with the PoTLL on the PoT Thames Freeport tax site. Engagement to date has focused on the land and design issues that need to be resolved in a joined-up way to ensure the efficient delivery of both developments, minimising the impact on the public and stakeholders.

Tilbury Fields

- 6.4.9 At the time the PoT Thames Freeport tax site was designated, in November 2021, the Project proposed a public park and area of environmental mitigation of approximately 45 hectares called ‘Tilbury Fields’ (Work No OSC5) to the west of the north portal bordering the riverfront in Thurrock.
- 6.4.10 The previously proposed design overlapped with land earmarked for port facilities as part of the PoT Thames Freeport tax site, essential to the PoTLL’s development ambitions. Given the critical importance of the land to the PoTLL, and in the interest of supporting sustainable local development and economic growth in the region (in accordance with the Scheme Objectives), National Highways, in consultation with DfT and the Department for Levelling Up, Housing and Communities (DLUHC), agreed to revise its proposals for Tilbury Fields to avoid any fundamental conflict with the PoT Thames Freeport tax site. Tilbury Fields was relocated to the eastern side of the proposed alignment, avoiding the need for any permanent land acquisition within the PoT Thames Freeport tax site.
- 6.4.11 The revised design preforms the same functions as that previously proposed as well as presenting new opportunities. The new Tilbury Fields (Work No 5X) provides improved access to the riverfront by reconfiguring the proposed bridleways and pathways to provide a north-south link. New areas of habitat creation within Tilbury Fields would link established ecological habitats to the west with new habitats further east at Mucking Flats and Marshes landfill restoration and the Thameside Nature Reserve. In the new location, Tilbury Fields would comprise several placemaking landforms to the south and east of the north portal. These would provide a visual separation between East Tilbury and the development expected at the PoT Thames Freeport tax site to the west.
- 6.4.12 The Project’s Local Refinement consultation held May to June 2022 consulted on the design changes at Tilbury Fields. Within the response to the Local Refinement Consultation, PoTLL stated “*PoTLL welcomes the fact that the LTC no longer proposes to bring forward its ‘Tilbury Fields’ proposals within Area A2 East*”.

Permanent rights

- 6.4.13 Permanent rights over land are being sought in select areas within the PoT Thames Freeport tax site, relating to the provision of easements for utilities. Discussion on these requirements is ongoing, including consideration of whether power supplies installed for the Project could also service the planned developments at the PoT Thames Freeport tax site.
- 6.4.14 Works within PoTLL land would be undertaken in accordance with the Protective Provisions within the dDCO (Application Document 3.1).

Shipping requirements

- 6.4.15 4.25km of the new road would be in tunnel (Work No 4A). Approximately 1.3km of that is under the River Thames. The tunnel is located immediately to the east of riverfront land within the PoT Thames Freeport tax site earmarked for new port development.

- 6.4.16 National Highways has worked with the Port of London Authority (PLA) and the PoTLL to ensure that the tunnel design accounts for shipping requirements, without compromising the safety of the tunnel. National Highways has agreed upward vertical limits of deviation for the tunnel (Application Document 2.15) with the PLA and PoTLL. The tunnel would be deep enough to accommodate current and future river trade including dredging requirements for larger vessels.
- 6.4.17 The Project also proposes tunnel protection zones (Application Document 2.14) that restrict the types of activities that can be undertaken to protect the structural integrity of the tunnel and safety. These are secured through Article 48 of the dDCO (Application Document 3.1). The tunnel protection zones are consistent with future shipping requirements and any dredging the PLA or PoTLL may need to undertake in support of them.
- 6.4.18 The tunnel protection zones and limits of deviation are anticipated to be an agreed matter between National Highways and the PLA, subject to review of the relevant final submitted application documents for the Project.

Construction access and traffic

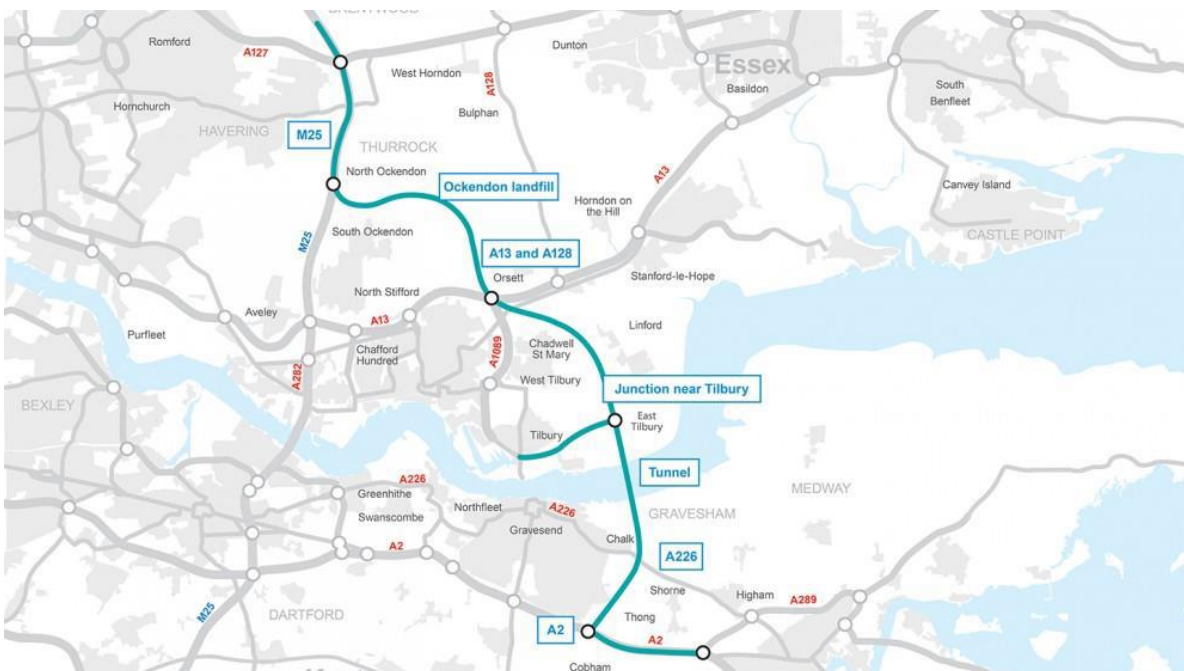
- 6.4.19 The construction programme for the Project is likely to overlap with construction activities associated with the PoT Thames Freeport tax site. Although no firm timescales have been set out by PoTLL, National Highways understands that their plans would lead to concurrent construction.
- 6.4.20 Land within the Project order limits north of the River Thames and west of the proposed alignment, known as Shed Marsh, is required to manage the materials from the Project's north portal excavation sites, with temporary slurry treatment and storage facilities. This land is also identified for development as part of the PoT Thames Freeport proposals. PoTLL's exact development plans for the area are not known but National Highways understand PoTLL have aspirations for a mixture of port and commercial development.
- 6.4.21 To manage the potential for construction interfaces between the Project and any development at the PoT Thames Freeport tax site, PoTLL are listed as a consultee for the TMP. The Contractor must consult with PoTLL regarding the TMP for construction and give due consideration to representations made in response to that consultation. This is secured under Schedule 2, Requirement 10 of the dDCO (Application Document 3.1).
- 6.4.22 In addition, each Contractor would produce a CEP so that stakeholders are informed of works activities. The CEP would provide a programme of engagement, setting out how stakeholders, such as PoTLL, would be engaged with throughout the construction period and is secured under Requirement 4 of the Schedule 2 of the DCO.
- 6.4.23 Engagement between the Project and PoTLL is ongoing and will continue following the submission of the application for development consent for the Project so that interfaces between the construction of the Project and the PoTLL's development plans for this area are understood and resolved wherever practicable.

6.5 Tilbury Link Road

Project Description

- 6.5.1 The TLR is a possible future connecting road onto the A122 Lower Thames Crossing close to Tilbury, that would provide further improved connectivity to the area.
- 6.5.2 The TLR is in the early investigative stage of project development with National Highways considering Strategic Road options for the link as part of the RIS 3 Pipeline work identified within the RIS2. It has been included in this Interrelationship Document because stakeholders have raised matters related to interfaces between the Project and TLR.

Plate 6.5 Tilbury Link Road concept design (2022)



Timing

- 6.5.3 A TLR concept design was presented by National Highways in connection with the DCO for the Project in the Environmental Impact Assessment (EIA) Scoping Report published in 2017. The TLR was included in the Scoping Report to seek a flexible scoping opinion that considered all aspects of the optioneering on the design that was being undertaken at the time.
- 6.5.4 A decision was taken to not include the TLR as part of the application for development, as it was not considered necessary to help meet the Scheme Objectives. This decision was taken following finalisation of the Project’s transport model in 2017, and rationalisation of the proposed design of the A13 junction.
- 6.5.5 The updated A13 junction provided a net improvement for access from the Tilbury docks area via the A1089. As a result, there was no longer a requirement for the TLR to relieve the congested Dartford Crossing and approach roads and improve their performance by providing free-flowing north-south capacity (in accordance with the Scheme Objectives).

- 6.5.6 Although the TLR was not required to achieve the Scheme Objectives for the Project, the presentation of the connection was welcomed by some stakeholders. It was identified during the development of the Road Infrastructure Strategy 2: 2020 – 2025 (RIS2) that the additional connectivity to the SRN that the TLR provided could be beneficial. As such the finalised RIS2 proposals included funding for the development of the TLR, as part of the identified pipeline of works that would, subject to the appropriate studies and investment decisions, be undertaken as part of the third RIS3 programme.
- 6.5.7 The development of the TLR is at Project Control Framework (PCF) Stage 0 – ‘Concept Viability’ stage. This is a National Highways process for projects that sets out how they can be efficiently managed and delivered. Decisions on its progression within the RIS pipeline to PCF Stage 1 are expected in Spring 2023. Stage 1 would involve the identification and assessment of options. Plans for the TLR are subject to the delivery of the Project.

Consideration of Tilbury Link Road in the A122 Lower Thames Crossing DCO

- 6.5.8 The TLR has been assessed for the A122 Lower Thames Crossing DCO. Table 6.5 lists the relevant DCO documents and explains how TLR has been considered in them.

