

# Lower Thames Crossing

## 5.4.4.2 Statement of Common Ground between (1) National Highways and (2) Brentwood Borough Council

APFP Regulation 5(2)(q)

Infrastructure Planning (Applications:  
Prescribed Forms and Procedure)  
Regulations 2009

Volume 5

**DATE: October 2022**

Planning Inspectorate Scheme Ref: TR010032  
Application Document Ref: TR010032/APP/5.4.4.2

**VERSION: 1.0**

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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) Brentwood Borough Council.
- 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 Brentwood Borough Council is the Local Planning Authority for Brentwood Borough, of which administrative boundaries border the M25 and includes M25 Junction 29 and Junction 28. Brentwood Borough Council's interests are any potential impacts on planned growth as identified in the adopted Brentwood Local Plan 2016-2033 and additional impacts on the residents in the Borough.

## 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 Brentwood Borough Council. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to Brentwood Borough Council.

However, if new matters arise Brentwood Borough Council 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 Brentwood Borough Council 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 correspondence undertaken between (1) National Highways and (2) Brentwood Borough Council in relation to the matters addressed in this Statement of Common Ground.

## 2 Matters

### 2.1 Matters agreed, not agreed or under discussion

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

**Table 2.1 Matters**

Topic	Item number	Brentwood Borough Council comment	National Highways comment	Document Reference	Status
<b>DCO and Consents</b>					
Hole Farm public access	2.1.1	The Council welcomes the commitment of National Highways to continue engagement with the Council and other key stakeholders in the development of this part of the project. As matters progress we would request clarification on the amount of the overall site that would eventually be accessible to the public given that significant elements of the sites are now required for specific compensatory measures relating to Nitrogen Deposition.	The long term ambition will be for the whole site to be accessible to the public, controlled by the land owner (Forestry England) as part of the Thames Chase Community Forest. However, some areas of planting particularly woodland and ecologically sensitive mitigation may require protection from public access while these areas establish. The details of the planting and its management will be developed in consultation with the landowner and Brentwood Borough Council through the Landscape and Ecological Management Plan (LEMP) and approved by the Secretary of State in accordance with Requirement 5 of Schedule 2 within the draft Development Consent Order.	Outline Landscape and Ecology Management Plan (Application Document 6.7) Schedule 2 of the draft Development Consent Order (Application Document 3.1)	Matter Agreed

Topic	Item number	Brentwood Borough Council comment	National Highways comment	Document Reference	Status
<b>Need for the Project</b>					
Need for the Project	2.1.2	Brentwood Borough Council supports the need for the Project.	Noted.	N/A	Matter Agreed
<b>Planning Statement/Policy</b>					
Supporting wider economic growth	2.1.3	The Council notes that there the Lower Thames Crossing Project needs to support economic growth aims in the borough and wider area.	The DCO application will include a Need for the Project document and a Planning Statement which will include an assessment of the Project against the National Policy demonstrating the economic benefits that flow from the Project. This matter is under discussion pending a review of the Need for the Project and the Planning Statement application documents by Brentwood Borough Council.	Need for the Project (Application Document 7.1) Planning Statement (Application Document 7.2)	Matter Under Discussion
Wider infrastructure strategy	2.1.4	The Council notes a wider infrastructure strategy is necessary, which could include considerations of additional Thames crossings.	A wider infrastructure assessment was undertaken by Parsons Brinckerhoff in 2009 to advise the Department for Transport about the future requirement for crossing capacity across the Lower Thames over 30 years to 2037. The Project is the result of the significant optioneering work that has taken place since then. This matter is under discussion pending further consideration by Brentwood Borough Council of the background provided.	N/A	Matter Under Discussion
Wider infrastructure planning	2.1.5	Brentwood Borough Council considers planning for the proposed crossing should involve collaboration with other transport improvement projects in the area,	National Highways collaborates with other transport improvement projects in the area and this has involved engagement with ASELA. For example, Thames Freeport development (including significant changes to the LTC 'Tilbury Fields' design to avoid conflicts), Port of Tilbury	N/A	Matter Under Discussion

Topic	Item number	Brentwood Borough Council comment	National Highways comment	Document Reference	Status
		particularly to deliver improved transport capacity in South Essex through joint working with the Association of South Essex Local Authorities (ASELA).	development and M25 improvements. This matter is under discussion pending further clarification by National Highways.		
<b>Route selection, modal alternatives &amp; assessment of reasonable alternatives</b>					
Route alignment	2.1.6	Brentwood Borough Council agrees with the proposed route alignment with the exception of the number of junctions in Thurrock as discussed separately under "Request for additional junctions in Thurrock".	Noted.	N/A	Matter Agreed
<b>Consultation and Engagement</b>					
Communications and Engagement Plan during construction	2.1.7	There are outstanding issues relating to achieving the very best from the Lower Thames Crossing scheme locally and Brentwood Borough Council seeks a structure that allows as direct feedback as possible to National Highways and the local contractor should any issues arise.	National Highways has set out in the Code of Construction Practice (CoCP) and the outline Traffic Management Plan for Construction (oTMPfC) how it will establish a range of groups and forums to communicate with local stakeholders and receive feedback on matters. For example, the Traffic Management Forum (TMF), active travel forum, and the community liaison group.  The monthly TMF committed to in the oTMPfC, is designed to bring National Highways, contractors and stakeholders together to discuss proposals, issues and performance of all things related to construction works and associated traffic	Section 5 of the Code of Construction Practice (Application Document 6.3)  Section 3.3 of the Outline Traffic Management Plan for Construction (Application Document 7.14).	Matter Under Discussion



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			<p>management. More details of the TMF are presented in the oTMPfC.</p> <p>The CoCP and oTMPfC (and the commitments within) are secured via Requirements 4 and 10 of Schedule 2 of the draft DCO.</p> <p>At a meeting on 10/8/22, National Highways detailed the processes above and the options for escalation to National Highways. Brentwood Borough Council welcomed the explanation and commitment to dialogue throughout the life of the Project. This matter is under discussion pending further information being provided in the DCO application.</p>		
<b>Consultation and engagement</b>					
Adequacy of Consultation	2.1.8	Brentwood Borough Council is satisfied with the adequacy of consultation on the Project.	Noted.	N/A	Matter Agreed
<b>Land and Compulsory Acquisition</b>					
Brentwood Enterprise Park interface and access	2.1.9	At 2018 Statutory Consultation, 2021 Community Impacts Consultation and 2022 Local Refinement Consultation, Brentwood Borough Council asserted that the Project should in no way compromise the viability and access to the proposed Brentwood Enterprise Park (BEP). BEP will be located in the southeast quadrant formed	A full update was provided to Essex County Council and Brentwood Borough Council at a meeting with the Land & Property team on 25/3/22. National Highways and St Modwen (BEP developer) are progressing legal agreements to agree the mechanics of how the two projects will work together to manage their interfaces and have worked closely since the announcement of the preferred route in 2018. The Interrelationships with other Nationally Significant Infrastructure Projects and Major Development Schemes document provides further information on the steps taken by	Design Principles (Application Document 7.05) Interrelationships with other Nationally Significant Infrastructure Projects and Major Development Schemes	Matter Under Discussion

