

Lower Thames Crossing

5.4.5.5 Statement of Common Ground between (1) National Highways and (2) Thames Chase Trust

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Lower Thames Crossing

5.4.5.5 Statement of Common Ground between (1) National Highways and (2) Thames Chase Trust

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1 Introduction

1.1 Purpose of the Statement of Common Ground

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

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared in respect of the Project by (1) National Highways, and (2) Thames Chase Trust.
- 1.2.2 National Highways became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing National Highways made provision for all legal rights and obligations of the Highways Agency, including in respect of the Project, to be conferred upon or assumed by National Highways.
- 1.2.3 Thames Chase Trust was established in 1990 to improve landscapes in East London and South Essex. It is one of the twelve Community Forests set up across England to regenerate and enhance the natural environment. Formally managed and funded by a Joint Committee of the four local authorities in which Thames Chase Trust is situated and Essex County Council, Thames Chase Trust Community Forest is now managed by the Thames Chase Trust and funded by small grants from these authorities and large grants from national and charitable organisations.

1.3 Terminology

- 1.3.1 In the matters table in section 2 of this SoCG, “Matter not agreed” indicates agreement on the matter could not be reached, and “Matter under discussion” where these points will be the subject of on-going discussion wherever possible to resolve, or refine, the extent of disagreement between the parties. “Matter agreed” indicates where the issue has been resolved.

- 1.3.2 It is agreed that any matters not specifically referred to in Section 2 of this SoCG are not of material interest or relevance to Thames Chase Trust. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to Thames Chase Trust. However, if new matters arise Thames Chase Trust reserves the right to comment on those matters as it considers appropriate.

1.4 Overview of previous engagement

- 1.4.1 A summary of the meetings and correspondence undertaken between the two parties in relation to the Project is outlined in Appendix C.

1.5 Status of the Statement of Common Ground

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

2 Matters

2.1 Matters agreed, not agreed or under discussion

2.1.1 Table 2.1 details the matters which have been agreed, not agreed, or are under discussion between (1) National Highways and (2) Thames Chase Trust.

2.1.2 It is acknowledged there are some matters where further discussion may take place during the detailed design stage of the Project to finalise detail, but the matter is agreed in principle.

Table 2.1 Matters

Topic	Item number	Thames Chase Trust comment	National Highways comment	Document Reference	Status
Need for the Project					
Need for the Project	2.1.1	Thames Chase Trust does not support the need for the Project.	Noted	N/A	Matter Not Agreed
Route selection, modal alternatives & assessment of reasonable alternatives					
Route alignment	2.1.2	Thames Chase Trust does Not agree with the proposed route alignment.	Noted	N/A	Matter Not Agreed
Consultation and engagement					
Adequacy of Consultation	2.1.3	Thames Chase Trust is satisfied with the adequacy of consultation on the Project.	Noted	N/A	Matter Agreed
Land and Compulsory acquisition					
Land currently occupied by the solar farm	2.1.4	Thames Chase Trust requests that the Project continues to clearly communicate with Forestry England and Thames Chase Trust, with regard to the land currently occupied by the	The land is owned freehold by Cranham Golf Course Ltd and leased to 'WEL Solar Park 12 Ltd'. It has been identified as 'replacement public open space' land and as such will be transferred to Forestry England free of	N/A	Matter Agreed

