

Lower Thames Crossing

5.4.4.5 Statement of Common Ground between (1) National Highways and (2) Essex County Council

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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) Essex County 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.
- 1.2.1 Essex County Council is a host authority in respect of the application and as such is a category 'C' local authority under section 43 of the Planning Act 2008. As a county council, it is the highway authority for non-strategic roads and holds responsibilities including strategic planning, transport planning, waste management, environment and public health within its boundary. Essex County Council works with other highway authorities to manage interfaces between their highway networks and liaises closely with district and borough councils on planning issues.

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 Essex County 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 Essex County Council. However, if new matters arise Essex County 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 Essex County 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) Essex County 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) Essex County 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	Essex County Council comment	National Highways comment	Document Reference	Status
DCO and Consents					
Status of Hole Farm community woodland	2.1.1	In its response to the 2021 Community Impacts Consultation, Essex County Council noted in the Guide to Community Consultations document, on page 24, a case study was given proposing a community woodland at Hole Farm. It was noted that this was outside the DCO limit, an initiative of National Highways and had no material impact on the Project. Essex County Council proposed that this could be misleading as it was not part of the mitigation to be included in the DCO application. It was requested that this should be clearly distanced from the Project in future communications and the DCO application.	Following initial clarification of the status of Hole Farm, the Project was subsequently revised to put Hole Farm within the proposed DCO order limits as a mitigation for nitrogen deposition impacts. Essex County Council confirmed at a meeting on 12/5/22 that it considered the matter closed and agreed following this change. Essex County Council acknowledged the revised DCO order limits in its 2022 Local Refinement Consultation response.	N/A	Matter Agreed

Topic	Item number	Essex County Council comment	National Highways comment	Document Reference	Status
Need for the Project					
Need for the Project	2.1.2	Essex County Council supports the need for the Project.	Noted.	N/A	Matter Agreed
Consultation and engagement					
Adequacy of Consultation	2.1.3	Essex County Council is satisfied with the adequacy of consultation on the Project.	Noted.	N/A	Matter Agreed
Route selection, modal alternatives & assessment of reasonable alternatives					
Route alignment	2.1.4	Essex County Council agrees with the proposed route alignment.	Noted.	N/A	Matter Agreed
Land and Compulsory acquisition					
Brentwood Enterprise Park interface	2.1.5	<p>At 2018 Statutory Consultation, Scoping Opinion, 2020 Supplementary Consultation, 2021 Community Impacts Consultation and 2022 Local Refinement Consultation, Essex County 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 by M25 junction 29 between the M25 and A127, on the site of a former works depot and residual industrial use.</p> <p>Essex County Council has noted that the site is now in Brentwood Borough</p>	<p>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 National Highways to</p>	<p>Design Principles (Application Document 7.05)</p> <p>Interrelationships with other Nationally Significant Infrastructure Projects and Major Development Schemes (Application Document 7.17)</p>	Matter Under Discussion

Topic	Item number	Essex County Council comment	National Highways comment	Document Reference	Status
		<p>Council's adopted local plan and subject to an active planning application. Essex County Council has requested that the Project coordinates safe and suitable access during construction and operation of BEP and the Project. Particular consideration is required to account for the permanent severance of an existing access off the J29 roundabout by the LTC slip roads.</p>	<p>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>Works Plans (Application Document 2.6)</p> <p>Temporary Works Plans (Application Document 2.17)</p> <p>Consultation Report (Application Document 5.1)</p>	

Topic	Item number	Essex County Council comment	National Highways comment	Document Reference	Status
			Essex County Council welcomes the ongoing discussion and indicated at a meeting on 12/5/22 that its overall position about BEP will be influenced by Brentwood Borough Council's satisfaction. Essex County Council has requested that this matter remains under discussion pending this and 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.		
Design – Road, Tunnels, Utilities					
Lane provision southbound from M25 junction 29	2.1.6	<p>Essex County Council has consistently opposed the reduction in width from three to two lanes from junction 29 onto the LTC, introduced in 2020. This has been raised at 2020 Supplementary Consultation, 2021 Community Impacts Consultation and 2022 Local Refinement Consultation.</p> <p>Essex County Council understands the logic that has been provided with the capacity of three lanes not required, initially at least, and that the lane drop is likely not to reduce capacity, but to provide a different</p>	<p>National Highways has confirmed that traffic modelling predicts that a significant proportion of traffic travelling southbound on the LTC will join from the A13 junction, so fewer vehicles will use the route between the M25 and A13. National Highways therefore reviewed its plans and reverted to the previous design featuring two lanes southbound between the M25 and A13 junctions.</p> <p>By making this change, the Project can reduce the amount of land required on this section, lessen the</p>	N/A	Matter Not agreed

Topic	Item number	Essex County Council comment	National Highways comment	Document Reference	Status
		<p>means of slip road access. Essex County Council believes this is a short-sighted move that will cause problems in the future as all models and growth predictors indicate that capacity of three lanes will be required at some point in the future. Concern was expressed about the expense and difficulty of retrofitting, and the lack of capacity even acting as a constraint against local growth. Essex County Council urges a third lane be reconsidered. Essex County Council has requested confirmation that the structures will be able to accommodate a future third lane and consideration of using a third lane for active or sustainable travel.</p>	<p>environmental impact and offer better value for money by only providing the capacity required.</p> <p>A further benefit is that the Project no longer needs to realign Ockendon Road or make changes to the bridge where the road passes over the M25. Under the Planning Act, the applicant can only seek consent for land which it can evidence as being required to deliver against the project objectives. Our traffic forecast has assessed that in the period 15 years after road opening, the lane provision provided meets the anticipated traffic flows. Based on government guidance, our traffic forecast includes assumptions around growth and future developments.</p> <p>Government guidance on transport appraisal requires investment decisions to be made on the basis of normal operation of the road network. Our traffic model allows for normal operation by taking into account the average condition of the road network and number of traffic incidents expected.</p>		

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			<p>Therefore, lane provision has been designed using forecasted traffic flows and has not allowed for futureproofing of additional lanes. Bridge structures have been designed to ensure that the setback (distance from the carriageway edge to an obstruction i.e. safety fence, parapet etc) complies with required standards for the number of lanes in the design.</p>		
A13 access to/from west of LTC junction	2.1.7	<p>At 2018 Statutory Consultation, 2020 Supplementary Consultation and 2021 Community Impacts Consultation, Essex County Council opposed the lack of direct connection between the eastbound A13 and the LTC and between the LTC and the A13 westbound.</p>	<p>The proposed A13/A1089 junction provides vital strategic and local highway connections to the Project, which is why a major junction is required. To reduce its footprint and height and to manage the balance across the local and major routes, certain direct links between the three highways are provided. The inclusion of additional direct links would require a third level to the junction and signalised junctions, increasing congestion, visual impacts and cost. The links that have been provided at the junction are those that would provide the greatest benefits, based on consideration of the traffic modelling and feedback from stakeholders.</p>	N/A	Matter Not Agreed