Topic	Item number	Brentwood Borough Council comment	National Highways comment	Document Reference	Status
		<p>by M25 junction 29 between the M25 and A127, on the site of a former works depot and residual industrial use.</p> <p>Brentwood Borough Council have expressed a particular concern that the Project may impact on plans for the new employment site and subsequent delivery of BEP. The Council have a view that current LTC proposals compromise the existing access arrangements to BEP and request that resolution of this access at M25 Junction 29 to support the delivery of this new employment site as well as other new and existing employment sites in Essex.</p> <p>A planning application for BEP (ref: 22/00402/FUL) has been submitted in March 2022, currently pending decision. Until a decision is made for the planning application, there could still be potential changes to highways mitigation measures that would need to be taken into account by LTC.</p>	<p>National Highways to account for its interfaces with other major development schemes.</p> <p>A key principle will be joint access from the B186 (see Design Principle S14.19). Whichever project starts construction first will build a shared construction and future operational access for BEP and maintenance access for the Project. St Modwen have confirmed this access will meet BEP's minimum operational needs.</p> <p>The Project has made a design change to reduce the order limits by c14.5ha to remove the final significant constraints on BEP construction. This has been achieved via the development of an engineering solution, omitting the need for the diversion of Cadent's high pressure gas pipeline. Due to the location of the existing pipeline, on the grounds of safety, the Warley Street Compound has been relocated to the east where the now redundant Warley Street Utility Logistics Hub was to be located. The change is reflected in the Works Plans, Temporary Works Plans and via the Consultation Report.</p> <p>Brentwood Borough Council welcomes the ongoing discussion and has requested that this matter remains under discussion pending evidence that the DCO accounts for all scenarios. National Highways is considering alternative evidence of agreement with the developer, e.g. an exchange of letters, should a commercial agreement not be signed before DCO submission.</p>	<p>(Application Document 7.17)</p>	

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<b>Design – Road, Tunnels, Utilities</b>					
Request for additional junctions in Thurrock	2.1.10	<p>Brentwood Borough Council, as part of the Association of South Essex Local Authorities (ASELA), considers the lack of new junctions in Thurrock (e.g. North Ockendon) as a ‘missed opportunity’ for the proposals to align with government objectives for more housing and jobs, as they believe that improved transport links can promote economic growth. At the 2022 Local Refinement consultation the council stated that more connections could unlock new development potential, and that there was a need to work with ASELA on this.</p> <p>Brentwood Borough Council acknowledges National Highways’ position as explained, and is keen to work towards maximising economic opportunities for the final scheme.</p>	<p>National Highways views the junctions currently in the proposal as sufficient and no further junctions will be added.</p> <p>During the development of the Project, National Highways considered the connectivity needed with the strategic road network by considering the key traffic movements between the A13, the A1089, and the new connectivity provided by the Lower Thames Crossing. The current road layout and local plan do not support the provision of a junction at North Ockendon.</p> <p>National Highways recognises that the North Ockenden area is a focus for the developing local plan, and as such the project has considered passive provision at this location.</p> <p>The Order limits for the Project have been developed looking at what is necessary and proportionate to enable the delivery of the Project only. The Project is not permitted to seek any land, rights or works powers that are not explicitly required for the delivery of the Project, as per Ministry of Housing, Communities and Local Government guidance on both compulsory acquisition and associated development (as defined in section 115 of the Planning Act 2008).</p> <p>The position on the passive provision of junctions is therefore that the Project will seek to ensure that the proposed design of the Project does not preclude the potential for future junctions. The Project will use reasonable endeavours to ensure</p>	Schedule 2 of the draft Development Consent Order (Application Document 3.1)	Matter Not Agreed

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			<p>that potential locations for future junctions, are kept as clear as reasonably practicable of any unnecessary obstructions such as major utility diversions or significant permanent structures. This passive provision is embedded within the Project design which is already secured via Requirement 3 contained in Schedule 2 to the DCO.</p> <p>Any links to the Project which do not form part of the Project, (including a connection at Ockendon), will require their own planning consent (and associated approvals and appropriate assessment work). In line with the processes in place for any development which could affect the operation of the strategic road network, there will be ongoing engagement with, and evaluation by, the National Highways Spatial Planning Team.</p> <p>National Highways also notes that a Tilbury Link Road that has been identified in the pipeline of projects in the National Highways road investment strategies for 2020-2030 (known as RIS2 and RIS3). During the review of the project undertaken when the Thames Freeport was designated, National Highways sought direction and received instruction from DfT and Department of Levelling Up, Housing and Communities (DLUHC) that the Tilbury Link Road should be delivered through a separate consenting process to the Project.</p>		
Walking Cycling and Horses	2.1.11	Brentwood Borough Council considers there is further opportunity to deliver improvements incorporated	A full update was provided to Essex County Council and Brentwood Borough Council about BEP matters at a meeting with the LTC Land & Property team on 25/3/22. National Highways and St Modwen (BEP	220325 Essex County Council	Matter Under Discussion