Table 6.5 Consideration of TLR in the A122 Lower Thames Crossing DCO

DCO Document	Consideration of TLR
ES Chapter 3: Assessment of Reasonable Alternatives	ES Chapter 3 describes how reasonable alternatives have been considered during the development of the Project. It sets out the A13 Junction alternatives considered since the Preferred Route Announcement in 2017 and that the TLR was omitted from the design at that stage as it was not considered necessary to help meet the Scheme Objectives. A simplified A13 junction was therefore developed for the 2018 Statutory Consultation which negated the need for a link whilst meeting the Scheme Objectives.
ES Chapter 16: Cumulative Effects Assessment	TLR has been included in the shortlist of developments for the inter-project effects assessment. The development would have cumulative inter-project effects with the Project on cultural heritage, landscape and visual amenity and soils. No additional mitigation measures are proposed besides what is outlined in the ES topic chapters.
Project Design Report	The Project Design Report states that while providing benefits for the local community, the TLR did not support the scheme objective to relieve the congested Dartford Crossing and approach roads and improve their performance by providing free flowing north-south capacity. The TLR option was therefore discounted from inclusion in the Project 2018.
Workers Accommodation Report	The WAR (Application Document 7.18) assesses the combined effects of the Project’s construction workforce with the construction of other NSIPs and major development schemes, such as TLR, on the demand for accommodation. It concludes there is sufficient capacity in local accommodation market for temporary workers and sets out pro-active measures to monitor and manage the uptake of accommodation, secured through the Framework Construction Travel Plan (Application Document 7.3).

Interfaces and our approach to managing them

- 6.5.9 Interfaces between the Project and TLR are described under subheadings below. The measures taken to address them in the A122 Lower Thames Crossing DCO application or otherwise are then explained and signposted to, where appropriate.

Project Control Framework

- 6.5.10 The Project team have engaged with the TLR Stage 0 project team and key stakeholders since the TLR was included in RIS2 to support with the development of design options and assessment of their effects.
- 6.5.11 Information from the LTAM has been provided to the TLR team to support the early modelling required to develop the TLR proposals. To ensure project alignment and the Stage 0 team's cognisance of the Project's requirements, the Project has had representation on the TLR Stage 0 Project Board, involving attendance at monthly meetings as well as reviewer status on key Project Control Framework deliverables.

Design

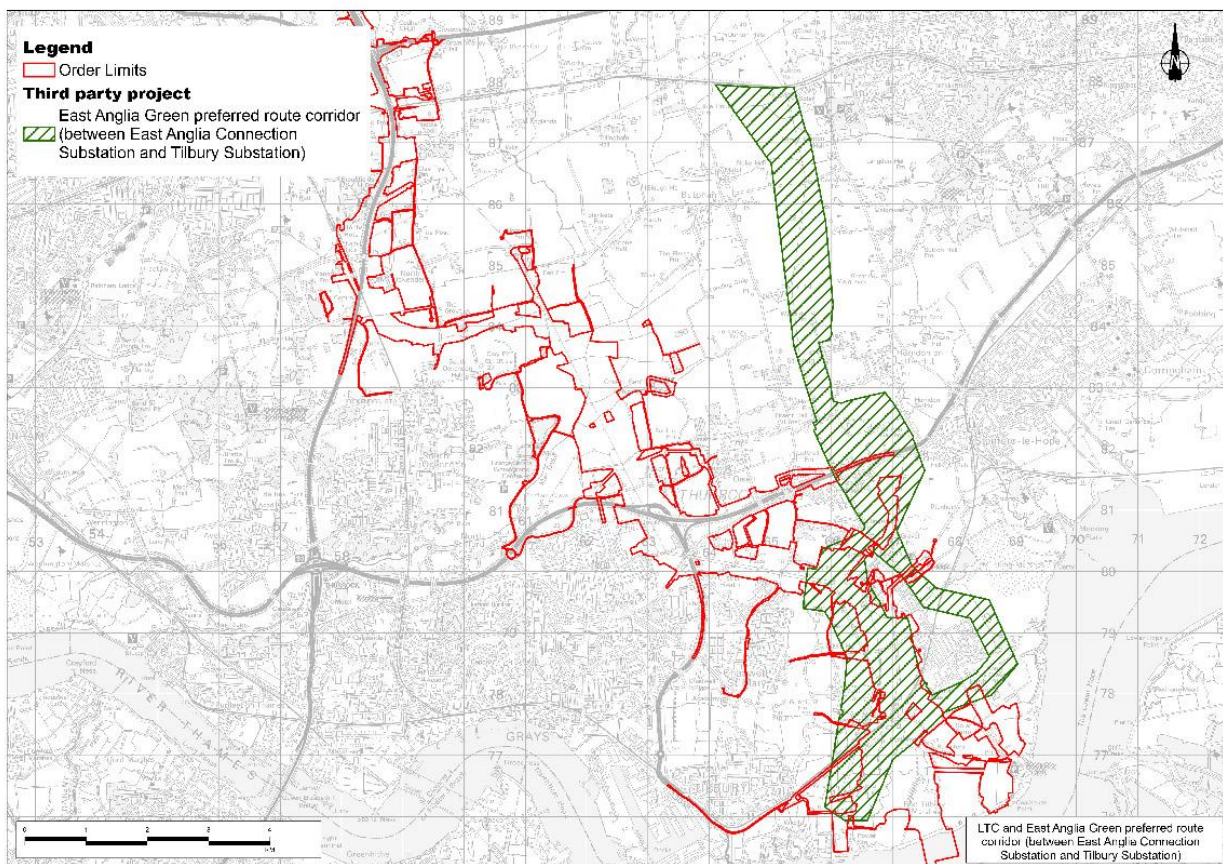
- 6.5.12 The design of the Project's operational access at the north portal (Work No 5E) is compatible with a future connection with the TLR, should it come forward. The design of the operational access to the tunnel service buildings aligns with the land requirements for the PoT Thames Freeport tax site. Any future TLR could utilise this route or provide a new route based on their requirements.
- 6.5.13 The Project has used reasonable endeavours to ensure that options for the future link road are kept as clear of obstructions such as major utility diversions or significant permanent structures as reasonably practicable.

6.6 East Anglia GREEN

Project description

- 6.6.1 The EAG NSIP is a National Grid Electricity Transmission (National Grid) proposal to reinforce the high voltage power network in East Anglia. It comprises a new 400 kV electricity overhead transmission line between Norwich, Norfolk and Tilbury, Essex with undergrounded sections, work at existing substations and a new substation in Tendring District, Essex to connect new offshore wind farms to the electricity transmission network. The exact design requirements for EAG are currently not known.

Plate 6.6 East Anglia Green preferred route corridor (between East Anglia Connection substation and Tilbury substation) and the A122 Lower Thames Crossing



Timing

6.6.2 The non-statutory Options Identification and Selection consultation on the EAG preferred route corridor closed on 16 June 2022. National Grid are targeting statutory consultation between April-June 2023, with a December 2024 DCO submission date. Based on those dates, construction would start in 2026/27 so the project can be ‘turned on’ in 2030.

Consideration of East Anglia Green in the A122 Lower Thames Crossing DCO

6.6.3 The EAG NSIP is in the early stages of option identification and selection and does not yet benefit from a defined proposal. It has been included in the CEA long list (Application Document 6.3, Appendix 16.1) on the basis that National Grid have undertaken a non-statutory consultation on the preferred route corridor. Due to the limited information available, the project has not been included in the CEA short list (Application Document 6.3, Appendix 16.2) and no assessment of EAG in combination with the Project has been reported in ES Chapter 16: Cumulative Effects Assessment (Application Document 6.1).

6.6.4 Apart from this Interrelationship Document, EAG is considered in the Statement of Engagement (Application Document 5.2) and the Workers Accommodation Report (Application Document 7.18).

Interfaces and our approach to managing them

- 6.6.5 Interfaces between the Project and EAG are described below. National Highways has engaged with the EAG project team, holding design workshops to jointly identify and work through project interfaces where practicable. National Highways has agreed to share data with National Grid to support the design development process for EAG.

Land

- 6.6.6 The southernmost section of the proposed power network between the new substation on Tendring peninsula and Tilbury substation would cross the A122 Lower Thames Crossing alignment between Chadwell St Mary and Linford (refer Plate 6.7). The new 400 kV power line would then run south towards Tilbury substation. This part of the EAG project has potential to cross land included in the Project order limits for the Northern Tunnel Entrance Compound (Work No CA5) and Station Road Compound (Work No CA5a).
- 6.6.7 The Lower Thames Crossing and EAG project teams are working together to identify and respond to project interfaces where necessary. The A122 Lower Thames Crossing DCO is considerably more advanced than the emerging proposals for EAG. Therefore, the expectation is that any outcomes of engagement would be addressed through the detailed design process post-consent or incorporated into the EAG proposals pre-submission.

Construction

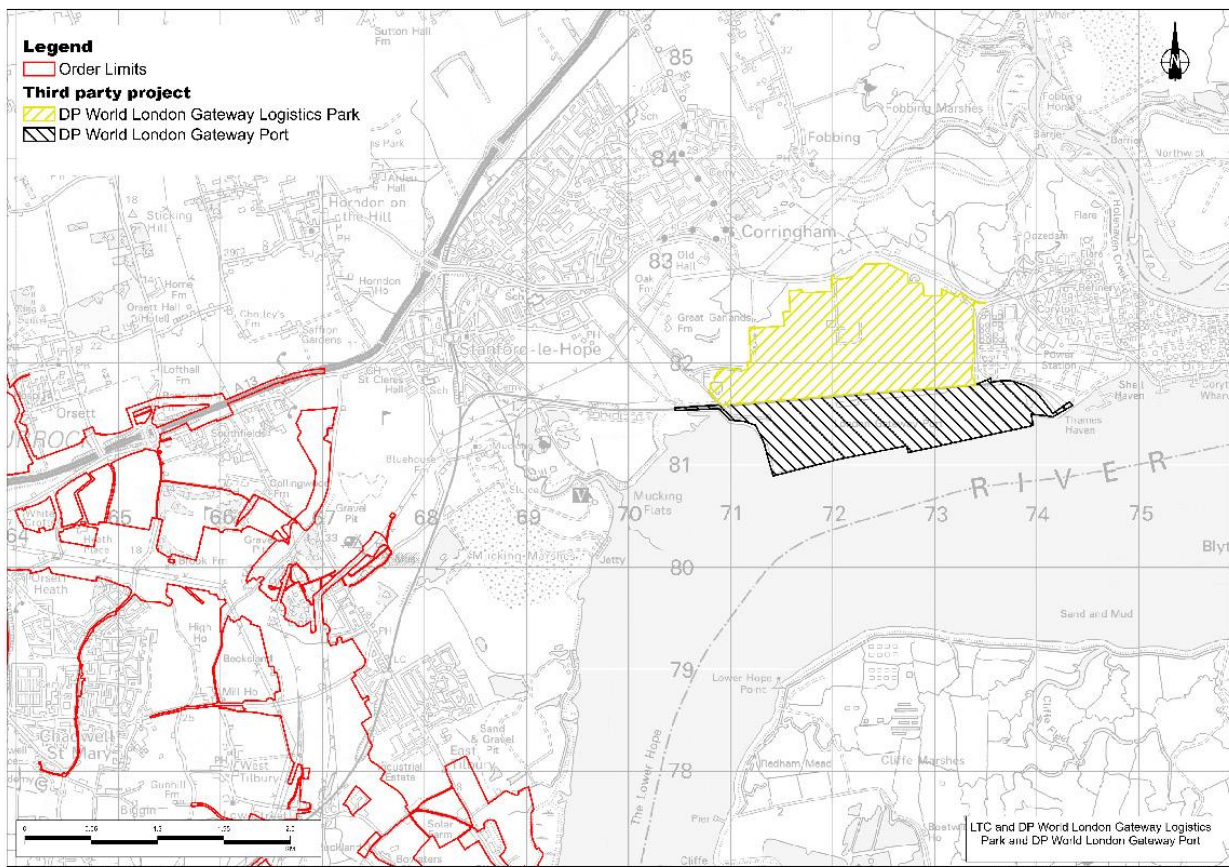
- 6.6.8 The EAG programme published for the Options Identification and Selection consultation indicates a construction start date 2026/7, with completion 2030. Based on this, the construction programme would overlap with the Project's.
- 6.6.9 The CoCP (Application Document 6.3) provides a framework to manage overlapping construction activities with other projects. Each Contractor would produce a CEP to ensure stakeholders are informed of works activities where necessary. The CEP would provide a programme of engagement, setting out how stakeholders, including third-party project promoters where relevant, would be engaged with throughout the construction period.