Topic	Item number	Thames Chase Trust comment	National Highways comment	Document Reference	Status
		<p>solar farm and identified by the Project as 'replacement land'.</p> <p>Thames Chase Trust understands that the Project will build an access track through this location for the purposes of the scheme, and which will mean that the Thames Chase Forest Centre will not be used for this purpose, which will clearly not be tolerated by Thames Chase Trust.</p>	<p>the solar park which will discontinue in this location.</p> <p>During construction only, there will be a construction access track running north - south along the western edge of the road alignment (i.e. within the current order limits) from St Mary's Lane all the way down to compound (CA15) in the field to the south of Hobb's Hole pond". This temporary access track therefore goes through Broadfields Farm to the east of the visitor centre, as per the current plans.</p> <p>National Highway have no intention to retain the track once construction is completed.</p>		
Parcel of land to the east of the M25	2.1.5	The parcel of land to the east of the M25 is proposed as environmental mitigation. Thames Chase Trust would like to explore how this land will be used in the future. If it is not suitable for tree planting, could it provide connectivity or another important form of habitat mitigation.	Discussions on-going. Not proposed for tree planting but open mosaic / grassland and Great Crested Newts ponds – National Highways will require a third party to manage this land.	N/A	Matter Under Discussion
Severance of trails	2.1.6	Thames Chase Trust believes that the impact on the site would be reduced if severance of trails were minimised, particularly in the western parcel, which contains the natural play trail, attracting high numbers of visitors. Thames	National Highways has requested a plan be provided by Thames Chase Trust, highlighting the area of concern. National Highways believes that this issue is more likely to be resolved at detailed design stage, but they are	N/A	Matter Under Discussion

Topic	Item number	Thames Chase Trust comment	National Highways comment	Document Reference	Status
		Chase Trust requires public access to be retained between the parcels of land, retaining the existing underpass.	exploring whether this could be included as a 'landowner commitment' at this stage. National Highways will continue to engage with Thames Chase Trust as and when detailed design is confirmed.		
Impact on Strategic opportunities	2.1.7	The proposed route north of the river will impact on 9 of their 13 strategic opportunities identified within the Thames Cha Plan. Thames Chase Trust is particularly concerned regarding their biggest project, 'Land of the Fanns' which secured in excess of £2million in funding and was delivered between 2017 & 2022. Thames Chase is the Legacy Body for the Landscape Partnership Scheme.	National Highways will continue to engage with Thames Chase to identify potential opportunities to mitigate where possible.	N/A	Matter Under Discussion
Impact on the 'Land of Fanns'	2.1.8	Thames Chase Trust requests more information regarding impact on 'the Land of Fanns', stating that the Mardyke project footpath 136 will be severed during the construction of Lower Thames Crossing.	National Highways states that there will be a section of footpath 136 that would be realigned during the works, a number of other footpaths will also need to be closed temporarily in order to upgrade them or realign them. Once works are complete footpath 136 will be reconnected via an equestrian standard bridge over the Project alignment. This can be found in the Design Principles (Application document 7.5) and the Project Design Report (application document 7.4), Part B Policy Context and Design Approach,	Design Principles (Application Document 7.5) Project Design Report (Application Document 7.4)	Matter Under Discussion

Topic	Item number	Thames Chase Trust comment	National Highways comment	Document Reference	Status
			Chapter 5, and Part C Design Rationale, and Part D North of the River – North of the A13 Junction to the M25.		
Construction					
Construction phase impacts – general	2.1.9	Thames Chase Trust has concerns about the environmental impacts of the construction phase, particularly dust pollution and noise levels.	<p>National Highways refers Thames Chase Trust to the Environmental Statement chapter 5: Air Quality which will present a full assessment of air quality and chapter 12: Noise and Vibration which will present a full assessment of noise and vibration. Information will be provided in the Register of environmental actions and commitments on how potentially significant adverse effects will be mitigated.</p> <p>Both documents will be submitted in the application for the development consent order which forms parts of the Project commitments.</p> <p>Thames Chase Trust are content with the engagement National Highways have provided on the environmental impacts to date.</p> <p>Thames Chase Trust has accepted this approach to environmental impacts as presented in environmental statement and is content with the</p>	Environmental Statement chapter 5: Air Quality and chapter 12: Noise and Vibration (Application Document 6.1)	Matter Agreed