Topic	Item number	Brentwood Borough Council comment	National Highways comment	Document Reference	Status
(WCH) bridge design		<p>with other planned transport investment, such as that mentioned in the South Brentwood Growth Corridor Sustainable Transport Vision.</p> <p>1) Instead of a standalone footbridge over the A127 as proposed, this could be incorporated into a multi-user bridge that accommodates pedestrians, cyclists and horses.</p> <p>2) Brentwood Borough Council questions whether the location of the proposed footbridge is appropriate given the above opportunities for multi-use routes and the lack of engagement regarding how it may impact delivery of Brentwood Enterprise Park.</p> <p>There are concerns that the proposals may be incompatible with those being developed through both the adopted Brentwood Local Plan and the current planning application for Brentwood Enterprise Park. The council request that continued engagement is undertaken between National Highways,</p>	<p>developer) are progressing legal agreements to agree the mechanics of how the two projects will work together to manage their interfaces and have worked closely since the announcement of the preferred route in 2018. The Interrelationships with other Nationally Significant Infrastructure Projects and Major Development Schemes document provides further information on the steps taken by National Highways to account for its interfaces with other major development schemes.</p> <p>The Project's design will maintain the existing Public Rights of Way (PROW) connectivity around BEP and enhance its safety. National Highways has presented and consulted on plans for a new WCH (multi-use) bridge over the A127 east of the existing single-track road bridge into the BEP site to provide these connections and facilitate access from the westbound A127 footway to the eastbound side in order to use the planned upgraded crossings on the north side of M25 junction 29 for connections to/from Havering.</p> <p>National Highways' negotiations with St Modwen account for their intention to build a northern access road over the A127 connecting to Codham Hall Lane, M25 junction 29 and the B186 Warley interchange to provide further access options into the site following removal of the junction 29 access. This would occupy the space of a proposed Walking, cycling and horse-riding (WCH) bridge over the A127 and the existing single-track road bridge would be converted for WCH use with connections to the</p>	<p>BBC LTC BEP meeting 220325 - BEP summary Design Principles (Application Document 7.05) Interrelationships with other Nationally Significant Infrastructure Projects and Major Development Schemes (Application Document 7.17)</p>	

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		<p>Essex County Council, Brentwood Borough Council and the Brentwood Enterprise Park promoters, St Modwen. This is to ensure that the most suitable solution is developed in respect of ensuring non-motorised users can cross the A127 in a safe and convenient manner.</p>	<p>A127 footways and upgraded crossings at junction 29 for connections to/from Havering.</p> <p>The Project proposes a new WCH bridge over the A127 (Work No 9Z) to accommodate the diverted Bridleway 183. 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.</p> <p>National Highways will continue to promote and seek DCO consent for its design solution as a fallback position to ensure it has a deliverable scheme in the event that BEP does not proceed.</p> <p>The application documents include an appropriate legal mechanism to allow for National Highways' solution not being constructed in circumstances where BEP delivers their proposed WCH provision. See Design Principle S14.22 in relation to this WCH provision and the interface with BEP.</p> <p>In the event that 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 the BEP application 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 will be looked at by St Modwen at the detailed design.</p>		

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			Brentwood Borough Council welcomes the ongoing discussion. This matter remains under discussion pending evidence that the DCO accounts for all scenarios. National Highways is considering alternative evidence of agreement with the developer, e.g. an exchange of letters, should a commercial agreement not be signed before DCO submission. National Highways also notes Brentwood Borough Council's request for a drawing to accompany the SOCG illustrating the key bridges and geography around Brentwood Enterprise Park. The 25/3/22 meeting was positively received by the authorities.		
Onward travel of Non-Motorised Users (NMUs) north of M25 Junction 29	2.1.12	The Council wants to ensure that due consideration has been given to any necessary improvements for the onward travel of non-motorised users travelling through the northern part of M25 junction 29, and for these to be integrated with mitigations planned through the delivery of Brentwood Enterprise Park and other local plan growth. This is particularly important as the southern arms of the junction will be closed off for non-motorised users as a result of the Lower Thames Crossing proposals, and also considering the environmental	Signalised pedestrian and cycle crossings are to be provided on the northern section of M25 junction 29. These will connect to the existing shared use cycle/footways on the northern side of the A127 and located either side of the junction. Improvements to the PRoW network have been proposed where this directly relates to the Project to improve connectivity and encourages active travel and promotes health and wellbeing. Engagement with St Modwen is ongoing as described in "Walking Cycling and Horses (WCH) bridge design" issue above, to ensure that their bridge and highway design proposals meet the current standards for WCH and provides sufficient connectivity across the A127 to the local PRoW network. This will ensure that should St Modwen's proposals be approved prior to the construction of the LTC Project, the objectives of the LTC WCH	N/A	Matter Under Discussion

Topic	Item number	Brentwood Borough Council comment	National Highways comment	Document Reference	Status
		mitigation proposed by the creation of a new community woodland at Hole Farm in Warley. Also this will be the key connection between the new bridges (numbered 25 and 26) identified in Havering and Brentwood. Currently the footways in this location have uncontrolled crossings across the north bound on slip and the footways are not particularly wide. The council would welcome further discussion on the details of how this matter is proposed to be addressed.	Strategy would still be achievable if National Highway's proposed bridge is no longer constructed. In both scenarios this will provide safe enhanced access across the A127 and junction 29 towards Hole Farm and Folkes Lane woodlands through the PRow network.  This matter remains under discussion pending evidence that the DCO accounts for all scenarios. National Highways is considering alternative evidence of agreement with the developer, e.g. an exchange of letters, should a commercial agreement not be signed before DCO submission.		
<b>Construction</b>					
Code of Construction Practice (CoCP)	2.1.13	The Council notes the importance of the CoCP in terms of the requirement for an Environmental Management Plan (EMP2) to be created by the local contractor. This will determine travel behaviour, especially for truck delivery routes into the compounds and spoil movements away from them.	The Project welcomes the Council's agreement as to the importance of the CoCP. It should also be noted that construction routes are now covered in the outline Traffic Management Plan for Construction (oTMPfC). This will be the framework document for contractors to develop Traffic Management Plans (TMPs), post DCO consent, in consultation with the relevant local authorities. Further relevant details are addressed under the "Spoil movements during construction", issue below. This matter is under discussion pending further information being provided in the DCO application.	Outline Traffic Management Plan for Construction (Application Document 7.14)	Matter Under Discussion



Topic	Item number	Brentwood Borough Council comment	National Highways comment	Document Reference	Status
Spoil movements during construction	2.1.14	The Council requests appropriate consideration and control of spoil movements from the site which are currently not clear.	<p>These details are presented in the outline Materials Handling Plan (oMHP) which was shared with Brentwood Borough Council as part of the 2021 Community Impacts Consultation.</p> <p>The Project will develop detailed Material Handling Plans, as required by the oMHP. These will be developed post DCO grant, in line with the controls and commitments within the oMHP and in consultation with relevant stakeholders including local authorities.</p> <p>National Highways has set out in the Code of Construction Practice (CoCP) and the outline Traffic Management Plan for Construction (oTMPfC) how it will establish a range of groups and forums to communicate with local stakeholders and receive feedback on matters. For example, the Traffic Management Forum (TMF), active travel forum, and the Community Liaison Group.</p> <p>The monthly TMF committed to in the oTMPfC, is designed to bring National Highways, the contractors and stakeholders together to discuss proposals, issues and performance of all things related to construction works and associated traffic management.</p> <p>At a meeting with Brentwood Borough Council on 10/8/22, National Highways detailed the processes above and the options for escalation to National Highways. It was confirmed that Automatic Number Plate Recognition was an example of a tool to be used to monitor vehicles.</p>	<p>Outline Materials Handling Plan within the Code of Construction Practice (Application Document 6.3)</p> <p>Code of Construction Practice (Application Document 6.3)</p> <p>Outline Traffic Management Plan for Construction (Application Document 7.14)</p>	Matter Under Discussion