Topic	Item number	Essex County Council comment	National Highways comment	Document Reference	Status
Tilbury Link Road/junction provision	2.1.8	<p>Essex County Council opposed the lack of a junction at Tilbury. This was stated in the 2018 Statutory Consultation, 2020 Supplementary Consultation, 2021 Community Impacts Consultation and 2022 Local Refinement Consultation. As a minimum Essex County Council would at least request some form of assurance that this will be revisited in a future round of the Roads Investment Strategy but would urge a review of the current position and to include a connection to this vital economic resource, especially given the Government’s strong support for Thames Freeport and the opportunity this brings</p>	<p>The Tilbury Link Road was not included in the project proposals consulted on at Statutory Consultation because it did not align sufficiently with the scheme objectives agreed with the Department for Transport (DfT), owing to its impacts on the environment and local roads.</p> <p>The Tilbury Link Road 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 Lower Thames Crossing.</p> <p>The revised design at Tilbury Fields provides an operational and emergency access, with no access for public traffic on or off the LTC at this location.</p> <p>At a meeting on 4/8/22, Essex County Council noted agreement on this</p>	N/A	Matter Under Discussion

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			<p>matter may be possible if National Highways can clarify whether the operational/emergency access point at the northern portal could be converted to take public traffic as a junction in future with minimal changes. National Highways confirms the access has not been designed specifically for any particular future connection into the local road network, however if the Local Authority or a third party stakeholder is considering any future development they would need to liaise with National Highways Spatial Planning to develop their proposals. The access has been designed to standard and all gradients, loops and distance from the tunnel portal, have met the relevant requirements. It could potentially accommodate further development in the future. Any new road connecting to the LTC at this point would have to follow the relevant planning process at the appropriate time, including traffic modelling to determine the requirements at the prospective junction and a review of the provision of the operational access to determine whether any gap in provision exists. This matter is under discussion pending review by Essex County Council.</p>		

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Connectivity from LTC and Orsett Cock to A1089	2.1.9	Essex County Council welcomed the new ability to travel from Orsett Cock roundabout onto the A1089 as a way of avoiding Tilbury traffic impacting local roads and providing some connections to the port without requiring a diversion onto the A13, e.g. from Dunton Hills.	Noted.	N/A	Matter Agreed
Connectivity from Orsett Cock to LTC	2.1.10	Essex County Council opposed the lack of connection from Orsett Cock roundabout onto LTC at 2020 Supplementary Consultation and 2021 Community Impacts Consultation.	Noted. The proposed A13/A1089 junction provides vital strategic and local highway connections to the Project, which is why a major junction is required. To reduce its footprint and height and to manage the balance across the local and major routes, certain direct links between the three highways are provided. The inclusion of additional direct links would require a third level to the junction and signalised junctions, increasing congestion, visual impacts and cost. The links that have been provided at the junction are those that would provide the greatest benefits, based on consideration of the traffic modelling and feedback from stakeholders.	N/A	Matter Not Agreed
Amendments to A127 westbound to M25 off-slip	2.1.11	In its response to the 2022 Local Refinement Consultation, Essex County Council requested any amendments to the A127 to M25	The Project will not alter the current diverge from the A127 or the distance between this point and the B186 on-slip. Changes will begin partway up	N/A	Matter Agreed

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		south slip road need to consider the proximity of the on-slip from the B186 junction to the east.	<p>the ramp before a new filter lane for the roundabout starts.</p> <p>Following a meeting on 4/8/22, Essex County Council was provided with a further copy of the written confirmation of this position. Essex County Council agreed that it was content at a meeting on 9/8/22.</p>		
Construction					
Beredens Lane Utility Logistics Hub access	2.1.12	Essex County Council contested the proposed use of Beredens Lane to access a Utility Logistics Hub (ULH) in its response to the 2021 Community Impacts Consultation. This was on the grounds of it being a single-track dead-end road passing dwellings, which is considered an unsafe and disruptive route for up to 40 HGV movements plus smaller vehicles per day. Essex County Council noted the impact of this access was a small but significant issue within the consultation.	<p>The ULH will be a base for a gas pipeline diversion under the M25 until alternative haul routes are available, with activity anticipated intermittently between Apr 2026 and Nov 2027.</p> <p>The access via Beredens Lane has been identified following consultation with the utility company that will be completing the works. Access for HGVs is permitted, with time restrictions, from the west of Beredens Lane via Hall Lane and Warley Road and this route would be proposed, if required, to adhere to the 7.5t weight restriction in Great Warley and along the B186. National Highways recognises the concerns over the use of Beredens Lane, and will work with the highways authority to manage the impact. As set out in the oTMPfC,</p>	Stakeholder Actions and Commitments Register (Application Document 7.21)	Matter Under Discussion

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			<p>National Highways proposes to set up a monthly Traffic Management Forum (TMF), following the granting of the DCO. The TMF would review planned traffic management arrangements and consider comments as to their appropriateness.</p> <p>Following consultation feedback, the Project continues to work with the utility company checking the need to undertake these works, and the ability to afford safe access and egress to the worksite for both the workforce and the adjoining public, however, this is still ongoing and has not been concluded. Options under active consideration include access directly from the M25 junction 29 clockwise off-slip or via another route on the local road network, such as Codham Hall Lane.</p> <p>Early discussions with the utility company indicated that as a minimum HGVs could be diverted from Beredens Lane. Essex County Council welcomed the reconsideration. As of 2/8/22, the Project and the utility have agreed in principle that the road is unfit for HGVs and alternative access should be sought, with an ambition to transfer all vehicle types to it. The</p>		