Topic	Item number	Thames Chase Trust comment	National Highways comment	Document Reference	Status
			mitigation provided and will await for the approach to be assessed via Development Consent Order process.		
Construction phase impacts – landscaping	2.1.10	Thames Chase Trust is concerned that the construction phase will have a detrimental impact on landscape, people and wildlife. Thames Chase Trust stated that “the area has suffered greatly from excessive levels of heavy goods vehicles traffic associated with the gravel extraction and landfill industries. This will be extended and exacerbated during the additional construction works associated with the Project.	<p>The Environmental Statement outlines potential impact and proposed mitigation measures for works that may affect landscape, people and wildlife in the Thames Chase area.</p> <p>National Highways is aware that Thames Chase Trust concerns stem from previous nuisances of gravel pits, landfill etc.</p> <p>The Register of Environmental Actions and Commitments will provide detail on committed mitigation such as location of stockpiles to act as noise and visual barriers.</p> <p>The Project would maintain continued dialogue with Thames Chase during the construction phase to deal with any issues and monitor the effectiveness of any mitigation measures as part of the Statement of Common Grounds.</p> <p>Thames Chase Trust are content with the engagement National Highways have provided on construction impacts to date.</p> <p>Thames Chase Trust has accepted this approach to construction impacts</p>	<p>Register of Environmental Actions and Commitments (REAC) (Application Document 6.3)</p> <p>Environmental Statement Chapter 5: Air Quality and chapter 12: Noise and Vibration (Application Document 6.1)</p>	Matter Agreed

Topic	Item number	Thames Chase Trust comment	National Highways comment	Document Reference	Status
			as presented in environmental statement and Register of environmental action and commitments and is content with the mitigation provided and will await for the approach to be assessed via Development Consent Order process.		
Access to the Broadfields site	2.1.11	Access to the eastern side of the Broadfields site needs to be maintained during the Projects works.	<p>National Highways confirms that access to the Broadfield site will be always maintained.</p> <p>National Highways, as agreed with Thames Chase Trust, needs to close the culvert that is currently used to provide access under the M25 during the construction phase for safety reasons. This is to allow the existing culvert structure and M25 embankment to be extended and a new bridge structure installed. A temporary access route from St Marys Lane is proposed to maintain access to the eastern side of the M25 during the construction phase. As part of the lower thames Crossing works a new bridge is proposed providing Walkers, Cyclers and Horse Riders access over the M25. National Highways is also looking at options to bring construction of the new bridge forward so that this can be made available earlier in the programme and thus minimise the</p>	N/A	Matter Agreed

Topic	Item number	Thames Chase Trust comment	National Highways comment	Document Reference	Status
			period the temporary diversion is required.		
Construction routes	2.1.12	One of the main concerns for the Thames Chase Trust at the Forest Centre is the reassurance that works traffic will not use Pike Lane, Broadfields Drive, Thames Chase Car Park, and the track past the Forest Centre complex of buildings. Thames Chase Trust believes that access for the Projects works needs to be either directly from St. Mary's Lane or Ockendon Road and not Pike Lane or the Thames Chase Forest Centre.	<p>National Highways has amended the construction access routes following feedback. The construction works are now proposed to be accessed from a combination of Ockendon Road, St Marys Lane, temporary slip roads providing the site with direct access to the M25 and haul routes within the Project site boundary.</p> <p>Whilst National Highways does not propose to use Broadfields Drive and the Thames Chase Car Park, some vehicles will be required to transit along the southern section of Pike Lane from Ockendon Road for a brief period to access the area west of the Upminster and Grays railway line for installation of a water pipeline. For further details please refer to the Outline Traffic Management Plan which sets out the roads to be used for access for construction; These are Warley Street, St Mary's Lane, Clay Tye Rd, Ockendon Rd, North road, and direct access off M25.</p>	N/A	Matter Agreed
Traffic and economics					