6.7 DP World London Gateway

Project description

- 6.7.1 DPWLG comprises an integrated deep-water port and logistics park on the north bank of the Thames Estuary in Stanford-le Hope, Essex. DPWLG is located approximately 4km to the east of the Project. Three berths have been developed at the port, with the construction of a fourth underway and consent to expand to seven. The logistics park (829,700 sqm of floorspace) is located immediately north of the port.
- 6.7.2 Road access to the port and logistics park is via the A1014 and A13 to junction 30 of the M25 or via the A13 to the A130 and A12. DPWLG also benefits from a rail terminal that connects into the Tilbury Loop railway line.

Plate 6.7 DP World London Gateway (Port and Logistics Park) and the A122 Lower Thames Crossing



Timing

- 6.7.3 The London Gateway Harbour Empowerment Order (HEO) came into force in May 2008 and authorised the construction and operation of London Gateway Port (the Port), as well as establishing a new Harbour Authority for the Port.
- 6.7.4 The LDO for the London Gateway Logistics Park was approved by the SoS on 7 November 2013. It removes the need to obtain planning permission for warehousing (Use Class B8) and industrial (Use Classes B2, B1(b) and B1(c)) development subject to conditions in a specified area. Currently approximately 200,000 sqm of floorspace is in operational use.

Consideration of DP World London Gateway in the A122 Lower Thames Crossing DCO

- 6.7.5 DPWLG has been assessed for the A122 Lower Thames Crossing DCO. Table 6.6 lists the relevant DCO documents and explains how DPWLG has been considered in them.

Table 6.6 Consideration of DPWLG in the A122 Lower Thames Crossing DCO

DCO Document	Consideration of DPWLG
ES Chapter 13: Population and Human Health	DPWLG has been included in the assessment of the Project’s likely effects on development land and businesses, which concludes no direct impacts have been identified as a result of the Project, resulting in a neutral effect, which is not significant. Indirect impacts of the Project resulting from changes in accessibility and/or severance due to construction activities are assessed as minor adverse and not significant.
ES Chapter 16: Cumulative Effects Assessment	The London Gateway Logistics Park has been included in the shortlist of developments for the inter-project effects assessment. Development at the logistics park would have cumulative inter-project effects with the Project on waste. It is assumed any development undertaken in the material assets and waste zone of influence would, together with the Project, contribute to a reduction of third-party waste management capacity. For that reason, DPWLG is not included in the summary of inter-project cumulative effects at Table 16.11 of ES Chapter 16.
Transport Assessment	DPWLG has been included in the LTAM core scenario for the Project’s traffic modelling as set out in the Combined Modelling and Appraisal Report Appendix C: the Transport Forecasting Package (Application Document 7.7). DPWLG is therefore accounted for in the transport construction assessment and operational transport modelling for the Project.
Workers Accommodation Report	The WAR (Application Document 7.18) assesses the combined effects of the Project’s construction workforce with the construction of other NSIPs and major development schemes, such as London Gateway, on the demand for accommodation. It concludes there is sufficient capacity in local accommodation market for temporary workers and sets out pro-active measures to monitor and manage the uptake of accommodation, secured through the Framework Construction Travel Plan (Application Document 7.3).

Interfaces and our approach to managing them

- 6.7.6 Interfaces between the Project and DPWLG are described under subheadings below. The measures taken to address them in the A122 Lower Thames Crossing DCO application or otherwise are then explained and signposted to, where appropriate.
- 6.7.7 National Highways has engaged with DP World throughout the lifetime of the Project to support the identification of project interfaces and means of resolving them in a joined-up way where practicable. The Project meet with the DP World Team on an ad hoc basis as needed.

A13

- 6.7.8 The A13 Manorway junction is the main interchange for DPWLG related traffic and is approximately 1.4km east of the Project’s order limits.
- 6.7.9 The A13 Orsett Cock junction, west of the A13 Manorway junction, is within the Project’s Order Limits. The junction currently provides access to the A13, A1013 and A128 at a grade separated, partially signal controlled junction. With the implementation of the Project, it would also provide access between the A122 in both directions and the A13 westbound to the A1089 (Work No 7E). This

proposed layout would mean that traffic using the new road wishing to access the PoT area would not need to either use local roads or U-turn at the Manorway junction, reducing the potential for impacts on access to DPWLG.

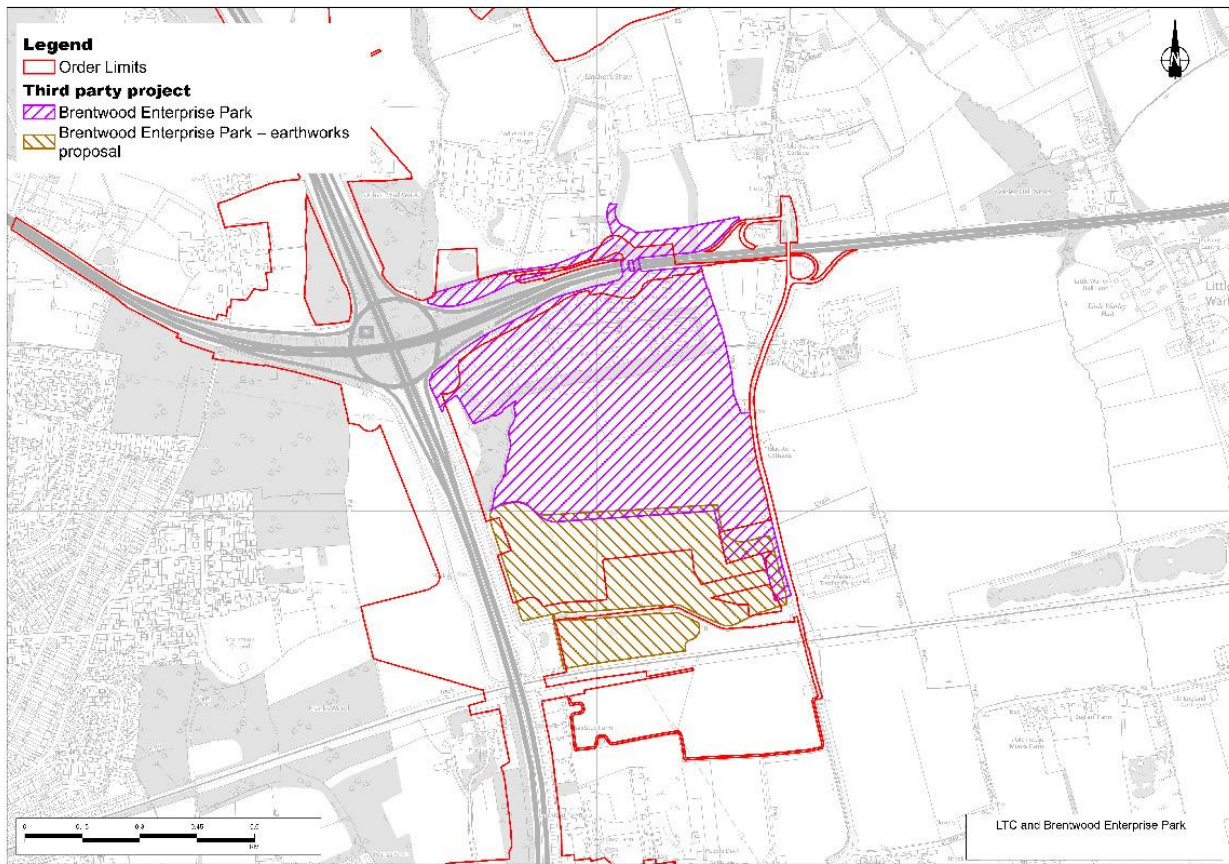
- 6.7.10 The A13 runs east-west between these junctions, providing connectivity into south Essex to the east and destinations within Thurrock, London and the M25 to the west. As a result of the Project, the A13 to its east is forecast to carry additional traffic, with some of the increases forecast to be significant.
- 6.7.11 Both junctions, the A13 and other local roads in the area are included within the Project's transport model, and outputs from this have been shared with DPWLG to enable consideration of the Project's forecast impacts on these junctions and the mainline A13 between them.
- 6.7.12 More information on interfaces between the Project and DPWLG, as well as engagement between National Highways and DPWLG on them, can be found in the SoCG between National Highways and DP World (Application Document 5.4.2.1).
- 6.7.13 London Gateway is also listed as a consultee for the TMP so the construction traffic impacts of the Project on DPWLG can be managed appropriately. The Contractor must consult with London Gateway regarding the TMP for construction and give due consideration to representations made in response to that consultation. This is secured through Requirement 10 of the DCO (Application Document 3.1).