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			Project commits to this intention in the Stakeholder Actions and Commitments Register (SAC-R). The utility has also stated its intention to move the work site further from the houses if practicable. At a meeting on 4/8/22, Essex County Council noted agreement may be possible if the change rather than an intention can be fully secured. Following a meeting on 9/8/22, the matter is under discussion pending Essex County Council's review of the oTMPfC and SAC-R in the DCO application submission.		
Charging					
Variable charging as reactive mitigation	2.1.13	At 2022 Local Refinement Consultation, Essex County Council noted that if the scheme impacts once operational are materially different from those forecast, the options available to National Highways for addressing adverse impacts are limited. Essex County Council believe that National Highways should retain some control of the user charging regime at a lower level than the Department for Transport, such that the charges can be adjusted if needed (e.g. between different vehicle types and emission classes, time of day, weekdays and weekends etc), with appropriate controls in place, as a	Charging is a tool for traffic management on the crossings at Dartford and Lower Thames as a single combined entity. National Highways works closely with DfT (as the existing charging authority for Dartford, and LTC once it comes into operation) on charging matters. The DCO would permit the Secretary of State to impose road user charges at the Tunnel Area that are equal to the charges that apply at the Dartford Crossing from the date at which the Project opens for traffic as stated in the Road User Charging Statement.	Road User Charging Statement (Application Document 7.6)	Matter Not Agreed

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		means of influencing usage as a form of mitigation in its own right.	The Project is implementing other steps to monitor and manage the wider network impacts of LTC after opening, as discussed in the " Wider Network Impacts" section below.		
Traffic and economics					
Cross-river bus services and public transport infrastructure	2.1.14	<p>Essex County Council urges National Highways to start discussions with bus operators, coach operators, local authorities, and larger businesses about ensuring that the opportunity to improve cross-river public transport connectivity and capacity provided by the Project is fully realised.</p> <p>Essex County Council appreciates that the Project will primarily benefit strategic trips made by private vehicles, but the scale of the Project and level of investment required is such that it would be a wasted opportunity if a step-change in cross-river public transport is not also achieved. Simply taking a position that the tunnels can be used by public transport services is not sufficient, and as a government-owned company National Highways should be looking beyond its core remit of managing the strategic road network to how it can work with partners to</p>	<p>A significant programme of business engagement, including some bus operators, has already begun to build understanding of and potential support for the Project.</p> <p>Local Authorities are, the Project considers, best placed to lead on the development and appraisal of future public transport projects. They also have strong existing relationships and lines of communication with commercial bus operators as part of Local Transport Authority duties. National Highways is of course willing to work with authorities where appropriate. National Highways has established a Sustainable Transport Working Group (STWG) in parallel to the Project, with its primary purposes to maximise the benefits of the new crossing and develop sustainable travel initiatives that could be eligible for National Highways' designated funds and to support cases for future</p>	n/a	Matter Under Discussion

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		<p>deliver on wider government objectives around sustainability and public transport.</p> <p>Essex County Council believes there is clear potential for a Fastrack/South Essex Rapid Transit (SERT) type service linking Essex to Kent, with user charge exemptions for public transport, bus lanes through the tunnel, dedicated access routes for buses/rapid transit. Essex County Council believes this is a relatively pragmatic solution to limited economic interaction between Kent and Essex, and that that new job opportunities will arise because of the crossing. This should be examined in the light of bus, coach and P&R opportunities since Essex County Council do not want to perpetuate inefficient car trips in the peak hours.</p> <p>Essex County Council is keen to work closely with National Highways and other stakeholders to develop an appropriate solution as a joint effort and believes National Highways should commit to developing an evidence-based public transport strategy with stakeholders, with funding set aside towards the delivery</p>	<p>investment. Should the Project gain consent, National Highways will use the STWG up until opening as a forum to engage Local Authorities and operators to build awareness and develop improvements to existing commercial services and potential new services to make best use of the opportunities provided by the new crossing. National Highways considers that supporting this collaboration between Local Authorities on both sides of the Thames is the most effective and sustainable solution.</p> <p>The opportunity to provide a link for new bus services across the Thames between North Kent and Thurrock/South Essex, could provide a significant change in public transport connectivity across the Thames. The positive impact would extend to the Dartford Crossing which is forecast to see journey time reliability increase, and journey times reduce as a result of the Project. The whole of the Project route is accessible to local and longer distance public transport routes, if operators choose to make use of it. In common with the Dartford Crossing, registered local bus services would be exempt from charging. Bus lanes are</p>		

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		<p>of the strategy and secured through the DCO.</p> <p>This has been raised in the 2021 Community Impacts Consultation and 2022 Local Refinement Consultation.</p>	<p>not included within the tunnel due to the good overall capacity provided by the three lane design.</p> <p>Public transport access to LTC using dedicated access points is prevented by design and practical considerations. The emergency access roads/merges/diverges have been specifically designed to optimise emergency service accessibility and response times. However, they have not been designed to a standard for public use. The operation of the emergency access (as designed) is to be supported by the National Highways Regional Operations Centre (ROC) and appropriate interventions. This introduces incompatibility between emergency service operation and bus operations. The Portal sites will also see significant activity throughout the day and the coming and going of buses would conflict with day-to-day operations (e.g. maintenance, traffic management and recovery vehicles, potentially at short notice).</p> <p>While Essex County Council welcomed the proposals involving the STWG, this matter is under discussion</p>		

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			pending further detail being established by National Highways on their implementation.		
Access to modelling data	2.1.15	In the 2022 Local Refinement Consultation, Essex County Council restated points made in their email and letter of 22/12/21 that it was disappointed that National Highways had not allowed access to the full Lower Thames Area Model. They noted that resulting discussions have required time from all parties. Essex County Council asserts that local authorities should be given access to all modelling data when requested to allow for serious consideration of proposals and proper consultation.	<p>Extensive discussions have led to a compromise to which both parties are in agreement, on the grounds that its modeller's analysis was "overall, the results of the updated model versions and runs do not present any major causes for concern for Essex", and that National Highways has provided additional modelling data outputs.</p> <p>In its response to Essex County Council of 16/3/22, National Highways accepted that access to LTAM remains Thurrock Council (TC) and Essex County Council's desired outcome, but National Highways does not intend to make an exception to its position to restrict access to full project-specific models. If the model were to be released, it would be able to be modified by third-parties, which could result in significant confusion over which outputs were accurate reflections of the National Highways proposals. Following the conclusion of the DCO statutory process, a finalised version of the LTAM model will be made available to all stakeholders. National Highways does also have</p>	N/A	Matter Agreed