Topic	Item number	Brentwood Borough Council comment	National Highways comment	Document Reference	Status
			Rules including lorry bans and their enforcement may be incorporated into Traffic Management Plans and Material Handling Plans developed post-consent through dialogue such as the TMF. These plans would become binding in line with the DCO provisions. Brentwood Borough Council welcomed the explanation and commitment to dialogue throughout the life of the Project. This matter is under discussion pending further information being provided in the DCO application and dialogue on enforcement.		
Compound CA16 Construction Travel Plan	2.1.15	The Council requests for continued dialogue on the Travel Plan that impacts compound CA16. In addition, continued engagement on the prospect of including the CA16 contractor into the Demand Response Transport model to be launched in the South Brentwood Growth Corridor and potentially beyond.	The Framework Construction Travel Plan (FCTP) sets out that Site Specific Travel Plans (for each compound or Utility Logistics Hub (ULH) or groups of compounds or ULH where they are closely located with similar levels of accessibility) will be produced and these would reflect the local environs at the time of production. The FCTP also sets out details of the Travel Plan Liaison Group, which Brentwood Borough Council would be invited to, and this would offer an opportunity to raise such matters at the time. This matter is under discussion pending further information being provided in the DCO application and dialogue on enforcement.	Framework Construction Travel Plan (Application Document 7.13)	Matter Under Discussion

Topic	Item number	Brentwood Borough Council comment	National Highways comment	Document Reference	Status
Framework Construction Travel Plan (FCTP)	2.1.16	The Council has queries concerning whether National Highways have sufficient resource in place to effectively administer and monitor the Framework Construction Travel Plan.	National Highways are confident that sufficient and experienced resource will be available to effectively administer and monitor both the Framework Construction Travel Plan and the Site-Specific Travel Plans that will be produced. Notably, the Travel Plan Manager will be an National Highways member of staff. This matter is under discussion pending further information being provided in the DCO application.	N/A	Matter Under Discussion
<b>Traffic and Economics</b>					
Growth assumptions in the Lower Thames Area Model (LTAM)	2.1.17	In 2020, the Council raised concerns that the Lower Thames Crossing proposals do not currently take account of proposed growth that has yet to be allocated, such as Brentwood Enterprise Park. However, the Lower Thames Crossing construction access required from the B186 utilises the work undertaken by those promoting growth at Brentwood Enterprise Park. As of March 2022, the Brentwood Local Plan has been adopted and confirmed the site allocations including, but not limited to, Brentwood Enterprise Park, Dunton Hills garden village and other development sites.	Proposed growth that is not under construction, has a planning application or permission (as of 30th September 2021 for the DCO submission) is not explicitly included within the Project's transport model. This means that the proposed Brentwood Enterprise Park (BEP) is not explicitly included, but Dunton Hills Garden Village is. On a regional level the overall amount of traffic growth aligns with the DfT traffic growth forecasts.	N/A	Matter Not Agreed

Topic	Item number	Brentwood Borough Council comment	National Highways comment	Document Reference	Status
Access arrangements for growth schemes	2.1.18	The current Lower Thames Crossing proposals compromise the existing access arrangements to Brentwood Enterprise Park, Codham Hall Farm, Dunton Hills garden village and other employment growth schemes.	National Highways does not agree that access to these sites is compromised. National Highways notes that it is coordinating with the BEP developer, Brentwood and Essex councils to ensure adequate access to BEP during construction and operation of BEP and the Project as noted above under the issues "Brentwood Enterprise Park interface and access" and "Walking Cycling and Horses (WCH) bridge design".  This matter is under discussion pending further clarification of the access concerns at the other locations and National Highways' response to related Section 106 requests.	N/A	Matter Under Discussion
Brentwood Enterprise Park and the Lower Thames Area Model (LTAM) during construction	2.1.19	Clarity on how trips from the construction of Brentwood Enterprise Park are taken into account or once the park is operational and the impacts to Brentwood Enterprise Park once the rolling contraflow enabling works on St Mary's Lane are active.	The Brentwood Enterprise Park (and the construction of it) are not included within the core modelling assessments for the Project, as the BEP site did not have a sufficient level of certainty to be included.  The Project would further note that it is coordinating with the BEP developer, Brentwood and Essex councils to ensure adequate access to BEP during construction and operation of BEP and the Project as noted above under the issues "Brentwood Enterprise Park interface and access" and "Walking Cycling and Horses (WCH) bridge design".  This matter is under discussion pending further information on construction traffic interactions in this area.	N/A	Matter Under Discussion

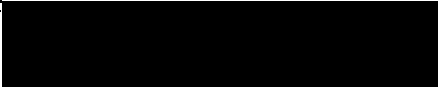
Topic	Item number	Brentwood Borough Council comment	National Highways comment	Document Reference	Status
<b>Wider Network Impacts</b>					
Request for mitigation and monitoring	2.1.20	<p>The Council submitted a number of Section 106 mitigation requests for consideration on 5/1/22 including the following which were directly related to Wider Network Impacts:</p> <p>Additional Bridge over A127 &amp; Highway Works north of A127 for Brentwood Enterprise Park</p> <p>A127/ B186 Mitigation: Warley Interchange bridge and new link road connecting to M25 Junction 29</p> <p>A127/A128 Brentwood Road / Tilbury Road mitigation</p> <p>M25 Junction 28 mitigations</p> <p>M25 Junction 29 mitigations</p> <p>Brentwood Borough Council acknowledged the provision of a future monitoring regime but sought further clarification regarding:</p> <p>The risk of impacts not being picked up due to differences between LTC and Local Plan modelling criteria, and</p> <p>The lack of a guaranteed funding for any mitigation</p>	<p>National Highways has determined that the items listed, and potentially others, fall into the realm of wider network impacts on highways outside the Project and are to be addressed under the processes set out in the Wider Networks Management and Monitoring Plan (WNIMMP).</p> <p>At a meeting on 10/8/22, National Highways explained its approach to Wider Network concerns from Local Authorities before and after the crossing opens. It was explained that National Highways has assessed the wider network impacts of the LTC scheme and has considered these against the requirements set out in the National Policy Statement for National Networks (DfT, 2014), and considers that the adverse transport impacts are acceptable under this policy. Further information on policy compliance can be found within the Transport Assessment. As such, National Highways is not committing to any direct additional funding for interventions on the wider network through the DCO.</p> <p>The Project is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p>	<p>Wider Network Impacts Management and Monitoring Plan (Application Document 7.12)</p> <p>Draft DCO (Application Document 3.1)</p> <p>Transport Assessment (Application Document 7.9)</p>	Matter Not Agreed