6.8 Brentwood Enterprise Park

Project description

- 6.8.1 BEP is a proposed mixed-use commercial development located immediately east of M25 junction 29, promoted by St Modwen Developments Limited (St Modwen). The application site is approximately 45.46 hectares and would accommodate four new buildings with 112,466 sqm employment (use class B and E) floorspace. It is therefore major development as defined by The Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 6.8.2 The BEP development (as proposed under application reference 22/00402/FUL) overlaps with the Project order limits either side of the A127 east of M25 junction 29. The land is needed by the BEP for the Phase 1 Link Road (consisting of a new access off the M25 junction 29 via a new mini roundabout with a link bridge over the A127), a new vehicular access off the B186, the upgraded bridleway 183 and soft landscaping.
- 6.8.3 The same land would be needed by the Project for improvements to the existing two-lane link road between the M25 southbound and the M25 junction 29 roundabout (Work No 9E), installation of a multi-utility corridor (Work No MU85), construction of a new walkers, cyclists and horse riders (WCH) bridge over A127 (Work No 9Z) and associated public right of way.

Plate 6.8 Brentwood Enterprise Park and the A122 Lower Thames Crossing



Timing

- 6.8.4 A hybrid planning application (reference 22/00402/FUL) was submitted by St Modwen in March 2022 seeking:
- Outline planning permission for M25 to B186 link Road (Phase 2) and detailed planning permission for demolition of existing buildings and structures; ground works to enable creation of development plots; highways works including construction of new A127 overbridge, access from B186, site roads and construction of M25 J29 to B186 link road (Phase 1); erection of buildings for Class B8 (storage & Distribution) and/or Class B2 (general Industrial) use, with ancillary office space (within Class E); landscaping; infrastructure and enabling works including diversion of public rights of way*
- 6.8.5 Based on the current construction programme (Table 5.5 of ES Chapter 5, application reference 22/00402/FUL), St Modwen are anticipating starting earthworks in July 2024 with the final construction phase finishing at the end of March 2026.
- 6.8.6 A subsequent planning application (reference 22/00587/FUL) was submitted by Modwen in April 2022 for the deposit of subsoil and topsoil, generated by the BEP main development site.

Consideration of Brentwood Enterprise Park in the A122 Lower Thames Crossing DCO

6.8.7 BEP has been assessed for the A122 Lower Thames Crossing DCO. Table 6.7 lists the relevant DCO documents and explains how BEP has been considered in them.

Table 6.7 Consideration of BEP in the A122 Lower Thames Crossing DCO

DCO Document	Consideration of BEP
Outline Materials Handling Plan	The oMHP lists BEP as a constraint to consider in planning material movement for the Project. It describes the potential for interfaces between the Project and the BEP earthworks proposal and access arrangements.
ES Chapter 13: Population and Human Health	BEP has been included in the assessment of the Project’s likely effects on development land and businesses, which concludes the magnitude of impact is considered to be minor, resulting in a moderate adverse effect, which is considered significant.
ES Chapter 16: Cumulative Effects Assessment	The application (reference 22/00402/FUL) for the main BEP development site and associated earthworks application (reference 22/00587/FUL) were included in the shortlist of developments for the inter-project effects assessment based on information submitted by St Modwen in support of the planning applications. The application for the main development site would have cumulative inter-project effects with the Project on landscape and visual amenity, population and human health and soils. The earthworks application would have cumulative inter-project effects with the Project on landscape and visual amenity and soils. No additional mitigation measures are proposed besides what is outlined in the ES topic chapters.
Transport Assessment	The hybrid planning application for BEP was submitted after the finalisation of the Uncertainty Log to be included within the Project’s transport model core scenario. It has therefore not been included within the LTAM core scenario. However, Appendix C Transport Forecasting Package of the Combined Modelling and Appraisal Report (Application Document 7.7) sets out the wider growth applied to the model to align with DfT traffic growth forecasts at a regional level.
Outline Traffic Management Plan for Construction	BEP is listed in the oTMPfC as a significant project that may have an interface with the construction of the Project. Possible interfaces include localised junction improvements, overlapping traffic management installation and shared logistic/access routes.
Workers Accommodation Report	The WAR (Application Document 7.18) assesses the combined effects of the Project’s construction workforce with the construction of other NSIPs and major development schemes, such as BEP, on the demand for accommodation. It concludes there is sufficient capacity in local accommodation market for temporary workers and sets out pro-active measures to monitor and manage the uptake of accommodation, secured through the Framework Construction Travel Plan (Application Document 7.3).

Interfaces and our approach to managing them

6.8.8 Interfaces between the Project and BEP are described under subheadings below. The measures taken to address them in the A122 Lower Thames Crossing DCO application or otherwise are then set out and signposted to, where appropriate.

- 6.8.9 National Highways has positively engaged with the St Modwen on the BEP proposals and associated project interfaces since the announcement of the preferred route for the Project in 2017. Paragraph 6.116 of the Planning Statement submitted in support of the BEP planning application (reference 22/00402/FUL) confirms "*...there has been extensive liason with the Lower Thames Crossing project team and it is confirmed that both proposals can co-exist*".
- 6.8.10 National Highways has undertaken extensive ecology, ground investigation and archaeological trial trench surveys on the BEP site. Data from these surveys has been shared with the landowner and St Modwen to assist with the development of proposals for BEP.

Access

- 6.8.11 The existing access to the BEP development site is from the southeast corner of Junction 29. This would be severed by the A127/M25 dedicated slip road proposed by the Project.
- 6.8.12 Two new vehicular accesses are proposed for the BEP. One would be from the north between the site and M25 Junction 29 via a new mini roundabout with a link bridge over the A127 (Phase 1 Link Road). The second would be from the south via the B186. The BEP proposal would also close the existing A127 overbridge to motor vehicles and retain it for non-motorised users (NMUs) only.
- 6.8.13 A further link road (Phase 2 Link Road) from the new mini roundabout to the existing B186/A127 Warley Interchange is proposed in outline. The Phase 2 Link Road is needed to facilitate Local Plan growth, not the BEP specifically, and so is not intended to be delivered by St Modwen. Two possible alignments for the Phase 2 link road have been identified by the applicant in consultation with BBC and Essex County Council. Given there is currently no proposed design for the Phase 2 Link Road, no interfaces between it and the Project can be identified. National Highways would be consulted on any reserved matters application for the new link road as statutory highways authority for the SRN so have the opportunity to comment on the proposal in due course.
- 6.8.14 The Project proposes a new WCH bridge over the A127 (Work No 9Z) to accommodate the diverted Bridleway 183 (Work No 9P). This would conflict with the BEP Phase 1 Link Road bridge, should it be delivered. In the event both projects come forward, the new Phase 1 Link Road and enhanced WCH A127 crossing would be constructed by St Modwen as part of the BEP development in place of the Project's WCH bridge.
- 6.8.15 Provision has been included in the Design Principles (Clause S14.22, Application Document 7.5) for the Project to be designed in detail and carried out excluding the A127 WCH bridge providing; the BEP planning permission (reference 22/00402/FUL) has been granted, it includes the new NMU user facilities connecting the footway running along the southern side of the A127 to the existing bridleway within the proposed site for the BEP and then over the existing accommodation bridge that spans the A127 (BEP WCH Solution) connecting to Coldham Hall Lane, and the BEP WCH Solution is constructed and open for use. This is secured through Requirement 3 of Schedule 2 of the dDCO (Application Document 3.1)
- 6.8.16 If the BEP proposal comes forward in place of the new WCH bridge for the Project, there would be no material loss as the enhanced A127 crossing proposed by St Modwen provides the same functionality as the new WCH bridge (Work No 9Z). The width of the existing bridge allows it to be retained as a bridleway because the line of travel is more than 2m from the parapet, as

recommended by the British Horse Society Guidance. The feasibility of increasing the height of the bridge and infilling the parapets would be looked at by St Modwen at the detailed design.

- 6.8.17 Finally, the new BEP B186 access would be immediately north of the proposed temporary construction and permanent maintenance access (Work No 9P) for the Project. Should the construction of BEP start before that for the Project, it is proposed that the Project access would connect to the BEP access.
- 6.8.18 Provision has been included in the Design Principles (Clause S14.19, Application Document 7.5) for the proposed temporary construction and permanent maintenance access for the Project to be designed in detail and carried out so as to connect to the proposed BEP B186 Access providing; the BEP planning permission (reference 22/00402/FUL) has been granted, it includes access from B186 opposite Upminster Trading Park to the proposed site for the BEP to the north west of the access, and is constructed and open for traffic. A contingency for joint access is the subject of ongoing engagement between St Modwen and National Highways and would form part of an agreement in due course.

Construction

- 6.8.19 BEP's current construction programme indicates works would start in July 2024 before the Project's main works in 2025. Should the application for BEP be approved, National Highways would continue to engage St Modwen throughout the early Contractor involvement and construction stages of both projects to identify and manage construction interfaces. National Highways and St Modwen are progressing a Land and Works Agreement for which the heads of terms have been agreed to assist with the management of project interfaces through the construction phases for both projects.
- 6.8.20 The Project would establish a TMF, consisting of the Contractor, local highway authorities, local authorities and St Modwen, among others, to support integration with the BEP on temporary traffic management measures. This is secured through the oTMPfC under Requirement 10 of Schedule 2 of the dDCO.
- 6.8.21 Each Contractor would also produce a CEP to ensure stakeholders are informed of works activities where necessary. The CEP would provide a programme of engagement, setting out how stakeholders, such as St Modwen, will be engaged with throughout the construction period and is secured under Requirement 4 of the Schedule 2 of the DCO.

Earthworks

- 6.8.22 St Modwen submitted a planning application (reference 22/00587/FUL) in April 2022 for the deposit of subsoil and topsoil, generated by the BEP main development site, on land immediately south of it within the Project order limits. The proposals would avoid the need to export excess excavated material off-site for disposal.
- 6.8.23 The proposals would raise the levels on land south of BEP by just under one meter. The raised area overlaps with the Warley Street compound (Work No CA16) and land needed by the Project for multi utility works (Work Nos MU85 and MU86). National Highways do not anticipate that the earthworks once complete would constrain construction activities in this area. However, as

described above, National Highways would continue to engage St Modwen to coordinate the sequencing of works for both projects, should the earthworks proposal be approved, and are progressing a Land and Works Agreement between the parties to assist with this.