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			<p>flexibility to share regional models. The letter proposed joint meetings with the two authorities to agree data outputs and information required to gain a full understanding of the Project's traffic impacts.</p> <p>At a meeting on 4/8/22, National Highways reported that the remaining outputs requested by Essex County Council would be provided shortly, with the first batch issued that day. National Highways is open to servicing more requests if required.</p> <p>National Highways notes that in its latest consultation reply Essex County Council welcomed the additional modelling outputs provided to date. National Highways is happy to discuss Essex County Council's findings at the appropriate opportunity.</p>		
Wider Network Impacts					
Modelling impacts on specific roads and junctions	2.1.16	Essex County Council requested further information on the traffic impacts on the wider road network to understand the cause and scale of any issues. Initial analysis was included in their response to the 2021 Community Impacts Consultation and highlighted a number of junctions and	Joint meeting held with Essex County Council and Thurrock Council 27/4/22 to agree additional analyses required to understand the operational modelling released on 23/7/21 and the revised operational modelling shared on 27/4/22, based on a 2030 opening year. Outputs were shared 16/6/22,	N/A	Matter Under Discussion

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		roads experiencing potential negative capacity and flow impacts. The locations affected stretched east and north across the county well beyond the immediate vicinity of the Project, potentially due to major changes in routing choices.	4/7/22 and 4/8/22. At a meeting on 9/8/22 Essex County Council noted its modeller's analysis was "overall, the results of the updated model versions and runs do not present any major causes for concern for Essex". This matter is under discussion pending final analyses by Essex County Council. The Project notes that Essex County Council considers there is a high likelihood the matter can be agreed.		
Mitigation of identified impacts	2.1.17	Essex County Council requested mitigation by National Highways for negative traffic impacts identified on the wider road network. Essex County Council seeks accelerated funding and delivery of these mitigations to maximise any consequential opportunities for housing and economic growth. A clear understanding with National Highways is needed about how the required mitigation will be determined.	National Highways notes that while Essex County Council has concerns about the principle that the funding of mitigations identified by future monitoring would rely on existing funding mechanisms and processes, as relayed below, its modeller's analysis as of 9/8/22 is "overall, the results of the updated model versions and runs do not present any major causes for concern for Essex". On these grounds, this has led to a potential compromise once a revised Wider Network Impacts Monitoring and Management Plan (WNIMMP) has been provided. At a meeting on 19/7/22, National Highways explained its approach to Wider Network concerns from Local	Wider Network Impacts Management and Monitoring Plan (Application Document 7.12) Schedule 2 of the draft Development Consent Order (Application Document 3.1) Transport Assessment (Application Document 7.9)	Matter Under Discussion

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			<p>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>		

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			<p>An updated 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 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>		

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			This matter is under discussion pending Essex County Council consideration of a future National Highways briefing on changes to the WNIMMP and its inclusion in the DCO application submission.		
Socio-economics					
Skills Education and Employment (SEE) strategy development	2.1.18	<p>From 2018 Statutory Consultation, 2020 Supplementary Consultation and its comments on the draft Skills, Employment and Education (SEE) Strategy, Essex County Council has been clear that it encourages early engagement on SEE and securing benefits for the county. It is keen to secure a coordinated strategic approach between major highway projects in the county given the number of simultaneous schemes, which could lead to a pinch-point.</p> <p>In the 2022 Local Refinement Consultation, Essex County Council recognised the scale of the Project is such that it presents a huge opportunity to provide positive benefits to local people in the form of apprenticeships, training, skills development, jobs and engagement with local schools and colleges particularly around STEM subjects. It</p>	<p>Early engagement on SEE began in Essex in October 2021, with a SEE Advisor were appointed for Essex to support the initiative.</p> <p>The activity included supporting various events, including job fairs, career days and STEM Days in schools, colleges and adult education centres within Essex. targeted</p> <p>National Highways' SEE Manager attended the South East Local Partnership (SELEP) Major Projects Group. One of the priority areas agreed by this group is skills and employment; given the large scale of opportunities and skills shortages in the landscape and in sectors such as construction and engineering. This group brings together the skill leads in this area to deliver a co-ordinated and strategic approach.</p>	N/A	Matter Under Discussion

Topic	Item number	Essex County Council comment	National Highways comment	Document Reference	Status
		<p>welcomed further engagement and discussion on this prior to the DCO submission in order to share ideas from the Economic Growth team to maximise opportunities.</p>	<p>The SEE team attend regular meetings where the SEE agenda for local authorities is discussed with them.</p> <p>A paper was shared by National Highways on 22/6/22 to update stakeholders who have raised comments/issues relating to skills, employment and supply chain effects, and proposals for measures to enhance benefits and avoid adverse effects related to the Project as part of the SEE Strategy, which provides further information. This matter is under discussion pending further meetings with the SEE team and review by Essex County Council.</p>		
Local targeting of provision	2.1.19	<p>Essex County Council has supplied National Highways with a number of local best practice guides for SEE principles around major projects.</p> <p>In its comments on the draft Strategy, Essex County Council wished to see a clear emphasis on Essex-based businesses benefitting from supply chains as opposed to general SMEs. More local focus in terms of reports on workforce origin and the local economic backdrop was requested. A</p>	<p>Businesses are supported with engagement from National Highways by a dedicated Lower Thames Crossing External Affairs Business and Engagement Team. As well as signing up to the SME register, which the Main Works Contractors (MWC) use to build a local supply chain, there is additional support. This includes the Supply Chain Sustainability School, with workshops, face to face events and up-skilling for local businesses. 'Meet the Bidder' is an example of an event for businesses to begin their</p>	N/A	Matter Under Discussion

Topic	Item number	Essex County Council comment	National Highways comment	Document Reference	Status
		<p>proposal was put forward regarding a Skills and Supply Chain Alliance.</p>	<p>discussions and build relationships with the MWCs. The next event for areas north of the Thames, including Essex, is planned for Wednesday 28 September 2022.</p> <p>A paper was shared by National Highways on 22/6/22 to update stakeholders who have raised comments/issues relating to skills, employment and supply chain effects, and proposals for measures to enhance benefits and avoid adverse effects related to the Project as part of the SEE Strategy, which provides further information. This matter is under discussion pending further meetings with the SEE team and review by Essex County Council.</p>		
Procurement and delivery	2.1.20	<p>Essex County Council noted that the draft Strategy focused on employer-based activity rather than employability. Essex County Council requested a sharper explanation of targets and how they would be monitored as opposed to ambitions. Essex County Council flagged that urgent skills and supply chain issues required work to start as soon as possible to mitigate risks to the Project.</p>	<p>A reporting and monitoring system is being established to record and monitor the MWCs delivery on their SEE objectives. This will be monitored by the SEE team.</p> <p>Employability Skills are being supported across the education sector in Essex. For example, education providers are supported in providing workshops for CV writing, applications, interview and employability skills, as</p>	N/A	Matter Under Discussion