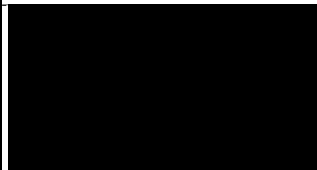
Topic	Item number	Brentwood Borough Council comment	National Highways comment	Document Reference	Status
		<p>requirements identified by future monitoring</p> <p>Whilst Brentwood Borough Council welcomes the approach being proposed, it has raised significant concern that if the above are not addressed by the WNIMMP, it would potentially create severe strain on the Strategic Road Network in the Borough, and consequently stifle future development.</p> <p>Brentwood Borough Council is preparing a Monitor and Manage Strategy and Planning Obligations Supplementary Planning Document, and would like to ensure the WNIMMP aligns with its policies.</p>	<p>An updated Wider Network Impacts Management and Monitoring Plan (WNIMMP) will be included in the application, providing information about the proposed traffic monitoring. National Highways will also provide a briefing on the changes made to the WNIMMP since a draft version was shared in the July 2021 Community Impacts Consultation.</p> <p>The traffic impact monitoring scheme referenced in the WNIMMP will be secured in Schedule 2 of the draft Development Consent Order and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin one year before the tunnel area opens.</p> <p>National Highways is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (National Highways Licence from DfT para 5.1.9). National Highways will continue to deliver against this obligation in its collaborative work with local authorities.</p> <p>National Highways noted that during the meeting Brentwood Borough Council welcomed the provision of future monitoring support but expressed significant concerns about the risk of impacts not being picked up due to differences between LTC and Local Plan modelling criteria, and the lack of guaranteed funding for any mitigation requirements identified by future monitoring.</p>		

### 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) Brentwood Borough Council.**

Name	Paul Rowden
Position	Negotiator
Organisation	National Highways
Signature	

Name	Phil Drane
Position	Director of Place
Organisation	Brentwood Borough Council
Signature	

## Appendix A Documents considered within this Statement of Common Ground

- A.1.1 A summary of the documents which have been considered in the development on this SoCG outside of the DCO application documents are provided below, such as emails, meeting notes, etc.
- a. Notes from Brentwood Borough Council and Essex County Council meeting about Brentwood Enterprise Park 25/3/22
  - b. Slides from Brentwood Borough Council and Essex County Council meeting about Brentwood Enterprise Park 25/3/22
  - c. Email from Brentwood Borough Council listing Section 106 requests 5/1/22
  - d. Notes from Brentwood Borough Council meeting about construction communication and wider network impacts 10/8/22
  - e. Slides from Brentwood Borough Council meeting about wider network impacts 10/8/22
  - f. Consultation materials released by LTC at the following stages of consultation and corresponding responses:
    - i. Route Consultation (Opened January 2016, closed March 2016)
    - ii. Statutory Consultation (Opened October 2018, closed December 2018)
    - iii. Supplementary Consultation (Opened January 2020, closed April 2020)
    - iv. Design Refinement Consultation (Opened July 2020, closed August 2020)
    - v. Community Impacts Consultation (Opened July 2021, closed September 2021)
    - vi. Local Refinement Consultation (Opened May 2022, closed June 2022)
  - g. Scoping Opinion: Proposed Lower Thames Crossing, 2017
  - h. Meeting notes of all other relevant meetings (2017-2022)



## Appendix B Glossary

Term	Abbreviation	Explanation
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.
Air Quality	AQ	A measure of the level of various atmospheric pollutants.
Archaeological Mitigation Strategy – Outline Written Scheme of Investigation	AMS-OWSI	n/a
Adequacy of Consultation	AoC	n/a
Biodiversity Net Gain	BNG	Ecological enhancements introduced by the Project which leave the natural environment and the number of species present in it, in a measurably better state than before construction.
Community Engagement Plan	CEP	A detailed programme of community engagement for specific stakeholder groups, including schools, identifying proposed methods and likely timing of consultation activities during the construction period.
Community Impacts and Public Health Advisory Group	CIPHAG	An advisory group established by National Highways to understand local knowledge and understanding to feed into the relevant technical assessments.
Department for Communities and Local Government	CLG	The former name of the Ministry of Housing, Communities and Local Government, now the Department for Levelling Up, Housing and Communities.
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.
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.
Department of Transport	DfT	The government department responsible for the English transport network and a limited number of transport

Term	Abbreviation	Explanation
		matters in Scotland, Wales and Northern Ireland that have not been devolved.
Design Manual for Roads and Bridges	DMRB LA11	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.
Development Consent Order application	DCO Application	The Project Application Documents, collectively known as the 'DCO application'.
Electric Vehicle	EV	Electric vehicles are vehicles that are either partially or fully powered on electric power.
Environment Agency	EA	A non-departmental public body of Defra, established under the Environment Act 1995. It is the leading public body for protecting and improving the environment in England and Wales. The organisation is responsible for wide-ranging matters, including the management of all forms of flood risk, water resources, water quality, waste regulation, pollution control, inland fisheries, recreation, conservation and navigation of inland waterways.
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 Management Plan	EMP	For the Project, a plan setting out the conclusions and actions needed to manage environmental effects as defined by the Design Manual for Roads and Bridges standard LA 120. The CoCP is the equivalent of the first iteration of the EMP (EMP1). The contractor's EMP would be EMP2 and the end of construction EMP would be EMP3.
Environmental Management System	EMS	n/a
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.
Framework Construction Travel Plan	FCTP	A document which sets out a framework to reduce the impact of the project's construction workforce on the road network as a result of travel to and from