Topic	Item number	Thames Chase Trust comment	National Highways comment	Document Reference	Status
Concerns regarding impacts to the M25 and A13	2.1.13	Thames Chase Trust is concerned that the existing M25 and A13 routes already experience numerous problems, currently placing major pressure on local roads. Increased traffic associated with the Project will potentially further delays and local gridlock.	The project has recognised that as a result of the Project, there will be changes across the Lower Thames region as traffic re-routes to take advantage of the additional and reliable capacity that the Project would bring. This would mean that on some roads traffic flows would reduce, whilst on others traffic would increase.	Transport Assessment (Application Document 7.9) Outline Monitoring Strategy (Application Document 7.13)	Matter Under Discussion
Air quality					
Air quality impacts	2.1.14	Thames Chase Trust is concerned about the impact the Project will have on air quality in the area.	National Highways have engaged with Thames Chase Trust about the air quality in the area and as a result Thames Chase Trust understand that it is unlikely that the Project will have significant impacts on air quality in the area. National Highways will continue to engage with Thames Chase Trust throughout the construction of the Project. National Highways have clarified that the Thames Chase Community Forest is located within Havering Air Quality Management Area. National Highways' preliminary air quality assessment suggests that there are unlikely to be significant air quality effects from the Project during construction and	Environmental Statement Chapter 13 - Population and Human Health c (Application Document 6:1) Register of Environmental Actions and Commitments (REAC) (Application Document 6.3)	Matter Agreed

Topic	Item number	Thames Chase Trust comment	National Highways comment	Document Reference	Status
			<p>operation. Receptors located within 200m of construction activities (i.e. on the western side of Thames Chase Community Forest) may experience air quality impacts as a result of dust and plant emissions. These impacts will be controlled and minimised through the wide range of measures outlined in the Code of Construction Practice. Air quality monitoring would be undertaken, in line with the Register of Environmental Actions and Commitments to ensure that the mitigation measures effectively control dust emissions. The air quality effects of the Project will be fully considered and presented in the Environmental Statement. Other community and footpath network impacts on Thames Chase are assessed within the ES (Environmental Statement) Chapter 13 Population and Human Health chapter.</p> <p>Thames Chase Trust are content with the engagement National Highways have provided on air quality in the area.</p> <p>Thames Chase Trust has accepted this approach to air quality and environmental impacts as presented in environmental statement and register</p>		

Topic	Item number	Thames Chase Trust comment	National Highways comment	Document Reference	Status
			of environmental actions and commitments and is content with the mitigation provided and will await for the approach to be assessed via Development Consent Order process.		
Landscape and visual					
Re-planting	2.1.15	Thames Chase Trust requires any planting lost as a result of the delivery of the Project, including memorial trees and those planted by the local community since the 1990s, to be replaced within the Forest Centre.	<p>The Project’s replacement planting is shown within the order limits boundary within Thames Chase Community Forest, and as agreed with Thames Chase Trust replacement planting will be provided in the land parcel south of Thames Chase Community Forest in the open space replacement parcel. The location of the culvert access track / water mains diversion will be designed to limit tree loss within Thames Chase Community Forest as far as reasonably practicable.</p> <p>The Project has now added the to the design principles that the design of the new areas of the woodland planting south of the Thames Chase Community Forest including the location of the memorial tree planting and replacement trees will be developed in collaboration with Thames Chase and Forestry England.</p> <p>Please refer to the Design Principles (Application document 7.5) and the Project Design Report (application</p>	<p>Design Principles (Application Document 7.5)</p> <p>Design Report (Application Document 7.4)</p>	Matter Agreed