Topic	Item number	Essex County Council comment	National Highways comment	Document Reference	Status
		<p>Essex County Council suggested a range of practical targets, initiatives, financial contributions (including Designated Funds) and minimum standards that should be implemented in all aspects of SEE across the Project.</p>	<p>part of the SEE team's pool of education resources.</p> <p>National Highways is now working with the SELEP Major Projects Skills Group to support and deliver an action plan for skills and employment across major projects in the South East.</p> <p>A paper was shared by National Highways on 22/6/22 to update stakeholders who have raised comments/issues relating to skills, employment and supply chain effects, and proposals for measures to enhance benefits and avoid adverse effects related to the Project as part of the SEE Strategy, which provides further information. This matter is under discussion pending further meetings with the SEE team and review by Essex County Council.</p>		
Future skills/work pipeline	2.1.21	<p>Essex County Council is keen to understand and maximise the legacy of skills, training, employment, directly and indirectly (e.g. through wellbeing from employment). The legacy aspect of the draft Strategy was perceived to lack emphasis.</p> <p>Essex County Council proposed initiatives that are sustainable in the</p>	<p>The Lower Thames Crossing is a key infrastructure investment which will play a fundamental role in the drive to unlock economic growth through job creation, training, apprenticeships and work experience opportunities.</p> <p>The SEE Strategy will leave a legacy by encouraging a wide and diverse social / economic group to consider</p>	N/A	Matter Under Discussion

Topic	Item number	Essex County Council comment	National Highways comment	Document Reference	Status
		<p>long term and also inspire progression. Construction sector capacity and productivity should be permanently enhanced and direct financial contributions from the National Highways towards gaps in physical and social infrastructure were recommended.</p>	<p>careers in the built environment and supporting industries, through engagement with the Project's SEE team and STEM (Science Technologies Engineering and Maths) Ambassadors.</p> <p>It will also do this by delivering the Project's SEE objectives, training and leaving behind a skilled workforce that will have skills, qualifications and experiences that are in demand in the construction and engineering sectors for years to come.</p> <p>As National Highways has designated the Project a "pathfinder" for carbon reduction, it will seek to inspire and help drive through new technologies, new methods of construction and build new skills that will work towards delivering sustainable construction and operation.</p> <p>A paper was shared by National Highways on 22/6/22 to update stakeholders who have raised comments/issues relating to skills, employment and supply chain effects, and proposals for measures to enhance benefits and avoid adverse</p>		

Topic	Item number	Essex County Council comment	National Highways comment	Document Reference	Status
			<p>effects related to the Project as part of the SEE Strategy, which provides further information. This matter is under discussion pending further meetings with the SEE team and review by Essex County Council.</p>		
Evidence base for the project	2.1.22	<p>Essex County Council requires a comprehensive socio-economics evidence base on the project from National Highways to inform its position on the Skills, Education and Employment Strategy.</p>	<p>The Project will produce a Wider Economic Impacts Report for submission with the DCO application, which will assess the wider impact of the Project on skills and employment within the regional and local economy, drawing on public datasets, engagement and policy to identify a comprehensive and robust baseline position against which to assess the Project's impacts and benefits.</p> <p>Additionally, in developing the SEE Strategy, the Project has collaborated with the South East Local Enterprise Partnership (SELEP) in the development of its Major Projects Employment Opportunities & Skills Demand Report. When complete (to happen at a point after submission of the DCO application), this will identify challenges and opportunities for jobs and skills across all sectors in the region over the next 15 years, including demands from the Project. This will contribute to the</p>	<p>Combined Modelling and Appraisal Report - Appendix D - Level 3 Wider Economic Impacts Report (7.7)</p>	<p>Matter Under Discussion</p>

Topic	Item number	Essex County Council comment	National Highways comment	Document Reference	Status
			<p>comprehensive socio-economic evidence base.</p> <p>This matter is under discussion pending the DCO application submission and release of the remaining report for review.</p>		
Cultural Heritage					
Hole Farm archaeology	2.1.23	Essex County Council requests clarification of National Highways' plans for archaeological investigation work at the site of Hole Farm. This is in recognition of the expansion of the proposed order limits to include this site for environmental mitigation purposes.	National Highways provided a general update briefing to local authorities north of the Thames on 06/10/22. This matter remains under discussion pending provision of specific information for Hole Farm.	N/A	Matter Under Discussion
Terrestrial biodiversity (inc HRA)					
Designated funds: biodiversity	2.1.24	Essex County Council welcomes the engagement from National Highways in parallel to the Project DCO process regarding the use of National Highways designated funds to benefit the region. Examples include habitat restoration at Weald and Thorndon country parks and species translocation from Marsh Farm to nurture water vole populations in south west Essex.	National Highways notes that in parallel with the Project, Essex County Council is in active negotiations with National Highways regarding bids to access £30m of National Highways designated funds allocated to stakeholders along the Project route to enable biodiversity enhancement, WCH improvements in the local area and benefit communities in proximity to the strategic road network. National Highways is grateful for Essex County Council's support to date and looks	N/A	Matter Agreed

Topic	Item number	Essex County Council comment	National Highways comment	Document Reference	Status
			forward to continuing this work. An account of progress will be included in a Legacy and Benefits document alongside the DCO application.		
Population and human health					
Cycle provision standards compliance	2.1.25	Essex County Council expressed concern about the Project's compliance with LTN 1/20 in its new and upgraded cycling provision in its response to the 2021 Community Impacts Consultation.	<p>Following the discussions outlined below, National Highways notes that in its response to the 2022 Local Refinement Consultation, Essex County Council welcomed the general improvements for cyclists and clarified that it would seek justification if circumstances emerge in the DCO application where the walking and cycling provision does not meet LTN 1/20 standard the Project has stated it meets.</p> <p>The Project met Essex County Council on 10/11/21 to explain it works within the LTN 1/20 standards at the appropriate grades based on predicted use. Some of the highest grade designs are for 1000+ movements/hour. LTN 1/20 complements DMRB and the standards being referred to by Essex County Council focus on busy urban shared paths. Significant changes to the requirements are made at 300 cycle movements an hour, but surveys</p>	N/A	Matter Agreed