Term	Abbreviation	Explanation
		construction areas and compounds (including utility logistic hubs). The FCTP sets out proposed ways in which this would be done, including by reducing single occupancy vehicle trips and encouraging sustainable and active travel.
Flood Risk Assessment	FRA	An assessment of the risk of flooding from all flooding mechanisms, the identification of flood mitigation measures, and identification of actions to be taken before and during a flood.
Footpath	FP	A footpath is a type of thoroughfare that is intended for use only by pedestrians and not other forms of traffic such as motorized vehicles, bicycles and horses. They can be found in a wide variety of places, from the centre of cities, to farmland, to mountain ridges.
Frequency	n/a	Sound consists of vibrations transmitted to the ear as rapid variations in air pressure. The more rapid the variations in air pressure, the higher the frequency of the sound. Frequency is defined as the number of pressure fluctuations per second and is expressed in Hertz (Hz).
Greater London Authority	GLA	The Greater London Authority (GLA), colloquially known by the metonym "City Hall", is the devolved regional governance body of Greater London. It consists of two political branches: the executive Mayoralty (currently led by Sadiq Khan) and the 25-member London Assembly, which serves as a means of checks and balances on the former. Since May 2016, both branches have been under the control of the London Labour Party. The authority was established in 2000, following a local referendum, and derives most of its powers from the Greater London Authority Act 1999 and the Greater London Authority Act 2007.
Good practice	n/a	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.
Greenspace information for Greater London	GiGL	GiGL is a Community Interest Company that acts as the official custodian of environmental records for London boroughs and the City of London.
Greater London Archaeological Advisory Service	GLAAS	Part of Historic England's London Local Office, providing advice for the whole of Greater London, with the exception of the City of London and the London Borough of Southwark who have their own archaeological planning advisers.
Ground investigation	GI	Several levels of investigation from desk-based research to onsite sampling to evaluate challenges related to soil/ground.
Heavy Goods Vehicle	HGV	A large, heavy motor vehicle used for transporting cargo.

Term	Abbreviation	Explanation
Heritage asset	n/a	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing).
Highways Agency	HA	Precursor to Highways England. No longer exists but still mentioned in reference to previous projects or in older documents.
Highways England	HE	Former name of National Highways.
Historic England	n/a	The public body that looks after England's historic environment. An executive non-departmental public body of the UK Government sponsored by the Department for Digital, Culture, Media and Sport, and the Government's advisor on heritage.
Joint Operations Forum	JOF	The JOF is an executive level forum made up of National Highways and its Contractors. National Highways will establish and chair a JOF, attended by senior representatives from the Contractors.
Landfill	n/a	A site for the disposal of waste materials.
Local plan	n/a	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.
London Highway Assignment Model	LoHAM	A strategic model representing routeing and congestion of motorised highway trips using London's highway network.
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'.
Local Resident Discount Scheme	LRDS	A scheme by which residents meeting certain defined criteria can obtain a discount on the charge levied on drivers using the Lower Thames Crossing.
Local Road Network	LRN	The Local Road Network is that portion of the Road Network for which a Local Government is responsible and is eligible for funding from the State Government to operate and maintain.
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.
M25 junction 29	n/a	Improvement works to M25 junction 29 and to the M25 north of junction 29. The M25 through junction 29 will be widened from three lanes to four in both directions with hard shoulders.

Term	Abbreviation	Explanation
M25 Motorway	M25	Orbital motorway that encircles most of Greater London.
Materials Management Plan	MMP	n/a
National Cycle Network	NCN	A series of traffic-free paths and quiet, on-road cycling and walking routes that connect to every major town and city.
National Grid Electricity Transmission	NGET	A UK company that builds and maintains the electricity transmission network in England and Wales.
Nitrogen dioxide	NO <sub>2</sub>	A reactive gas introduced into the environment by natural causes, including entry from the stratosphere, bacterial respiration, volcanos, and lightning. It is also introduced by the emissions of internal combustion engines burning fossil fuels.
National Policy Statement	NPS	There are 12 designated National Policy Statements (NPSs), setting out government policy on different types of national infrastructure development, including energy, transport, water and waste. NPSs provide the framework within which Examining Authorities make their recommendations to the Secretary of State.
National Policy Statement for National Networks	NPSNN	The NPSNN sets out the need for, and Government's policies to deliver, development of Nationally Significant Infrastructure Projects on the national road and rail networks in England. It provides planning guidance for promoters of Nationally Significant Infrastructure Projects on the road and rail networks, and the basis for the examination by the Examining Authority and decisions by the Secretary of State.
New Roads and Street Works Act	NRSWA	n/a
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.
Non-hazardous waste	n/a	Any waste not defined as 'hazardous' under the Hazardous Waste Directive (91/689/EEC).
Non-motorised user(s)	NMU	Users of non-motorised vehicles (eg cyclists, horse riders) and pedestrians
Outline Landscape and Ecology Management Plan	oLEMP	A document which outlines the proposed management of the landscape and ecological elements of the A122 Lower Thames Crossing.
Outline Materials Handling Plan	oMHP	A document which sets out the approach and high-level principles for handling construction materials and waste on the Lower Thames Crossing Project, both inside and outside the Order Limits.

<b>Term</b>	<b>Abbreviation</b>	<b>Explanation</b>
Outline Site Waste Management Plan	oSWMP	The Outline Site Waste Management Plan (oSWMP) sets out the overarching principles and procedures that would be applied for the management of waste during the construction phase of the Project.
Outline Traffic Management Plan for Construction	oTMPfC	The outline Traffic Management Plan for Construction (oTMPfC) has been produced to provide an outline framework and principles that will be applied for the design and management of construction traffic management and transport logistics for the Lower Thames Crossing Project.
Open space	n/a	Open space is defined in section 19 of the Acquisition of Land Act 1981 as ‘any land laid out as a public garden, or used for the purposes of public recreation, or land being a disused burial ground’.
Overhead line	OHL	An electrical conductor, suspended on towers or poles, used for transmission and distribution of electrical energy. It consists of one or more conductors (commonly multiples of three).
Passenger Car Unit(s)	PCU	A metric to allow different vehicle types within a traffic model to be assessed in a consistent manner.
Planning Inspectorate	PINS	An executive agency of the Department for Levelling Up, Housing and Communities. The Planning Inspectorate deals with planning appeals, national infrastructure planning applications, examinations of local plans and other planning-related and specialist casework in England and Wales.
Project Manager	PM	The person with lead responsibility for a project or a workstream within a project.
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.
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.