Design changes

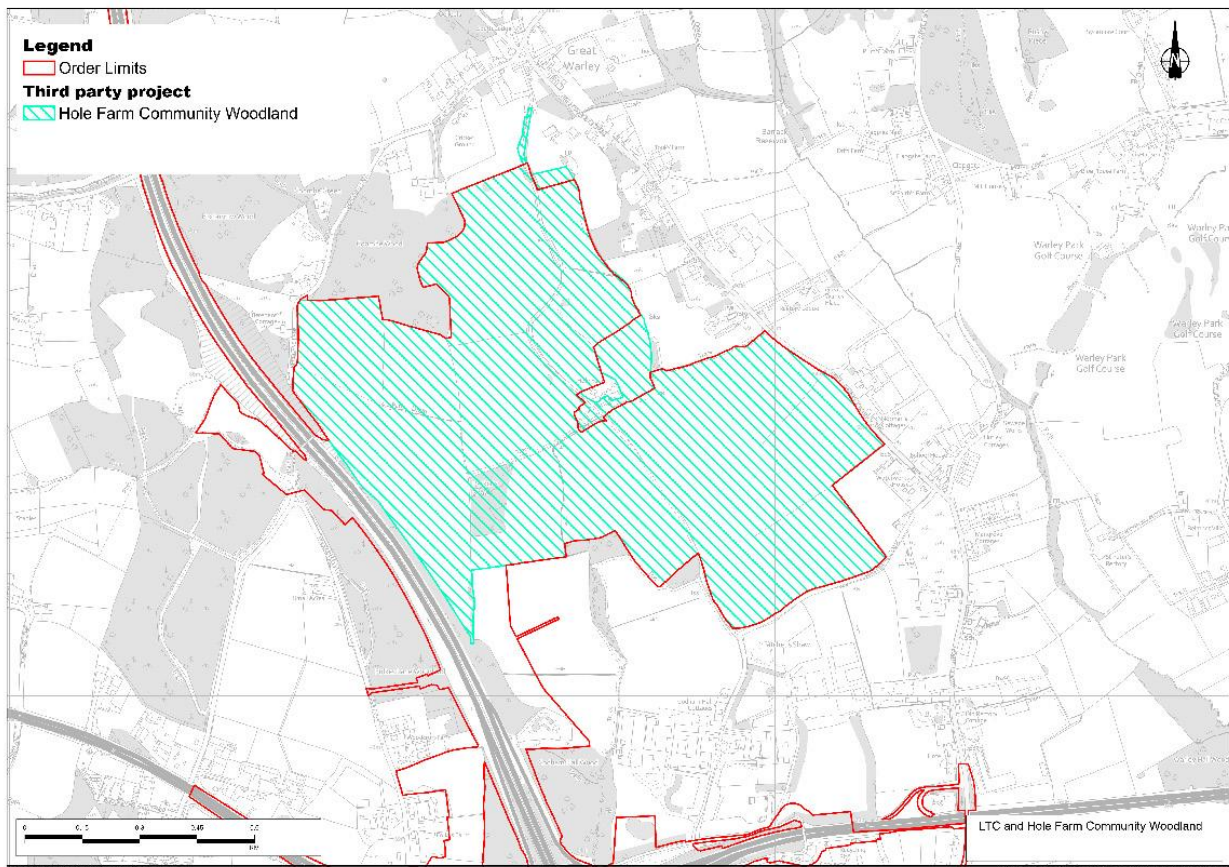
- 6.8.24 The Project has sought to avoid or minimise impacts on BEP as far as practicable, while delivering the Project's requirements. Engagement with St Modwen has informed the design development process for the Project.
- 6.8.25 The Project modified the proposed M25 earthworks design and moved the Warley Street construction compound south, outside of the BEP application site. This designed out the need to divert the existing Cadent high-pressure gas pipeline through the BEP and footprint of Unit 1 and therefore potential for conflict with BEP development plans.
- 6.8.26 Historically, the Project proposed a new artificial badger sett within the BEP application site to mitigate impacts on an existing sett located in woodland to the west. The Project design has been amended to avoid impact to the existing set, and resultantly the need for a new artificial sett within or nearby the BEP site.

6.9 Hole Farm community woodland

Project Description

- 6.9.1 Hole Farm is located immediately east of the M25, north of Junction 29, in Great Warley, Brentwood. The agricultural use at the site ceased in September 2022.
- 6.9.2 Most of the land, excluding the listed Hole Farmhouse and adjacent dwellings is included in the Project order limits in connection with the following proposals: replacement Special Category Land (SCL) in exchange for the permanent acquisition of land and rights over land at Folkes Lane Woodland (Works No OSC12); habitat creation as compensation for the potential impacts of nitrogen deposition on designated ecological sites (Works No E52); and woodland habitat creation to compensate for ancient woodland which would be lost due to construction of the Project (Works No E50) as well as utilities works (Work Nos G10 and MU92) and working areas (Work No ULH01).
- 6.9.3 National Highways purchased Hole Farm in April 2021. Forestry England, with National Highways, are proposing to create a new community woodland through the conversion of the farm into a woodland dominated mosaic of wildlife-rich habitats. While National Highways own the site, the new community woodland would be managed by Forestry England on a long-term basis.
- 6.9.4 Forestry England plan to submit a planning application to BBC early 2023 for the hard infrastructure needed for the new community woodland. The application site for the Hole Farm community woodland is approximately 95 hectares and therefore constitutes major development as defined by The Town and Country Planning (Development Management Procedure) (England) Order 2015.

Plate 6.9 Hole Farm community woodland and the A122 Lower Thames Crossing



Timing

- 6.9.5 Forestry England plan to begin planting the new community woodland during winter 2022/2023 subject to approval from the Forestry Commission. The creation of new woodland at the site would be undertaken in accordance with the Environmental Impact Assessment (Forestry) (England and Wales) Regulations 1999 where relevant.
- 6.9.6 Forestry England plan to submit a planning application to BBC early 2023 for the hard infrastructure for the new community woodland. The application would seek permission for a new site access, car park, visitor and staff facilities, routes through the site for WCH and new ponds. Forestry England and National Highways submitted a pre-application advice request for the planning proposals to BBC in May 2022 and met with BBC to discuss them in July 2022.

Consideration of Hole Farm community woodland in the A122 Lower Thames Crossing DCO

- 6.9.7 Hole Farm community woodland has been assessed for the A122 Lower Thames Crossing DCO. Table 6.8 lists the relevant DCO documents and explains how it has been considered in them.

Table 6.8 Consideration of Hole Farm community woodland in the A122 Lower Thames Crossing DCO

DCO Document	Consideration of Hole Farm community woodland
Draft Development Consent Order	<p>Schedule 1 of dDCO includes the following works at Hole Farm, among others:</p> <ul style="list-style-type: none"> • Work No E50, as shown on sheets 46 and 47 of the works plans (Application Document 2.6) and being the implementation of environmental mitigation works to create a site for ancient woodland planting, including the construction of new ecological ponds; • Work No E52, as shown on sheets 46 and 47 of the works plans (Application Document 2.6) and being the implementation of environmental works to create a compensatory habitat site for nitrogen deposition and; • Work No OSC12, as shown on sheet 47 of the works plans (Application Document 2.6) and being the implementation of new open space at Folkes Lane. <p>In accordance with requirement 5 of schedule 2 to the draft DCO (Application Document 3.1), the landscaping proposals for Hole Farm would be set out in a landscape and ecological management plan to be submitted for approval by the Secretary of State.</p>
ES Chapter 2 : Project Description	<p>The Project Description describes the proposed development at Hole Farm that has informed the assessments undertaken in the ES.</p>
Outline Landscape and Ecological Management Plan	<p>The oLEMP (Application Document 6.7) outlines the landscaping proposals and proposed management regime for the landscape and ecological elements of the Project. It is secured under Schedule 2 Requirement 5 of the dDCO (Application Document 3.1). The Hole Farm Community Woodland is split across two management areas (land parcels grouped into areas that perform similar landscape and ecological functions), which describe the relevant management requirements and planting typologies proposed for the site.</p>
ES Chapter 16: Cumulative Effects Assessment	<p>The proposed planning application for the Hole Farm community woodland was included in the shortlist of developments for the inter-project effects assessment. The development would have cumulative inter-project effects with the Project on soils. No additional mitigation measures are proposed besides what is outlined in the ES topic chapters.</p>
Transport Assessment	<p>The proposed planning application for the Hole Farm community woodland was not submitted at the time that the Project's Uncertainty Log was finalised for local uncertainty within the Project's transport model core scenario and has therefore not been included. However, Appendix C Transport Forecasting Package of the Combined Modelling and Appraisal Report (Application Document 7.7) sets out the wider growth applied to the model to align with DfT traffic growth forecasts at a regional level.</p>
Workers Accommodation Report	<p>The WAR (Application Document 7.18) assesses the combined effects of the Project's construction workforce with the construction of other NSIPs and major development schemes, such as the Hole Farm community woodland, on the demand for accommodation. Given the nature of the Hole Farm community woodland, it is unlikely there would be any demand for temporary accommodation.</p>

DCO Document	Consideration of Hole Farm community woodland
Benefits and Outcomes	The Benefits and Outcomes DCO document (Application Document 7.20) summarises the Project’s benefits secured through the DCO as well as National Highways’ approach to delivering wider benefits that sit outside the DCO such as the Hole Farm community woodland. National Highways have provided funding to Forestry England to develop the proposals for Hole Farm community woodland.

Interfaces and our approach to managing them

6.9.8 Interfaces between the Project and Hole Farm community woodland are described under subheadings below. The measures taken to address them in the A122 Lower Thames Crossing DCO application or otherwise are then set out and signposted to, where appropriate.

6.9.9 National Highways and Forestry England are jointly promoting the new community woodland at Hole Farm. Engagement between the project teams has been designed into the respective project programmes to support close coordination on design and delivery issues. National Highways and Forestry England have monthly board meetings at which interfaces between the Project and new community woodland are discussed. This engagement has helped shape the SoCG (Application Document 5.4.5.2) between National Highways and Forestry England.

Design

6.9.10 Most of Hole Farm is included in the Project order limits. Due to the physical overlap between the Project and the proposed community woodland, the planting and planning proposals for the community woodland have been informed by the design requirements for the Project.

6.9.11 National Highways produced a Geographic Information System (GIS) tool that captured the Project design requirements for Hole Farm. By providing information on the planting restrictions for easements over utilities assets diverted by the Project and statutory undertakers’ ongoing operation and maintenance requirements for them, Forestry England has been able to develop a design consistent with that for the Project.

6.9.12 Joint workshops have been held between National Highways, Forestry England and Natural England to discuss and agree the design and ongoing maintenance of the soft landscape elements of the community woodland. The workshops included discussion on how the development of new habitats would deliver against the Project objectives for compensation for nitrogen deposition impacts and loss of ancient woodland. The SoCG between National Highways and Natural England (Application Document 5.4.5.2) confirms Natural England is supportive of the approach to providing and designing the compensatory habitat creation.