Topic	Item number	Essex County Council comment	National Highways comment	Document Reference	Status
			<p>have shown around 20 an hour at LTC locations with no evidence to support a large increase. Improvements also need to account for standards on the bordering networks and value they add. The Project will use 3.5m wide shared pedestrian/cycle paths, exceeding the required 3m.</p> <p>The Project is prepared to consider higher flows where evidence is supplied. As of a 25/5/22 meeting with Essex County Council, no examples have been reported by the Essex County Council active travel team.</p>		
Cycle network enhancements	2.1.26	Essex County Council requested a comprehensive and coherent cycling network linking south Essex authority areas as part of the Project, or the ability to pursue these via designated funds, in its response to the 2021 Community Impacts Consultation.	The Walker, Cycling and Horse-riding (WCH) provision in the scheme is set out in application documents, specifically the Rights of Way & Access Plans and Schedule 5 of the draft DCO. Further information on the provision is set out in the Project Design Report (App Doc 7.4). It adheres to guidance provided within standard LTN 1/20 and will provide an improved and connected network for WCH. National Highways notes that in its response to the 2022 Local Refinement Consultation, Essex County Council welcomed the general improvements for cyclists.	<p>Rights of Way & Access Plans (Application Doc 2.7)</p> <p>Schedule 5 of the draft DCO (Application Doc 3.1)</p>	Matter Under Discussion

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			<p>The project WCH provision has been developed to support the wider aspirations of stakeholders for regional provision. In parallel with the Project, Essex County Council is in active negotiations with National Highways regarding bids to access £30m of National Highways designated funds allocated to stakeholders along the Project route as detailed under 3.1.26 " Designated funds: WCH and community" below.</p>		
Designated funds: WCH and community	2.1.27	<p>Essex County Council welcomes the engagement from National Highways in parallel to the Project DCO process regarding the use of National Highways designated funds to benefit the region. Examples include a feasibility study for a WCH bridge over the A127 to connect Thorndon Country Park and Langdon Hills via West Horndon, facilitation of full fibre broadband between Warley and South Ockendon and feasibility studies for supplies to electric vehicle charging in country parks.</p>	<p>National Highways notes that in parallel with the Project, Essex County Council is in active negotiations with National Highways regarding bids to access £30m of National Highways designated funds allocated to stakeholders along the Project route to enable biodiversity enhancement, WCH improvements in the local area and benefit communities in proximity to the strategic road network. National Highways notes Essex County Council's support to date and looks forward to continuing this work. An account of progress will be included in a Benefits and Outcomes Document alongside the DCO application.</p> <p>The Project is proposing to either upgrade or provide new WCH routes</p>	Benefits and Outcomes Document (Application Document 7.18)	Matter Agreed

Topic	Item number	Essex County Council comment	National Highways comment	Document Reference	Status
			<p>across the Project route, providing almost 3km for every 1km of new road, designed to encourage active travel and promote health and wellbeing across the region. Details of these were set out recently in a series of community engagement events in February and March 2022. This includes provision to the north of the river where the Project may otherwise have an effect on accessibility, but also in order to improve and promote access e.g. to Tilbury Fields.</p>		
Cross-river cycling provision	2.1.28	<p>Essex County Council asked the Project to commit to facilitating bicycle travel through the tunnel in the 2021 Community Impacts Consultation and clarified its position in the 2022 Local Refinement Consultation.</p> <p>It noted that the Thames is a barrier to local travel and a practical option for allowing cyclists to cross the river in the vicinity of the tunnels should be provided. It was proposed that in the absence of a new ferry crossing, a minimum provision should be a dedicated cycle shuttle through the LTC, secured by the DCO. There is an existing facility for cyclists at Dartford Crossing and one planned for Silvertown. Essex County Council</p>	<p>National Highways retains its position that cross-river provision for walking and cycling via the tunnel is prohibited by design standards, safety concerns, logistics and access, emergency evacuation requirements and a lack of demand (with little benefit to commuters and local leisure walkers/cyclists compared to alternative provision at Dartford and Gravesend-Tilbury Ferry).</p> <p>National Highways consider that the existing provision for cross-rover transport for cyclists via the Gravesend-Tilbury Ferry is appropriate and well-used, with services for 20 bicycles every 30 minutes between about 6 am and 7 pm from Monday to</p>	N/A	Matter Not Agreed

Topic	Item number	Essex County Council comment	National Highways comment	Document Reference	Status
		<p>would expect any provision to be more accessible and better advertised than the present Dartford arrangement.</p> <p>At a meeting on 9/8/22, Essex County Council expressed disappointment that the proposed provision would be less than at Dartford and felt this ran contrary to the spirit of the agenda to make cycling a safe and attractive journey choice.</p>	<p>Saturday.</p> <p>National Highways does not consider there to be a justification to include further proposals for cross-river WCH within the Project’s DCO application. National Highways recognises the opportunity to, and importance of, improving sustainable transport provision across and along the river, but as complementary measures to the LTC which provides the infrastructure improvements that may facilitate measures.</p> <p>As part of the Project, National Highways has also set up a Sustainable Transport Working Group involving local authority stakeholders to investigate sustainable travel and cross-river connectivity enhancements that could be delivered in future to complement the Project. The Group has proposed several local priorities and opportunities for feasibility studies for future funding applications (as stated in the Sustainable Transport Complementary Measures report of March 2021).</p> <p>The report includes nine stakeholder priority measures including ferry</p>		

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			<p>service improvements, feasibility studies for cycling and e-bike initiatives, and a Walking, Cycling and Public Realm Action Plan for Tilbury that may be of relevance.</p> <p>Designated Funds are very much considered the appropriate mechanism for providing these measures, which fall outside of the remit of the DCO, but may be facilitated by it.</p> <p>A list of additional WCH routes to extend the Project's provision and facilitate better and safer active travel journeys around the strategic road network has been developed. National Highways has secured funding to assess the feasibility of these routes. Applications for design and delivery will be supported for proposals scored as deliverable and good value for money.</p>		
Walking, Cycling and Horse-riding (WCH) access to Brentwood Enterprise Park	2.1.29	In its response to the 2022 Local Refinement Consultation, Essex County Council requested that any altered or new bridge to the east of the M25 will need to give consideration to the new structures proposed for the Brentwood Enterprise Park (BEP) development,	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 developer) are progressing legal agreements to agree the mechanics of	Design Principles (Application Document 7.05) Interrelationships with other Nationally	Matter Under Discussion

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		<p>and maintain Public Rights of Way (PROW) connections as appropriate.</p>	<p>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 PROW connectivity around BEP and enhance its safety. National Highways has presented and consulted on plans for a new WCH 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</p>	<p>Significant Infrastructure Projects and Major Development Schemes (Application Document 7.17)</p>	

Topic	Item number	Essex County Council comment	National Highways comment	Document Reference	Status
			<p>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 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>		

Topic	Item number	Essex County Council comment	National Highways comment	Document Reference	Status
			<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> <p>Essex County Council welcomes the ongoing discussion and indicated at a meeting on 12/5/22 that its overall position about BEP will be influenced by Brentwood Borough Council's</p>		