<b>Term</b>	<b>Abbreviation</b>	<b>Explanation</b>
Site of Importance for Nature Conservation	SINC	Locally designated nature site protected through the planning system. See also 'LNR' and 'SNCI'.
Secretary of State	SoS	The Secretary of State has overall responsibility for the policies of the Department for Transport.
Site Specific Travel Plans	SSTPs	Site Specific Travel Plans will be developed by contractors in respect of the sites which they are responsible (either an individual construction area or compound, or a number of construction areas and compounds where these are closely located with similar levels of accessibility), following the latest policy advice and best practice documents.
Site Waste Management Plan	SWMP	A document which sets out how resources will be managed, and waste controlled during the Project. Plans usually involve recording the amount of waste that will be produced and details the proposed methods of waste disposal.
Skills, Education and Employment (SEE) Strategy	SEE Strategy	The Skills, Education and Employment Strategy introduces how National Highways aim to provide long-term benefits to communities close to the Project through new jobs and work, higher skills and education. It also begins explains how National Highways will set the standard for construction in a low carbon world. This document will be revised every two years throughout the delivery of the project to remain current and responsive to local and national needs.
Small and Medium Sized Enterprise	SME	The UK definition of SME is generally a small or medium-sized enterprise with fewer than 250 employees. The EU also defines an SME as a business with fewer than 250 employees, a turnover of less than €50 million, or a balance sheet total of less than €43 million
Social Impact Assessment	SIA	n/a
Social Value Framework	SVF	The LTC Social Value framework is reflective of local needs and priorities and sets out the wider opportunities that are realised through the way we design and build the crossing. It also aligns with the Government's Social Value Model, published December 2020.
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.
Strategic Outline Business Case	SOBC	First stage of drawing together evidence pertaining to a transport scheme, focusing on the strategy or reasons why change may be required.

Term	Abbreviation	Explanation
Strategic road network	SRN	The core road network in England managed by National Highways.
Supplementary Planning Guidance	SPG	Documents which provide supplementary information in respect of the policies in current or emerging Local Plans or national policy.
Sustainable Drainage System	SuDS	A drainage system designed to reduce the potential impact of new and existing developments with respect to surface water drainage discharges.
Sustainable Travel: Active, Responsible, Safe	STARS	TfL's accreditation scheme for London schools and nurseries. STARS inspires young Londoners to travel to school sustainably, actively, responsibly and safely by championing walking, scooting and cycling.
Sustainable Transport Working Group	STWG	A stakeholder group set up by National Highways to develop and deliver improvements to integrated sustainable transport infrastructure, including maximising use of the River Thames and improving connectivity and accessibility for walkers, cyclists and horse-riders.
National Planning Framework	NPF	The National Planning Policy Framework sets out the government's planning policies for England and how these are expected to be applied.
The Third Road Investment Strategy	RIS3	RIS3 sets out the government's aims and proposals for <i>investment</i> in the <i>strategic road</i> network from 2025 to 2030.
Thames Chase Community Forest	TCCF	An area of forest open to the public on the Essex/London border, maintained and improved for the benefit of wildlife and residents.
Trip End Model Presentation Program	TEMPro 7.2	The version of the DfT traffic forecasts used to cap growth within LTAM.
Transport for London	TfL	The integrated body responsible for London's transport system
Tilbury Link Road	TLR	An option considered, following PRA in developing the preliminary design for Statutory Consultation.
Tonnes of carbon dioxide equivalent	tCO2e	A metric relating to emissions of carbon dioxide and the resultant climate change impact adopted by the UN.
Traffic Management Forum	TMF	The TMF would review planned traffic management arrangements and receive comments as to their appropriateness. The TMF would also monitor, review, and provide updates to the TMPs when required.
Traffic Management Plan	TMP	The approach to carrying out temporary traffic management for the safe construction of the Project. It will also explain management measures available to our Contractor to reduce the impact on the local community (including journey time reliability, access, and safety).



<b>Term</b>	<b>Abbreviation</b>	<b>Explanation</b>
Transport Analysis Guidance	TAG	National guidance document produced by the Department for Transport.
Travel Plan Liaison Group	TPLG	A group set up by National Highway to administer the Framework Construction Travel Plan.
Transport Assessment	TA	A document that sets out assessments of the transport implications of development, and Transport Statements are a 'lighter-touch' evaluation to be used where this would be more proportionate to the potential impact of the development (ie. in the case of developments with anticipated limited transport impacts).
Tunnel boring machine	TBM	Machine used to excavate tunnels with a circular cross-section.
UK Power Networks	UKPN	An energy network operator. Owns and maintains the electricity cables in South East England, the East of England and London.
United Kingdom Accreditation Service	UKAS	The United Kingdom Accreditation Service is the sole national accreditation body recognised by the British government to assess the competence of organisations that provide certification, testing, inspection and calibration services
Utilities Logistics Hub	ULH	The ULH receives, stores and distributes the plant machinery and materials for specific utility works.
Walkers, cyclists and horse riders	WCH	Walkers, cyclists and horse riders.
Web-based Transport Appraisal Guidance	WebTAG	Former name given for the Department for Transport's web-based multi-modal guidance on appraising transport projects and proposals, now known as Transport Analysis Guidance (TAG).
Wider Network Impacts Management and Monitoring Plan	WNIMMP	A plan detailing the operational traffic impact monitoring to be implemented to comply with DCO requirements.
Worker Accommodation Report	WAR	The Worker Accommodation Report (Application Document 7.21) sets out the estimated number of workers at the peak construction phase of the Project who would require temporary accommodation, what type of accommodation these workers are anticipated to seek and where, and a consideration of this demand in the context of supply and the operation of the accommodation market
World Health Organization	WHO	The WHO is a specialised agency of the United Nations that is concerned with international public health.
Waste and Resources Action Programme	WRAP	A registered charity which works with businesses, individuals and communities to achieve a circular economy through helping them reduce waste, develop sustainable products and use resources in an efficient way.

<b>Term</b>	<b>Abbreviation</b>	<b>Explanation</b>
Written Scheme of Investigation	WSI	Sets out the scope, guiding principles and methods for the planning and implementation of archaeological assessment.

## 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 correspondence undertaken between (1) National Highways and (2) Brentwood Borough Council in relation to the matters addressed in this SoCG.