Consenting approach

6.9.13 The proposals for Hole Farm are split across different consenting regimes. National Highways and Forestry England have worked closely with consenting authorities and stakeholders to agree a strategy for the site that meets statutory requirements and addresses interfaces between the Project and the proposed community woodland.

- 6.9.14 BBC have confirmed that the tree planting for the new community woodland does not need planning permission. Forestry England are preparing a request to the Forestry Commission for an opinion as to whether the planting proposals constitute a relevant project, within the meaning of the Environmental Impact Assessment (Forestry) (England and Wales) Regulations 1999 and would therefore require the Commission's consent to proceed. Should the Forestry Commission determine that the tree planting is not likely to have a significant effect on the environment, no Stage 2 consent would be required before the planting is carried out.
- 6.9.15 It is anticipated that some of the planting for the community woodland would start in winter 2022/2023. This would also comprise the early delivery of environmental compensation for the Project. The environmental assessments presented in the ES for the Project acknowledge the opportunity to deliver environmental compensation at Hole Farm early so that the planting is in place and has begun to establish prior to or early in the construction programme for the Project (refer to ES Chapter 2, Application Document 6.1 for more information). The long-term management of the woodland is described in the oLEMP (Application Document 6.7), which is secured under Requirement 5 of the dDCO for the Project.
- 6.9.16 Schedule 1 of the dDCO (Application Document 3.1) includes powers to deliver the proposals at Hole Farm, including habitat creation as compensation for the potential impacts of nitrogen deposition (Work No E52), woodland habitat creation (Work No E50) and replacement SCL (Work No OSC12) so that National Highways has the appropriate powers to deliver the replacement SCL and compensatory habitat proposals under the draft DCO. The inclusion of these powers would also mean that those aspects of the works which overlap with Forestry England's proposals can be delivered in the event that Forestry England's proposals are unexpectedly delayed.
- 6.9.17 As explained above, Forestry England plan to submit a planning application to BBC in early 2023 for the hard infrastructure for the new community woodland. The planning proposals are likely to consist of a new vehicular site access, car park, visitor and staff facilities, routes through the site for walkers, cyclists and horse riders and pond creation. These are not included in the A122 Lower Thames Crossing application for development consent because they are not needed for the project or associated with it.

Phasing

- 6.9.18 It is anticipated that the community woodland would be delivered in two phases. Phase 1 would deliver the hard infrastructure needed for the community woodland such as the new vehicular access, car park, visitor and staff facilities as well as some planting in the east of the site. Phase 2 would comprise planting to the west of the site needed by the Project for the diversion of an existing high-pressure gas pipeline (Work No G10) and electricity network (Work No MU92) and associated working areas, a utilities logistics hub (Work No ULH01) and replacement public open space (Work No OSC12).
- 6.9.19 This approach avoids the need for abortive works. The diversion of the existing high-pressure gas pipeline (Work No G10) and electricity network (Work No MU92) are currently scheduled for completion by mid-2028. Phase 2 of the community woodland would be delivered following the completion of these works to avoid having to remove and then reinstate new planting that is delivered in advance.

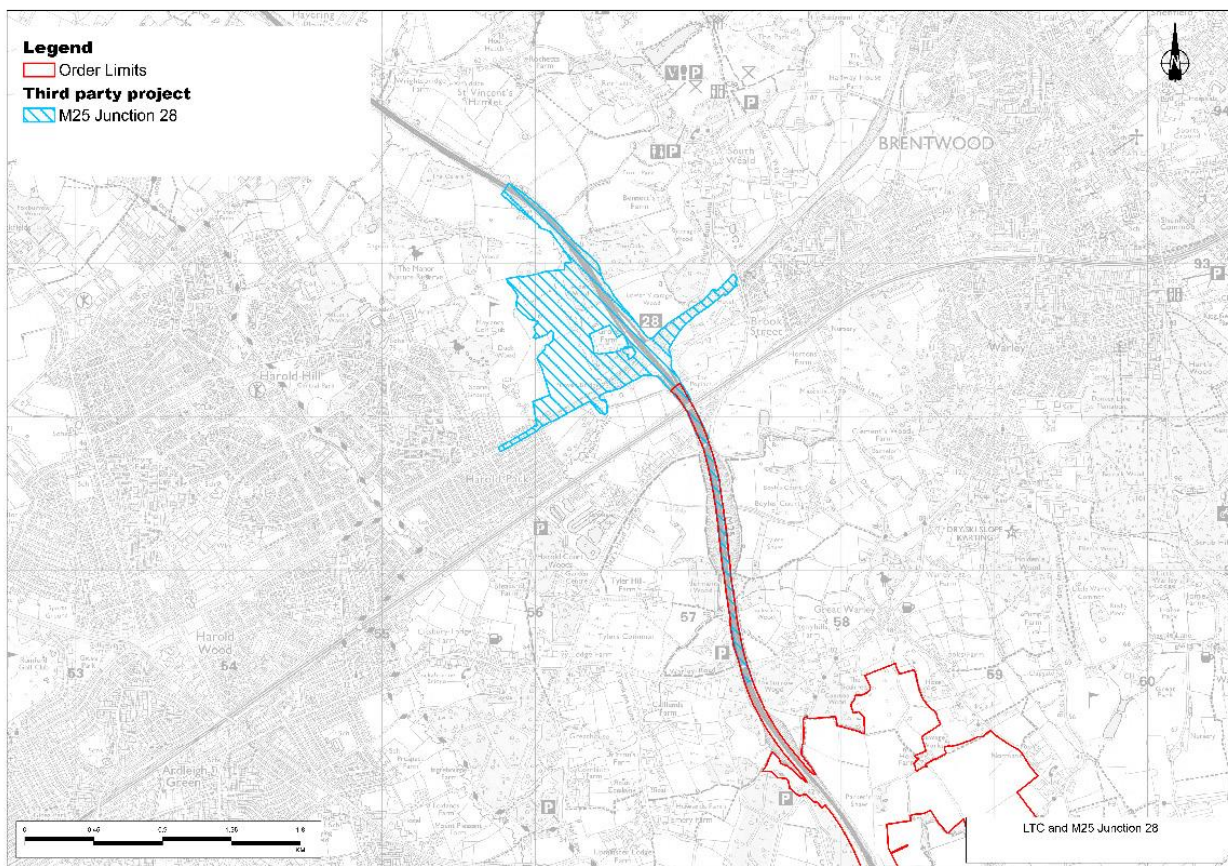
- 6.9.20 Working areas needed for the utility works for the Project overlap with the area of replacement public open space (Work No OSC12) proposed in the north-west of Hole Farm. Once the utility works are complete this land would be reinstated, becoming publicly accessible from Folkes Lane via the existing footbridge over the M25 as well as from the rest of new community woodland.

6.10 M25 Junction 28

Project Description

- 6.10.1 The M25 J28 NSIP is an alteration of the existing Junction 28 on the M25 which includes the provision of a dedicated link road from the M25 northbound carriageway heading eastbound onto the A12, the demolition and reconstruction of the existing A12 eastbound off-slip and of the M25 northbound entry slip road, together with other improvements to the existing Junction 28 roundabout, M25 and A12 carriageways.
- 6.10.2 The M25 J28 NSIP is located immediately to the north of the Project. The M25 J28 NSIP order limits overlap with the order limits for the Project along the M25 south of Junction 28. The Project and M25 J28 NSIP both need the land for improvements to the existing M25.

Plate 6.10 M25 J28 NSIP and the A122 Lower Thames Crossing



Timing

- 6.10.3 Highways England (now National Highways) submitted a DCO application for the M25 J28 NSIP on 27 May 2020. The SoS for Transport granted the DCO application on 16 May 2022.
- 6.10.4 Construction commenced in spring 2022, with the scheme proposed to be open to traffic by summer 2025. There is potential for the construction programmes for the projects to overlap for a short period.

Consideration of the M25 junction 28 in the A122 Lower Thames Crossing DCO

- 6.10.5 The M25 J28 NSIP has been assessed for the A122 Lower Thames Crossing DCO. Table 6.9 lists the relevant DCO documents and explains how the M25 J28 NSIP has been considered in them.

Table 6.9 Consideration of M25 junction 28 NSIP in the A122 Lower Thames Crossing DCO

DCO Document	Consideration of M25 junction 28 NSIP
ES Chapter 16: Cumulative Effects Assessment	The M25 J28 NSIP was included in the shortlist of developments for the inter-project effects assessment. The development would have cumulative inter-project effects with the Project on noise and vibration and population and human health, which are not considered to be significant. The development would also have cumulative inter-project effects with the Project on materials and waste. It is assumed any development undertaken in the material assets and waste zone of influence would, together with the Project, contribute to a reduction of third-party waste management capacity. For that reason, the M25 J28 NSIP is not included in the summary of inter-project cumulative effects at Table 16.11 of ES Chapter 16.
Transport Assessment	The M25 J28 NSIP is included in the Do Minimum scenario of the LTAM because the scheme is forecast to be completed in advance of the Project. It is included in the construction assessment for the Project as a completed scheme (the Project's construction programme would commence in 2024 with preparatory works, referred to in the draft DCO as preliminary works. The main construction period for the Lower Thames Crossing would start in early 2025; it is these works that are assessed in the Project's transport model).
Outline Traffic Management Plan for Construction	The M25 J28 NSIP is listed in the oTMPfC as a significant project that may have an interface with the construction of the Project. Possible interfaces include overlapping traffic management installations and overnight closures and diversion route signing.
Workers Accommodation Report	The WAR (Application Document 7.18) assesses the combined effects of the Project's construction workforce with the construction of other NSIPs and major development schemes, such as the M25 J28 NSIP, on the demand for accommodation. It concludes there is sufficient capacity in local accommodation market for temporary workers and sets out pro-active measures to monitor and manage the uptake of accommodation, secured through the Framework Construction Travel Plan (Application Document 7.3).

Interfaces and our approach to managing them

- 6.10.6 Interfaces between the Project and the M25 J28 NSIP are described under subheadings below. The measures taken to address them in the A122 Lower Thames Crossing DCO Application or otherwise are then set out and signposted to, where appropriate.
- 6.10.7 National Highways is promoting both the Project and the M25 J28 NSIP. The schemes are complementary to one another. Engagement between the projects has been designed into the respective project programmes to support close coordination on design and delivery issues. Regular meetings have been held to monitor and coordinate the interfaces described below.