Topic	Item number	Essex County Council comment	National Highways comment	Document Reference	Status
			satisfaction. Essex County Council has requested that this matter remains under discussion pending this and 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. Essex County Council’s 2022 Local Refinement Consultation reply supported the proposed WCH bridge.		
WCH access around M25 junction 29	2.1.30	Essex County Council requested improvement to WCH facilities including in all directions around junction 29 in accordance with Department for Transport guidance in its response to the 2022 Local Refinement Consultation.	The existing uncontrolled low quality crossing arrangements around the junction 29 roundabout will be replaced with a safe route using controlled crossings on the north side of the roundabout. The new facilities (notably the A127 WCH bridges either side of the junction) and connections to the existing network will meet or exceed the relevant standards.	N/A	Matter Agreed
Impact monitoring – multiple topics	2.1.31	Key to the ability to identify scheme effects – be they positive or negative – is having a robust monitoring plan in place which considers not just traffic impacts but also the scheme’s effects on air quality, noise and socio-economic factors. This monitoring plan needs to cover a sufficiently large area in sufficient depth to	National Highways shares the view that a major infrastructure project like this should consider robust and thorough monitoring, where relevant and linked to potential effects, and as guided by relevant policy, legislation and standards.	N/A	Matter Under Discussion

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		<p>ensure the impacts of this Project can be properly identified and understood. Essex County Council believe this will be helpful to any future post-opening evaluation work undertaken by National Highways and consider that a robust monitoring plan with input from affected stakeholders should be a requirement of the DCO for the scheme.</p>	<p>In each case, the consideration for monitoring of environmental effects has been included by each Environmental Statement topic throughout the EIA having regard to the relevant scope, methodology and professional standards and in-line with EIA Regulations and adopted policy and legislation.</p> <p>National Highways is content that by applying this approach, the Project has met its requirements to undertake a full detailed assessment of likely significant effects, and identified mitigation to address them where reasonable and practicable.</p> <p>Where mitigation and/or monitoring is considered necessary, this has been secured either through the DCO itself (as part of the Register of Environmental Actions and Commitments (REAC) or Code of Construction Practice (CoCP)).</p> <p>National Highways have set out a framework for monitoring traffic prior to and following opening of the road. This is set out in the Wider Network Impacts Management and Monitoring</p>		


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			Plan as addressed above under 3.1.17 "Mitigation of identified impacts".		

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) Essex County Council.

Name	Paul Rowden
Position	Negotiator
Organisation	National Highways
Signature	PARN <small>Digitally signed by PARN DN: CN=PARN, OU=Users, OU=Workstations, OU=COWI United Kingdom, DC=COWI, DC=Net Reason: I agree to the terms defined by the placement of my signature on this document Date: 2022.10.12 15:35:57+01'00'</small>

Name	Graham Thomas
Position	Head of Planning
Organisation	Essex County 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. LTC Employment, Skills and Education - Group 3 Issues Update June 2022 24/6/22
 - d. Notes from Essex County Council meeting regarding Hole Farm and Brentwood Enterprise Park 12/5/22
 - e. Essex County Council response to Local Refinement Consultation 27/6/22
 - f. Email to Essex County Council confirming number of lanes southbound from Junction 29 13/8/21
 - g. Email to Essex County Council confirming changes to A127 westbound off-slip 7/12/21
 - h. Essex County Council modelling analysis technical note 26/7/22, received 4/8/22
 - i. Notes from Essex County Council meeting regarding cycle facility standards 10/11/21
 - j. Notes from Essex County Council meeting regarding cycle facility standards 25/5/22
 - k. Lower Thames Crossing Sustainable Transport Complementary Measures report 31/3/21
 - l. Notes from Essex County Council and Thurrock Council meeting about construction communication and wider network impacts 19/7/22
 - m. Slides from Essex County Council and Thurrock Council meeting about wider network impacts 19/7/22
 - n. 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)
- o. Scoping Opinion: Proposed Lower Thames Crossing, 2017
- p. 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.

Term	Abbreviation	Explanation
Department of 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 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

Term	Abbreviation	Explanation
		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 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.

Term	Abbreviation	Explanation
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.
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 routing 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

Term	Abbreviation	Explanation
		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.
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 ₂	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

Term	Abbreviation	Explanation
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.
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

Term	Abbreviation	Explanation
		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.
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

Term	Abbreviation	Explanation
		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.
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.

Term	Abbreviation	Explanation
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	tCO ₂ e	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).
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

Term	Abbreviation	Explanation
		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.
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) Essex County Council in relation to the matters addressed in this SoCG.

Table C.1 Engagement activities between National Highways and Essex County Council

October 2020 – August 2022		
Procedural Matters		
06/10/2020 – 07/07/2022benefits	Meeting 16 occurrences	Regular technical meeting to provide updates and discuss ongoing work actions and tasks. This meeting has also been used to discuss Essex County Council's fundamental Group 3 Issues.
04/08/2022 09/08/2022	Meeting	Discussion and comments on the draft Statement of Common Ground.
Cross Local Authority Discussions		
09/10/2020 – 01/04/2022	Meeting 9 occurrences	Cultural Heritage Stakeholder Monthly Progress Meeting
13/01/2021	Meeting	Inaugural Heritage Working Group Meeting
22/01/2021	Meeting	Inaugural Sustainable Transport Working Group Meeting
26/01/2021	Meeting	Inaugural Environment Working Group Meeting
25/03/2021	Meeting	Benefits Steering Group meeting
04/07/2021	Meeting	Update on skills and education activities.
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.
19/07/2022	Meeting	Wider Network Impacts approach briefing – Essex & Thurrock
27/04/2022	Meeting	Thurrock Council and Essex County Council Joint Traffic Meeting

Topic Specific Technical Meetings		
11/11/2020	Meeting	Holocene and quaternary archaeology discussion
24/11/2020	Meeting	Update on Lower Thames Crossing DCO application
08/12/2020	Meeting	Walkthrough of the DCO application
02/02/2021	Meeting	Essex school engagement plan meeting
13/02/2021	Meeting	Flooding & drainage (SUDs)
10/03/2021	Meeting	Heritage working group
23/03/2021	Workshop	Essex construction workshop
24/03/2021	Meeting	Essex London Resort Technical meeting
07/04/2021	Meeting	Cultural Heritage impact - North Portal
16/04/2021	Meeting	Discussion of traffic modelling queries
10/05/2021	Meeting	Briefing on updated Order Limits
25/08/2021	Meeting	LTC Executive Director briefing to senior officers on skills
15/12/2021 18/01/2022	Meeting	Discussion of nitrogen deposition compensation principles, site selection and consultation
27/01/2022	Meeting	LTC Community Fund discussion - Essex County Council & Thurrock
18/02/2022	Meeting	Discussion of traffic modelling queries
15/03/2022	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
28/03/2022 05/04/2022 16/06/2022	Meeting	Lower Thames Crossing - Emergency Services and Safety Partners Steering Group
21/06/2022	Meeting	Road degradation and rat-running mitigation during construction.
March 2017 – September 2020		
Procedural Matters		
25/4/2017 – 15/09/2020	Meeting 11 occurrences	Regular technical meeting to provide updates and discuss ongoing work actions and tasks
Strategic Meetings		
11/07/2018 -	Meeting	Strategic meeting on relationship between National Highways and Essex County Council