**Table C.1 Engagement activities between National Highways and Brentwood Borough Council**

<b>October 2020 – August 2022</b>		
<b>Procedural Matters</b>		
17/08/2018 – 23/08/2022	Meeting 7 occurrences	Regular catch-up meetings to provide updates and discuss ongoing work actions and tasks. This meeting has also been used to discuss Brentwood's fundamental Group 3 Issues.
23/08/2022	Meeting	Discussion and comments on the draft Statement of Common Ground.
<b>Topic Specific Technical Meetings</b>		
24/11/2020	Meeting	Update on Lower Thames Crossing DCO application
15/12/2021 18/01/2022	Meeting	Discussion of nitrogen deposition compensation principles, site selection and consultation
01/03/2022	Meeting	Discussion of S106 requests and methods of agreement
25/03/2022	Meeting	Update on planning, design and construction interface coordination for Brentwood Enterprise Park
<b>Cross Local Authority Discussions</b>		
22/09/2021	Meeting	Update on plans for local authority engagement to resolve outstanding issues
03/11/2021	Workshop	Introduction to securing mechanisms within the DCO including commitments and S106 agreements.
17/01/2022 04/07/2022	Meeting	Update on skills and education working group activities.

<b>September 2017 – September 2020</b>		
<b>Procedural Matters</b>		
17/01/2020	Meeting	Catch-up meeting to provide updates and discuss ongoing work actions and tasks.
<b>Topic Specific Technical Meetings</b>		
15/03/2017	Workshop	Future traffic scenario modelling
14/08/2018	Meeting	Preferred route announcement
18/04/2019	Workshop	Sustainable transport integration – south Brentwood growth corridor
21/05/2020	Workshop	Discussion of pre-application traffic modelling queries
21/05/2020	Workshop	Introduction to key elements of DCO process
23/06/2020 25/06/2020	Meeting	Discussion of environmental impacts mitigations and the planned register of environmental actions and commitments
30/11/2020	Meeting	Discussion of transport data sharing from Brentwood's Local Plan
<b>Cross Local Authority Discussions</b>		
28/04/2017	Meeting	Stakeholder Advisory Panel
04/06/2019	Meeting	Community Impacts and Public Health Advisory Group (CIPHAG)
15/09/2020	Meeting	Briefing on air quality
<b>Consultation Briefings</b>		
05/08/2020	Meeting	Briefing on the Design Refinement Consultation content and process.

C.1.3 In addition to the meetings detailed in Table 2.1, information has been shared with stakeholders to assist with their understanding of the Project and its effects. The key pieces of technical information shared with Brentwood Borough Council are outlined in Table C.2.

**Table C.2 Key Technical Reports & Application Documents Shared**

<b>Document</b>	<b>Date Shared with Local Authority</b>
<b>DCO Application Documents</b>	
DCO Application (October 2020) Vol 1 – Vol 7	01/12/2020
Outline Site Waste Management Plan	18/02/2021
Outline Landscape and Ecology Management Plan	19/02/2021
Outline Traffic Management Plan for Construction	11/02/2021
Updated Transport Assessment Chapter 8	03/02/2021

<b>Document</b>	<b>Date Shared with Local Authority</b>
Framework Construction Travel Plan	11/05/2021
Outline Materials Handling Plan	28/05/2021
Outline Traffic Management Plan for Construction Design principles Wider Network Impacts Management and Monitoring Plan DCO Schedule 2 & Explanatory Note	18/06/2021
Code of Construction Practice (including the REAC) Framework Construction Travel Plan Outline Materials Handling Plan	28/06/2021
Outline Landscape and Ecology Management Plan Outline Site Waste Management Plan	30/06/2021
Proposed order limits shapefile (Community Impacts Consultation)	12/07/2021
Control documents shared as part of Community Impacts Consultation: Code of Construction Practice including REAC Design Principles Framework Construction Travel Plan Outline Landscape and Ecology Management Plan Outline Site Waste Management Plan Outline Materials Handling Plan Wider Network Impacts Management and Monitoring Plan Outline Traffic Management plan for Construction DCO schedule 2 and explanatory note	14/07/2021
<b>Other Consultation Documents</b>	
Updated Statement of Community Consultation	12/02/2021
Statement of Community Consultation Addendum (Community Impacts Consultation)	16/06/2021
Community Impacts Consultation GIS shapefiles	09/09/2021
Statement of Community Consultation (Local Refinement Consultation)	13/01/2022
Statement of Community Consultation (Local Refinement Consultation) – response to feedback	03/03/2022
<b>Traffic modelling outputs</b>	
Traffic modelling (revised DCO Cordon Model)	24/04/2020
Operational cordon	23/07/2021
Construction cordon	27/08/2021
<b>Technical notes</b>	
Technical Note for SoCGs	29/01/2020
Draft Agreements Scoping Paper	11/02/2020

<b>Document</b>	<b>Date Shared with Local Authority</b>
Draft Cumulative Assessment Methodology and Long & Short Lists	06/03/2020
Consultation on LVIA Update to Local Landscape Character Area Boundaries	24/03/2020
Palaeolithic and Geoarchaeological Assessment Report and Palaeolithic and Quaternary Deposit Model (PQDM)	03/04/2020
Green Belt Heritage Methodology	03/04/2020
Local Plan Policy Compliance Review	17/04/2020
Cultural Heritage Desk-Based Assessment (DBA)	15/05/2020
Sub Regional Non-Motorised Users (NMFU) Study	27/05/2020
Code of Construction Practice (CoCP) (1st draft)	03/06/2020
Worker Accommodation Summary	17/06/2020
Permit Scheme Considerations	26/06/2020
Draft DCO + Notification of Development	19/08/2020
Draft Protective Provisions for LLDAs	03/07/2020
Draft ES Topic Chapters	14/07/2020
Draft EMP	14/07/2020
Revised Issues Logs/Theme Lists	31/07/2020
Draft HEqIA	03/08/2020
Draft Design Principles	25/08/2020
Key Structures Drawings	25/08/2020
Drainage Pollution Risk Assessments (Groundwater Risk Assessments) with LLFAs/LLDA	28/08/2020
CoCP (2nd Draft) + Register of Environmental Actions and Commitments (REAC)	19/08/2020
LTC Draft Archaeological Mitigation Strategy and Outline Written Scheme of Investigation	07/10/2020
Cumulative Effects Assessment Methodology Note and Long list/shortlist of sites	11/07/2021
Cumulative Effects Assessment Methodology Note and Long list/shortlist of sites	21/07/2022
Nitrogen Deposition Site Selection note	22/07/2022
<b>Agreements</b>	
SEE Strategy draft Heads of Terms	08/08/2022
Community Fund draft Heads of Terms	08/08/2022

C.1.4 In addition to the meetings / correspondence listed in the tables, there has also been regular correspondence by email / phone call. This is not reported in the

table, but the total number of contact entries in our stakeholder database is 402 emails/letters and 13 phone calls.

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Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

National Highways Company Limited registered in England and Wales number 09346363