Topic	Item number	Thames Chase Trust comment	National Highways comment	Document Reference	Status
			document 7.4), Part D North of the River - North of the A13 Junction to the M25, Chapter 9.3.		
Acoustic bunding	2.1.16	Thames Chase Trust states that acoustic bund earthworks at the Forest Centre should extend and be positioned along the entire length of the eastern edge of the western land parcel, adjacent to the M25, to reduce noise and visual impact.	National Highways states that acoustic bund earthworks are located along the eastern edge of the Forest Centre to provide visual and noise screening and transition south until the adjacent carriageways are in cutting at the depth equivalent to the acoustic bund. The acoustic bund extends north to the culvert beneath the M25.	N/A	Matter Agreed
Biodiversity commitment	2.1.17	Thames Chase Trust would like a clear understanding of what the Project's biodiversity commitment is.	National Highways states that full detail of the Projects biodiversity commitment will be submitted as part of the next application.	N/A	Matter Not Agreed
Loss of habitats/impacts at tunnel portals	2.1.18	At the location of the North/South tunnel entrances, Thames Chase Trust is extremely concerned at the prospect of notable loss of habitat, loss of access routes and adverse impact on heritage assets.	Through engagement with Thames Chase Trust National Highways has agreed the following approach to mitigation. The Project will be designed following the mitigation hierarchy of avoid, mitigate and then compensate. All efforts have been made to avoid impacting on environmental receptors and where this has not been possible compensation has been proposed. In the north and south portal areas extensive survey, ground investigation	N/A	Matter Agreed

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			and archaeological investigation has been undertaken to understand the level of likely impacts from the project.		
Impact of utility diversions – general	2.1.19	Thames Chase Trust states that parts of the land-use plans, appear to show that some of the proposed acquisition is for temporary use, and for the diversion of utilities. Thames Chase Trust states that provided such utilities are located underground, and land subject to temporary use is appropriately restored, impact will be reduced	<p>National Highways considers that the routing of utilities in this area is the best viable option. National Highways has engaged with Thames Chase Trust to explain the constraints to the Utility routing and welcomes Thames Chase Trust acceptance of the necessity of rerouting the utilities, without undergrounding.</p> <p>National Highways acknowledges that Thames Chase Trust preference remains for all utilities to be undergrounded. National Highways cannot deliver this under the instruction of the asset owner</p> <p>The latest proposals were shown at Local Refinement Consultation; alignments were represented in Map Book 1: General Arrangements, and the associated land use shown in Map Book 2: Land Use Plans.</p> <p>At Local Refinements Consultation (2022) an amended proposal for the existing overhead electricity lines was consulted upon, whereby the existing 132kV lines on pylons crossing</p>	N/A	Matter Not Agreed

Topic	Item number	Thames Chase Trust comment	National Highways comment	Document Reference	Status
			<p>through the site and over the M25 is to be diverted north of its current alignment via the construction of two taller pylons, one each side of the M25.</p> <p>The electricity lines currently overhead on poles is proposed to be diverted underground for the spans that cross the M25, via the new footbridge.</p> <p>There is no change to the proposals of the water pipeline that runs north south, west of the M25/LTC embankments.</p> <p>The Land Use Plans represent the limit of deviation and the associated land for the acquisition of Rights and it is envisaged that there will be a further reduction in the extent of the use of the 'blue land' during the operation of the Project, once the pipeline alignment is known and will be developed within the detailed design stage. .</p>		
Impact of utility diversions – Community Tree Nursery	2.1.20	Thames Chase Trust seeks agreement that the proposed Community Tree Nursery extension site will not be used for utilities work or the Project works.	The Community Tree Nursery, located at the north eastern corner of the Visitors Centre only has one element of proposed works in proximity, which is the undergrounding and diverting of a section of the powerline heading east. It is extremely unlikely, with the proposals as known that there will be utility works within an extension of this	N/A	Matter Agreed