11/12/2019	13 occurrences	
Cross Local Authority Discussions		
07/08/2020 04/09/2020	Meeting	Cultural Heritage Stakeholder Monthly Progress Meeting
11/11/2019 06/02/2020	Workshop	Construction Impacts Workshop – North of the Thames
24/04/2019 13/11/2019	Meeting	Design Development Workshop, North of the River Thames & South of the M25 Junction
21/04/2020	Workshop	Preliminary Environmental Impacts, Mitigation & Code of Construction Practice Review Workshop - North of the Thames
18/04/2019	Workshop	Sustainable transport integration – south Brentwood growth corridor
Topic Specific Meetings		
15/03/2017	Meeting	Future traffic scenario modelling
28/04/2017	Meeting	Stakeholder advisory panel
14/06/2017	Meeting	Post Preferred Route Announcement update meeting
04/07/2017	Meeting	Historic England - archaeology/built heritage meeting
25/08/2017	Meeting	Flooding considerations
27/09/2017	Meeting	Environmental Impact Assessment meeting
16/10/2017	Meeting	Cultural Heritage meeting
14/12/2017	Meeting	Meeting with SELEP skills representatives to discuss LTC's work on the skills agenda
23/01/2018	Meeting	Statement of Community Consultation
14/09/2018	Meeting	Presentation to Transport for the East board
05/10/2018	Meeting	Historic England/Essex Place Services Meeting
26/11/2018	Meeting	Community Impacts Advisory Group – Health Impact Assessment
24/01/2019	Meeting	Discussion on Planning Performance Agreement
29/01/2019	Meeting	Community Impacts and Public Health Advisory Group Meeting

12/03/2019 01/04/2019	Meeting	Legacy, skills & benefits
21/03/2019	Meeting	LTC design review
02/04/2019	Meeting	Community Impacts and Public Health Advisory Group Meeting
02/05/2019	Meeting	Planning performance agreement and data sharing
18/10/2019	Meeting	Supply Chain School introductory event
09/04/2020	Meeting	Built Heritage Meeting with Historic England
21/04/2020	Meeting	Preliminary Environmental Impacts and Mitigation Workshop
29/04/2020	Meeting	Meeting with regulators to discuss next steps on Palaeolithic and Quaternary Archaeology
21/05/2020	Workshop	Introduction to key elements of DCO process
21/05/2020	Meeting	Discussion of traffic modelling queries
15/06/2020	Meeting	Cultural heritage - desk based assessment
23/06/2020 25/06/2020	Workshop	Environmental impact, mitigation and Register of Environmental Actions and Commitments Review
07/07/2020	Meeting	Built heritage meeting
14/07/2020	Meeting	Archaeological Trial Trenching, utilities and ecological mitigation
07/08/2020	Meeting	Cultural heritage stakeholder monthly progress meeting
12/08/2020	Meeting	Archaeological meeting with Essex Place Services and Greater London Archaeology Advisory Service
20/08/2020	Meeting	Built Heritage Meeting
17/09/2020	Meeting	Senior officer briefing on skills, education and employment
21/09/2020	Meeting	North Portal design
24/09/2020	Meeting	Essex & Thurrock Councils: LTC Protective Provisions for Drainage
22/10/2020 23/10/2020 26/10/2020	Meeting	Discussion and comments on the draft Statement of Common Ground

- 3.1.1 In addition to the meetings detailed in Table C.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 Essex County Council are outlined in Table C.2.

Table C.2 Key Technical Reports & Application Documents Shared

Document	Date Shared with Local Authority
DCO Application Documents	
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
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
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
Other Consultation Documents	
Updated Statement of Community Consultation	12/02/2021
Statement of Community Consultation Addendum (Community Impacts Consultation)	16/06/2021
Proposed order limits shapefile (Community Impacts Consultation)	12/07/2021
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
Traffic modelling outputs	
Traffic modelling (revised DCO Cordon Model)	24/04/2020
Operational cordon	23/07/2021
Construction cordon	27/08/2021
Operational cordon	27/04/2022
Construction cordon	30/05/2022
Thurrock modelling outputs	16/06/2022
Essex expanded operational GIS	30/06/2022
Essex select link analyses	04/08/2022
Technical notes	
Technical Note for SoCGs	29/01/2020
Draft Agreements Scoping Paper	11/02/2020
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 (NMU) Study	27/05/2020
Code of Construction Practice (CoCP) (1st draft)	03/06/2020
Worker Accommodation Summary	17/06/2020
Draft Skills, Education & Employment (SEE) Strategy	24/06/2020
Permit Scheme Considerations	26/06/2020
Draft DCO + Notification of Development	30/06/2020
Draft Protective Provisions for LLDAs	03/07/2020
Draft ES Topic Chapters	14/07/2020
Draft EMP	14/07/2020
Aggregate Use/Demand Briefing Note	17/07/2020
Revised Issues Logs/Theme Lists	31/07/2020
Draft HEqIA	03/08/2020
Flood Risk Assessment (ES Chapter 14 Appendix)	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
Hydrogeological Risk Assessment ES Chapter 14 Appendix)	17/09/2020
LTC Draft Archaeological Mitigation Strategy and Outline Written Scheme of Investigation	07/10/2020
Update – Impacts to Local aggregate reserves	16/10/2020
Proposed order limits shapefile	22/06/2021
A13 junction changes note	07/07/2021
Cumulative Effects Assessment Methodology Note and Long list/shortlist of sites	21/07/2021
Cumulative Effects Assessment Methodology Note and Long list/shortlist of sites	11/07/2022
Nitrogen Deposition site selection note	22/07/2022
Agreements	
SEE Strategy draft Heads of Terms	08/08/2022
Community Fund draft Heads of Terms	08/08/2022

3.1.2 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 1608 emails / letters and 8 phone calls.

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