Traffic management during construction

- 6.10.8 A traffic management strategy detailing the likely traffic management arrangements to facilitate construction activities for both schemes has been developed to inform submission documents for both DCO applications. The overall philosophy is to avoid the need for long term closure of major roads, minimise the use of the local road network for construction traffic and where possible provide construction access directly off major roads.
- 6.10.9 The oTMPfC lists significant projects that may have an interface with the construction of the Project. Overlapping traffic management installations as well as overnight closures and diversion route signing are listed as interfaces with the M25 J28 NSIP. Following the successful determination of the A122 Lower Thames Crossing DCO, National Highways would establish a TMF. The TMF is the forum by which the Project would share proposals to support integration with the M25 J28 NSIP from a construction traffic and planning perspective and is secured under Requirement 10 of Schedule 2 of the dDCO.

Utilities

- 6.10.10 The Project would interface with Cadent Gas' Horndon to Abridge high pressure gas asset at two locations requiring a diversion of the pipeline, north of Junction 29. The M25 J28 NSIP impacts the same asset at Junction 28. Cadent Gas has advised that only one project can undertake an outage in the same year. Outages must be booked with Cadent Gas at least two years prior to work. The current construction programmes for the two schemes indicate that the works will not be in the same year, so the likelihood of conflicting project requirements is low. Construction programmes for both schemes would be monitored going forward to manage any risk of both diversion outages being required in the same year.
- 6.10.11 The Project would involve widening the M25 carriageway, north and south of and including Junction 29 (Works Nos 9E and 9G). This would require utilities that are in the M25 verge to be diverted. It is not anticipated that these diversions would have an interface with the M25 J28 NSIP with respect to outages. This would be coordinated between the contracts delivering the schemes going forward as necessary.
- 6.10.12 Consultation with statutory stakeholders and consents required in support of utilities diversions for the schemes will be monitored and coordinated through regular meetings between the respective National Highways project teams. Contractors would produce a CEP to ensure stakeholders are informed of works

activities where necessary. The CEP would provide a programme of engagement, setting out how stakeholders, including other National Highways project teams where relevant, would be engaged with throughout the construction period. This is secured under Requirement 4 of the Schedule 2 of the DCO.

7 Monitoring and review

- 7.1.1 Project interfaces have been embedded into future decision making through the inclusion of relevant concepts in the design and commitments in control documents that promote engagement with third-party project promoters through the construction phase.
- 7.1.2 However, National Highways acknowledge the evolving nature of project interfaces and the need to continue monitoring development in this space to maximise the utility of the Interrelationship Document for the Planning Inspectorate, stakeholders and the public.
- 7.1.3 National Highways would continue to monitor other developments coming forward in proximity to the Project and engaging with third-party project promoters and stakeholders following the submission of the application for development consent. If proposals for managing project interfaces change, in response to new information becoming available or otherwise, National Highways could provide further information as reasonable to the ExA during the DCO examination period.

8 Conclusion

- 8.1.1 The Government have set ambitious development plans for the Thames Estuary, with significant infrastructure investment required to support growth. The Project in combination with the other NSIPs and major developments will be critical to delivering this vision.
- 8.1.2 Due to the Project's location and scale, it interfaces with several NSIPs and major development proposals. National Highways has monitored development close to the Project and engaged with third-party project promoters to identify project interfaces. This process has been supported by technical assessments and joined-up design exercises to crystallise the issues at hand.
- 8.1.3 The NPSNN (DfT, 2014), RIS 1 (DfT, 2015) and RIS 2 (DfT, 2020) provide strong and clear support for delivering national networks that meet the UK's long-term needs. The Government have also stressed the importance of coordinated governance and delivery in realising the Lower Thames areas potential for positive change. National Highways has developed proposals for the A122 Lower Thames Crossing that maximise the growth potential of the region by taking into account its long-term needs as well as other development proposals in it in accordance with the Scheme Objectives for the Project.
- 8.1.4 This Interrelationship Document demonstrates how the Project has evolved in response to key project interfaces. Responses have included design changes and adjustments to the Project order limits, Protective Provisions and Schedule 2 Requirements promoting coordination between projects, specific mitigations in the DCO to avoid or reduce impacts on other developments, acknowledgment of project interfaces in Project control documents, outputs of engagement like side agreements, and joined-up ways of working, among other things.
- 8.1.5 The measures set out in this document demonstrate how National Highways has sought to ensure that the Project does not prejudice the delivery of other NSIPs or major development proposals and supports development and regeneration in the Lower Thames area in accordance with the objectives of the NPSNN (paragraphs 2.6 and 2.13) as well as the Scheme Objectives for the Project.

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Glossary

Term	Abbreviation	Explanation
A122		The new A122 trunk road to be constructed as part of the Lower Thames Crossing project, including links, as defined in Part 2, Schedule 5 (Classification of Roads) in the draft DCO (Application Document 3.1)
A122 Lower Thames Crossing	Project	A proposed new crossing of the Thames Estuary linking the county of Kent with the county of Essex, at or east of the existing Dartford Crossing.
A122 Lower Thames Crossing/M25 junction		New junction with north-facing slip roads on the M25 between M25 junctions 29 and 30, near North Ockendon.
A13/A1089/A122 Lower Thames Crossing junction		Alteration of the existing junction between the A13 and the A1089, and construction of a new junction between the A122 Lower Thames Crossing and the A13 and A1089, comprising the following link roads: <ul style="list-style-type: none"> • Improved A13 westbound to A122 Lower Thames Crossing southbound • Improved A13 westbound to A122 Lower Thames Crossing northbound • Improved A13 westbound to A1089 southbound • A122 Lower Thames Crossing southbound to improved A13 eastbound and Orsett Cock roundabout • A122 Lower Thames Crossing northbound to improved A13 eastbound and Orsett Cock roundabout • Orsett Cock roundabout to the improved A13 westbound • Improved A13 eastbound to Orsett Cock roundabout • Improved A1089 northbound to A122 Lower Thames Crossing northbound • Improved A1089 northbound to A122 Lower Thames Crossing southbound
A2		A major road in south-east England, connecting London with the English Channel port of Dover in Kent.
Abnormal Indivisible Load	AIL	A load that cannot be divided for the purpose of being carried on a road without undue expense or risk of damage.
Activity		A task that occurs over time. Requires resources (cost, people, plant and materials), and has an associated product, objective, or milestone.
Affected Road Network	ARN	In air quality assessment, the network of roads to be considered within the air quality model (selection of the roads within the model depends on a number of criteria such as changes in Heavy Duty Vehicle flows).
Aggregate		An umbrella term for bulk raw particulate materials used in infrastructure construction.
Alignment		The horizontal (lateral) or vertical (height) position of a road. It can be defined by a series of horizontal tangents and curves or vertical crest and sag curves, and the gradients connecting them.

Term	Abbreviation	Explanation
Ancient woodland		Designated land that has been continuously wooded since at least 1600AD. Ancient woodland is regarded as irreplaceable habitat and is protected by the National Planning Policy Framework.
Application Document		In the context of the Project, a document submitted to the Planning Inspectorate as part of the application for development consent.
Bridleway	BR	A route along which the general public has rights to travel on foot or horseback. Cyclists may use a bridleway but are obliged to give way to other users on foot or horseback.
Code of Construction Practice	CoCP	Contains control measures and standards to be implemented by the Project, including those to avoid or reduce environmental effects.
Combined Modelling and Appraisal Report	ComMA	The purpose of the Combined Modelling and Appraisal Report is to inform decision makers and stakeholders on how the evidence underpinning the business case has been developed, from the initial identification of the underlying problem through the collection of data and the production of any supporting traffic models and forecast impacts of the Project on traffic to the eventual economic appraisal.
Communications and Engagement Plan	CEP	
Construction		Activity on and/or offsite required to implement the Project. The construction phase is considered to commence with the first activity on site (e.g. creation of site access), and ends with demobilisation.
Construction compound		A compound used during construction for the storage of material, assembly of components or for other construction related activities.
Construction Materials and Aggregates Terminal	CMAT	
Cumulative effects		Incremental effects that result from the accumulation of a number of individual effects, either caused by different types of effect from the same project (intra-project effects), or by the interactions between the likely effects of other reasonably foreseeable developments with the likely effects of the proposed project (inter-project effects).
Cumulative Effects Assessment	CEA	
Dartford Crossing	DC	Road crossing of the River Thames in England, carrying the A282 road between Dartford in Kent to the south with Thurrock in Essex to the north. It consists of two bored tunnels and the cable-stayed Queen Elizabeth II Bridge.
DCO Grant	DCO Grant	
Department for Business, Energy and Industrial Strategy	BEIS	A department of the UK government, with responsibility for business, industrial strategy, and science and innovation with energy and climate change policy.

Term	Abbreviation	Explanation
Department for Levelling Up, Housing and Communities	DLUHC	The UK Government department for housing, communities, local government in England and the levelling up policy. Formerly called the Ministry of Housing, Communities and Local Government.
Department for Transport	DfT	The government department responsible for the English transport network and a limited number of transport matters in Scotland, Wales and Northern Ireland that have not been devolved.
Development Consent Order	DCO	Means of obtaining permission for developments categorised as Nationally Significant Infrastructure Projects (NSIP) under the Planning Act 2008.
Development Consent Order application	DCO application	The Project Application Documents, collectively known as the 'DCO application'.
Dubai Ports World	DP World	Dubai Ports World, London Gateway Port.
Ecological Clerk of Works	ECoW	A key role providing advice on environmental issues during construction related activities. Typical issues include pollution, surface water management, material management, air quality and noise.
Environmental Impact Assessment	EIA	A process by which information about environmental effects of a proposed development is collected, assessed and used to inform decision making. For certain projects, EIA is a statutory requirement, reported an Environmental Statement.
Environmental Statement	ES	A document produced to support an application for development consent that is subject to Environmental Impact Assessment (EIA), which sets out the likely impacts on the environment arising from the proposed development.
Examination		A stage of no more than six months during which the Examining Authority examines an application for a Development Consent Order having regard to written and oral submissions made by Interested Parties.
Examining Authority		The Examining Authority is appointed by the Secretary of State to examine an application for a Development Consent Order and make a recommendation.
Geographic Information System	GIS	An integrated collection of computer software and data used to view and manage information about geographic places, analyse spatial relationships and model spatial processes.
Good Practice		In the context of the Project, standard approaches and actions commonly used to avoid or reduce environmental impacts of infrastructure development. These are typically applicable across the whole Project.
Habitat		The natural home or environment of an animal, plant, or other organism.
Highways England		Former name of National Highways.
Inter-project effects		The combined action of a number of different projects, in combination with the project being assessed, on a resource/ receptor.
Intra-project effects		The combined action of a number of different environmental topic specific effects upon on a resource/ receptor.
Landfill		A site for the disposal of waste materials.