Topic	Item number	Thames Chase Trust comment	National Highways comment	Document Reference	Status
			<p>site insofar that the extension does not envelope the existing infrastructure.</p> <p>Thames Chase Trust are content with the engagement National Highways have provided on the Community Tree Nursery extension date.</p> <p>Thames Chase Trust has accepted this approach to the Community Tree Nursery approach to utilities works being carried out and will await for the approach to be assessed via Development Consent Order process,</p>		
Population and human health					
Management of bridleways following project completion	2.1.21	Thames Chase Trust requires clarification on the management of the new bridleway paths in Thames Chase created by the Project once the project is completed.	National Highways states that the new bridleways will remain within the permanent boundary of the Project, however the Project shall be looking to enter into agreement(s) with local authorities and other partners to ensure the management and maintenance of these routes.	N/A	Matter Agreed
Temporary closures of the underpass	2.1.22	Thames Chase Trust requires more detail regarding, “During the construction of the Project there will be a temporary access closure through the existing underpass under the M25 to their eastern site.”	<p>National Highways has provided further information, as below, which Thames Chase Trust has since confirmed is sufficient</p> <p>The culvert that is used as an underpass between the two parts of</p>	N/A	Matter Agreed

Topic	Item number	Thames Chase Trust comment	National Highways comment	Document Reference	Status
			<p>Thames Chase Community Forest Centre is retained in the proposal, although this will need to be closed during works to widen the M25. In the proposal a new bridge is provided across the M25 and slip roads to improve connectivity between the two land parcels. A temporary route that crosses the M25 at St Marys Lane will ensure connectivity while neither the underpass nor new bridge are available, so connectivity will remain at all times.</p>		
Pedestrian footbridge design	2.1.23	<p>Thames Chase Trust supports the proposed new pedestrian footbridge, however Thames Chase Trust would need this to be created to bridleway specification as a minimum to allow access for walkers, horse riders and cyclists</p>	<p>National Highways confirms that the proposed new pedestrian bridge will allow for walkers, cyclist and horse riders as stated in Design Principles Application document 7.5 The bridge at Thames Chase Community Forest, will be to equestrian and cycle standard. The bridge at Thames Chase Community Forest has been designed to meet the Design Manual for Roads and Buildings (DMRB) standards for width of a cycle-equestrian bridge, although in the context of the relatively large span it looks narrow it has a clear width of 4.5m.</p> <p>National Highways refer Thames Chase Trust to the Design Principles</p>	<p>Design Principles (Application Document 7.5)</p> <p>Project Design Report (Application Document 7.4)</p>	Matter Agreed

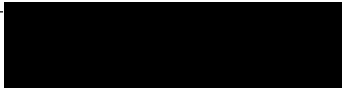
Topic	Item number	Thames Chase Trust comment	National Highways comment	Document Reference	Status
			(Application document 7.5) and the Project Design Report (application document 7.4), Part B Policy Context and Design Approach, Chapter 5, and Part C Design Rationale, and Part D North of the River - North of the A13 Junction to the M25.		
Pedestrian footbridge design	2.1.24	Thames Chase Trust (principally, for the benefit of Forestry England) would ideally like to see the accommodation of vehicular access for monitoring and maintenance of the Forestry England estate either side of the Lower Thames Crossing route. It is of strategic importance to link the Forest Centre with longer distance pedestrian routes and public rights of way. Forestry England requires operational vehicle access for their land parcel to the east of the Lower Thames Crossing route and Thames Chase Trust would support this. The footbridge is a significant length and comparatively narrow as it extends over the existing M25 and the proposed new slip roads. The experience is likely to be unpleasant when exposed to the climate and environment above multiple lanes of traffic. Other design options should be considered to improve the user experience. Thames Chase Trust's preference is for the footbridge to be	<p>National Highways recognises the strategic importance of Thames Chase Community Forest in developing the Public Rights of Way (PRoW) network in this area and improving access to the countryside east of the M25, principally by forming connections between Thames Chase Community Forest and South Ockendon/footpath 135 and footpath 232.</p> <p>However, National Highways consider Vehicle access to the eastern side of Thames Chase Community Forest sufficient and will remain as existing via the track from Ockendon Road.</p> <p>National Highways refer Thames Chase Trust to the Design Principles (Application document 7.5) and the Project Design Report (application document 7.4), Part B Policy Context and Design Approach, Chapter 5, and Part C Design Rationale, and Part D</p>	<p>Design Principles (Application Document 7.5)</p> <p>Project Design Report (Application Document 7.4)</p>	Matter Not Agreed


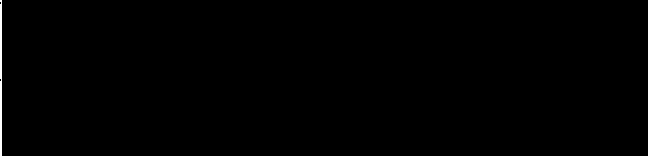
Topic	Item number	Thames Chase Trust comment	National Highways comment	Document Reference	Status
		upgraded to enable vehicular access, to improve operational access between both land parcels on either side of the motorway.	North of the River - North of the A13 Junction to the M25.		

3 Agreement on this Statement of Common Ground

STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) National Highways Limited and (2) Thames Chase Trust.

Name	Evelyn Ismail
Position	Community Engagement Lead
Organisation	National Highways
Signature	

Name	Dave Bigden
Position	Thames Chase Community Forest
Organisation	
Signature	

Appendix A Documents considered within this Statement of Common Ground

N/A

Appendix B Glossary

Term	Abbreviation	Explanation
Code of Construction Practice	CoCP	Contains control measures and standards to be implemented by the Project, including those to avoid or reduce environmental effects.
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.
Design Manual for Roads and Buildings	DMRB	A comprehensive manual which contains requirements, advice and other published documents relating to works on motorway and all-purpose trunk roads for which one of the Overseeing Organisations (National Highways, Transport Scotland, the Welsh Government or the Department for Regional Development (Northern Ireland)) is the highway authority. For the A122 Lower Thames Crossing, the Overseeing Organisation is National Highways.
Development Consent Order	DCO	Means of obtaining permission for developments categorised as Nationally Significant Infrastructure Projects (NSIP) under the Planning Act 2008.
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.
Forestry England	FE	A division of the Forestry Commission, responsible for managing and promoting publicly owned forests in England.
Lower Thames Crossing/The Project	LTC	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.
National Grid Electricity Transmission	NGET	A UK company that builds and maintains the electricity transmission network in England and Wales.
National Highways	NH	A UK government-owned company with responsibility for managing the motorways and major roads in England. Formerly known as Highways England.
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.
Public Rights 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

Term	Abbreviation	Explanation
		consist of footpaths, bridleways and open and restricted byways.
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).
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.
Thames Chase Trust	TCT	Thames Chase Trust was established in 1990 to improve landscapes in East London and South Essex. It is one of the twelve Community Forests set up across England to regenerate and enhance the natural environment
United Kingdom Power Networks	UKPN	An energy network operator. Owns and maintains the electricity cables in South East England, the East of England and London.
Utility Logistics Hub	UHL	The ULH receives, stores and distributes the plant machinery and materials for specific utility works

Appendix C List of engagement activities

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

Table C.1 Engagement activities between National Highways and Thames Chase Trust

Date	Form of contact/ correspondence	Key topics discussed and key outcomes
13.05.2020	Meeting	To review and progress with SoCG issues
01.12.2020	Meeting	To review and progress with SoCG issues
24.02.2021	Meeting	To review and progress with SoCG issues
1.04.2021	Meeting	To discuss construction SoCG issues
12.08.2021	Meeting	To review and progress with Public Rights of way SoCG issues
10.05.2022	Meeting	To review and progress with SoCG issues
03.08.2022	Meeting	To review and progress with SoCG issues

- C.1.3 In addition to the meetings listed in Table C.1, there has been ongoing regular engagement between (1) National Highways and (2) Thames Chase Trust since in 2018. This includes project update meetings, attendance at consultation events and numerous telephone calls and email updates on all project developments and survey works.