Term	Abbreviation	Explanation
Limits of deviation	LoD	The tolerances, both laterally and vertically, that any parts of the Project can be constructed from the lines and situations shown on the Works Plans (Application Document 2.6) and the levels shown on the Engineering Section Drawings (Application Document 2.9).
Link road		In the context of junctions, a one way connector road adjacent to but separate from the mainline carriageway carrying traffic in the same direction, which is used to connect the mainline carriageway to the local highway network where successive direct connections cannot be provided to an adequate standard because the junction spacing is too close.
Local Plan		A Local Plan sets out local planning policies and identifies how land is used, determining what will be built where. Adopted Local Plans provide the framework for local development across England.
Local planning authority	LPA	A local planning authority is the local authority or council that is empowered by law to exercise statutory town planning functions for a particular area of the UK. May also be referred to as 'local authority'.
London Gateway		A new deep-water port, able to handle the biggest container ships in the world, and part the London Gateway development on the north bank of the River Thames in Thurrock, Essex, 20 miles (32km) east of central London.
London Resort		A proposed theme park and entertainment precinct on the Swanscombe peninsular.
London Resort Company Holdings Ltd	LRCH	The company behind the proposed theme park on the Swanscombe peninsular (see 'London Resort').
Lower Thames Area Model	LTAM	Transport model designed to forecast impacts of providing additional road based capacity across the River Thames at locations at or east of the existing Dartford Crossing.
Metre	m	SI unit of length.
Ministry of Housing, Communities and Local Government	MHCLG	Formed in January 2018, the MHCLG took over the duties of the former Department for Communities and Local Government. In September 2021, it was renamed the Department for Levelling Up, Housing and Communities.
Mitigation		Measures that have been identified through the assessment process to further reduce the impact of significant effects.
Monitoring		A programme of observation, measurement and recording of environmental variables and operational parameters over a period of time for a defined purpose.
National Highways		A UK government-owned company with responsibility for managing the motorways and major roads in England. Formerly known as Highways England.
National Planning Policy Framework	NPPF	A framework published in March 2012 by the UK's Department of Communities and Local Government, consolidating previously issued documents called Planning Policy Statements (PPS) and Planning Practice Guidance Notes (PPG) for use in England. The NPPF was updated in February 2019 and again in July 2021 by the Ministry of Housing, Communities and Local Government.

Term	Abbreviation	Explanation
National Policy Statement	NPS	Set out UK government policy on different types of national infrastructure development, including energy, transport, water and waste. There are 12 NPS, providing the framework within which Examining Authorities make their recommendations to the Secretary of State.
National Policy Statement for National Networks	NPSNN	Sets out the need for, and Government's policies to deliver, development of Nationally Significant Infrastructure Projects (NSIPs) on the national road and rail networks in England. It provides planning guidance for promoters of NSIPs on the road and rail networks, and the basis for the examination by the Examining Authority and decisions by the Secretary of State.
Overarching National Policy Statement for Energy (EN-1)	NPS EN-1	Sets out the need for the Government's policy for delivery of major energy infrastructure. This Overarching National Policy Statement for Energy (EN-1) is part of a suite NPSs initially issued by the Secretary of State for Energy and Climate Change (now the Department for Business, Energy and Industrial Strategy). There are a further five technology-specific NPSs for the energy sector.
National Policy Statement for Gas Supply Infrastructure and Gas and Oil Pipelines (EN-4)	NPS EN-4	Sets out the need for the Government's policy for delivery of major energy infrastructure and provides the primary basis for decisions by the Infrastructure Planning Commission (IPC) on applications it receives for gas supply infrastructure and gas and oil pipelines.
National Policy Statement for Electricity Networks Infrastructure (EN-5)	NPS EN-5	Sets out the needs for the Government's policy for delivery of major energy infrastructure and provides the primary basis for decisions taken by the Infrastructure Planning Commission (IPC) on applications it receives for electricity networks infrastructure.
Nationally Significant Infrastructure Project	NSIP	Major infrastructure developments in England and Wales, such as proposals for power plants, large renewable energy projects, new airports and airport extensions, major road projects etc that require a development consent under the Planning Act 2008.
Natural England	NE	An executive non-departmental public body, sponsored by the Department for Environment, Food & Rural Affairs, which is the government's adviser for the natural environment in England, helping to protect England's nature and landscapes for people to enjoy and for the services they provide.
Nitrogen deposition rate		The rate at which nitrogen accumulates on a surface as a result of separation from the atmosphere. The principal unit of measurement of nitrogen deposition is kilograms of nitrogen per hectare per year (kgN/ha/yr).
Non-motorised user(s)	NMU	Users of non-motorised vehicles (eg cyclists, horse riders) and pedestrians
North Portal		The North Portal (northern tunnel entrance) would be located to the west of East Tilbury. Emergency access and vehicle turn-around facilities would be provided at the tunnel portal. The tunnel portal structures would accommodate service buildings for control operations, mechanical and electrical equipment, drainage and maintenance operations.

Term	Abbreviation	Explanation
North Portal emergency and maintenance access		Emergency and maintenance access for the Tunnel, located at the North Portal.
North Portal Tunnel Service Building		Building located at the North Portal to accommodate mechanical, electrical and drainage equipment, and to control normal and maintenance operation of the tunnels.
Off-slip		A slip road by which traffic leaves a major road such as a motorway.
Open space		Open space is defined in section 19 of the Acquisition of Land Act 1981 as <i>'any land laid out as a public garden, or used for the purposes of public recreation, or land being a disused burial ground'</i> .
Operation		Describes the operational phase of a completed development and is considered to commence at the end of the construction phase, after demobilisation.
Order Limits		The outermost extent of the Project, indicated on the Plans by a red line. This is the Limit of Land to be Acquired or Used (LLAU) by the Project. This is the area in which the DCO would apply.
Planning Act 2008		The primary legislation that establishes the legal framework for applying for, examining and determining Development Consent Order applications for Nationally Significant Infrastructure Projects.
Project Control Framework	PCF	National Highways Project Control Framework process. Setting out how National Highways, together with DfT, manage and deliver major improvement projects.
Project road		The new A122 trunk road, the improved A2 trunk road, and the improved M25 and M2 special roads, as defined in Parts 1 and 2, Schedule 5 (Classification of Roads) in the draft DCO (Application Document 3.1).
Project route		The horizontal and vertical alignment taken by the Project road.
Public Right of Way	PRoW	A right possessed by the public to pass along routes over land at all times. Although the land may be owned by a private individual, the public may still gain access across that land along a specific route. The mode of transport allowed differs according to the type of Public Right of Way, which can consist of footpaths, bridleways and open and restricted byways
Receptor		A component of the natural or built environment (such as a human being, water, air, a building or a plant) affected by an impact of the construction and/or operation of a development.
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).
Road Investment Strategy	RIS	The Government's long-term strategy to improve England's motorways and major A roads. The first RIS (known as RIS 1) was published in 2015 and covers the period 2015-2020. A second RIS (RIS 2) was published in 2020, and covers the post-2020 period.

Term	Abbreviation	Explanation
RWE Group	RWE	A UK Energy Company.
Scheme Objectives		<ul style="list-style-type: none"> To support sustainable local development and regional economic growth in the medium to long term To be affordable to government and users To achieve value for money To minimise adverse impacts on health and the environment To relieve the congested Dartford Crossing and approach roads and improve their performance by providing free-flowing north-south capacity To improve the resilience of the Thames crossings and the major road network To improve safety
Scoping Opinion		The relevant authority's formal view on the issues an Environmental Statement should address. For the Project, the Scoping Opinion was given by the Planning Inspectorate on behalf of the Secretary of State.
Site of Special Scientific Interest	SSSI	A conservation designation denoting an area of particular ecological or geological importance.
Slip road		A connector road between a mainline carriageway and another road.
South Portal		The South Portal of the Project (southern tunnel entrance) would be located to the south-east of the village of Chalk. Emergency access and vehicle turn-around facilities would be provided at the tunnel portal. The tunnel portal structures would accommodate service buildings for control operations, mechanical and electrical equipment, drainage and maintenance operations.
Stakeholder		Organisations and individuals who could affect or be affected by the Project, or who otherwise have an interest in the Project.
Statement of Common Ground	SoCG	A Statement of Common Ground is a written statement containing factual information about the proposal which is the subject of the appeal that the appellant reasonably considers will not be disputed by the local planning authority.
Statutory Undertaker		Bodies carrying out functions of a public character under a statutory power. They may either be in public or private ownership, for example the Post Office, Civil Aviation Authority, the Environment Agency, or any water undertaker, public gas transporter or supplier of electricity.
Statutory utilities	SU	These are generally considered to include electricity, gas, water and sewage and communications services.
Strategic road network	SRN	The core road network in England managed by National Highways.

Term	Abbreviation	Explanation
The tunnel		Proposed 4.25km (2.5 miles) road tunnel beneath the River Thames, comprising two bores, one for northbound traffic and one for southbound traffic. Cross-passages connecting each bore would be provided for emergency incident response and tunnel user evacuation. Tunnel portal structures would accommodate service buildings for control operations, mechanical and electrical equipment, drainage and maintenance operations. Emergency access and vehicle turn-around facilities would also be provided at the tunnel portals.
Thurrock Flexible Generation Plant	TFGP	A flexible generation and storage power plant proposed by Thurrock Power Ltd on land to the north of Tilbury substation, Thurrock. Comprising a gas fired electricity generating station and a battery storage facility.
Tilbury2		A new port development and associated terminals, built on part of the land of the former Tilbury Power Station, from the Port of Tilbury London Limited.
Town and Country Planning Act 1990		The Act that forms part of the land use planning regime in the UK and (among other things) establishes the legal framework in respect of applications for, and determination of, planning permissions.
Traffic management		Control of traffic by means of lane closures to include temporary signals.
Trunk road		A trunk road is a road owned and operated by the Secretary of State for Transport. Trunk roads form part of the strategic road network. Trunk roads include all-purpose trunk roads (APTRs) and motorways.
Tunnel boring machine	TBM	Machine used to excavate tunnels with a circular cross-section.
Utilities logistics hub	ULH	
VISSIM		Micro-simulation traffic modelling software.
Walkers, cyclists and horse riders	WCH	Walkers, cyclists and horse riders.
Wider economic impacts	WEI	Land use-related economic consequences of transport interventions, not directly related to impacts on users of the transport network, such as increased productivity.

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