

Lower Thames Crossing

5.4.4.8 Statement of Common Ground between (1) National Highways and (2) London Borough of Havering

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This is a draft Statement of Common Ground with matters outstanding and is unsigned. The draft Statement of Common Ground has been drafted by the Applicant but the stakeholder has not yet been able to complete their review in line with their governance process. The Applicant considers that this Statement of Common Ground presents an accurate description of the matters raised and the status of each matter, based on the engagement that has taken place to date.

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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) London Borough of Havering.
- 1.2.2 National Highways became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing National Highways made provision for all legal rights and obligations of the Highways Agency, including in respect of the Project, to be conferred upon or assumed by National Highways.
- 1.2.3 London Borough of Havering is a host authority in respect of the application and as such is a category 'B' local authority under section 43 of the Planning Act 2008. As a London borough, it is the local planning authority, the highway authority for non-strategic roads and holds responsibilities including strategic planning, transport planning, waste management, public health, developing and implementing a Local Plan, waste management, environmental and community issues within its boundary.

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.

1.4 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 The London Borough of Havering has not yet been able to complete their review of this Statement of Common Ground in line with their governance process. This Statement of Common Ground is therefore presented as an ‘unsigned’ Statement of Common Ground.
- 1.5.2 National Highways considers that this Statement of Common Ground is an accurate description of the matters raised by the London Borough of Havering and the status of each matter, based on the engagement that has taken place to date, as set out in Appendix C.

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) London Borough of Havering.
- 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	London Borough of Havering comment	National Highways comment	Document Reference	Status
DCO and Consents					
Discharge authority and the local authority's consultation role	2.1.1	In its comments on the draft DCO, London Borough of Havering has objected to the Secretary of State acting as the discharging authority for key requirements in the manner presented. London Borough of Havering's position is that London Borough of Havering should be consulted during the approval process. London Borough of Havering further noted that key documents such as Traffic Management Plans, site specific Travel Plans, and Environmental Management Plans would be produced by contractors, and objected to the possibility that	National Highways maintains that the most appropriate discharging authority for the Project is the Secretary of State on the basis outlined in sections 1.1.1 to 1.1.10 in the August response letter. National Highways is solely responsible for submitting details to the Secretary of State to discharge the Requirements of the DCO. Even where contractors or agents are appointed, they will be acting on behalf of National Highways. See the outline management plans and the Code of Construction Practice where the specific roles in connection with the discharge of requirements are set out in further detail. London Borough of Havering will be consulted on the discharge of requirements 3, 4, 5, 6, 8, 10 (as well as any variation to the limitation of deviation under article 6); as set out in	Draft DCO (Application Document 3.1)	Matter Under Discussion

Topic	Item number	London Borough of Havering comment	National Highways comment	Document Reference	Status
		<p>they may discharge these requirements.</p>	<p>paragraph 18 of Schedule 2 to the dDCO, representations from London Borough of Havering will be provided to the Secretary of State and so its views will be properly represented to, and considered by, the Secretary of State.</p> <p>On 28/6/22 London Borough of Havering indicated it was considering its position and in its response to the 2022 Local Refinement Consultation noted that it sought a full draft copy of the DCO wording and supporting documents in order to do this. Draft DCO Schedules 2, 9, 12 and 13 plus parts 1-7 were shared between 3-9/8/22.</p> <p>At a meeting on 19/8/22, the Council supported the proposal for their comments to be supplied to the Secretary of State in the discharge submission. This matter is under discussion pending London Borough of Havering's consideration.</p>		
Deemed consent	2.1.2	<p>London Borough of Havering has significant concerns about the general principle of 'deemed consent' in its areas of statutory responsibility as applied throughout the draft DCO.</p> <p>At a meeting on 19/8/22, the Council proposed a minimum of 42 days as standard to respond instead of 28, as used in the recent M25 Junction 28 DCO.</p>	<p>National Highways considers the deemed consent provisions to be reasonable and necessary, having regard to the significance of this Project and the far-reaching consequences a failure to reach a decision in an expeditious manner could have on its delivery. National Highways has proposed a reasonable period of time for the Council to determine such requests for approval, given the Council will have had time during the consultation and examination to better understand the particular impacts and proposals forming part of the DCO (in</p>	Draft DCO (Application Document 3.1)	Matter Under Discussion

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			<p>comparison to any usual approval unrelated to a DCO). The deemed consent provisions only take effect in relation to a failure to reach a decision, rather than a failure to give consent. If the Council consider insufficient time or information had been provided, it could refuse the relevant application. There is nothing in the draft DCO which would prevent the Council from refusing an application in this case. In circumstances where the Council does not consider it has received appropriate information, or it requires more than 28 days, there is no provision in the draft DCO which preventst the refusal of an application. Following such a refusal, National Highways would determine whether it would utilise the appeal process (endorsed by the Council) or re-submit an application.</p> <p>This matter is under discussion pending London Borough of Havering's consideration of the DCO application submission.</p>		
Traffic responsibilities and New Road and Street works Act (NRSWA)	2.1.3	London Borough of Havering has concerns about the disapplication of NRSWA proposed, and expects its agreement regarding Access to Works. London Borough of Havering observed that a number of road safety responsibilities and considerations of route suitability would be place in the hands of contractors and was uncertain as to how a "risk-based approach" to	The disapplication of NRSWA provisions (which are designed primarily to regulate the carrying out of street works by utility companies in respect of their apparatus) is appropriate given the scale of works proposed under the Order, the specific authorisation given for those works by the Order (particularly article 3 and Schedule 1 to the dDCO), and the provisions in the Order (including the requirements) which would regulate the carrying out of the Order works. The NRSWA provisions are intended to regulate	Draft DCO (Application Document 3.1)	Matter Under Discussion

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		<p>traffic management would be implemented appropriately.</p>	<p>a general power exercisable by utilities by virtue of their status or a street works licence. By contrast, the DCO would grant specific authority to carry out works, and it is therefore inappropriate for them to be subject to further approval as if they were general powers. The disapplications must also be seen in the context of requirement 10 in Schedule 2 to the dDCO which sets out the requirement for a traffic management plan, which London Borough of Havering will be consulted upon and which the Secretary of State must approve. We note that these disapplications are heavily preceded for highways development consent orders. For completeness, please note temporary traffic diversion powers are contained in article 12.</p> <p>National Highways had provided an outline Traffic Management Plan for Construction Plan which outlines a number of measures, controls and processes. A Traffic Management Plan which is substantially in accordance with that outline plan will be consulted upon (including with London Borough of Havering), and then submitted to the Secretary of State. London Borough of Havering’s submissions will be included in the submission to the Secretary of State. In addition, as set out in the management plan, even after a Traffic Management Plan is approved, there are number of measures and processes secured which ensure ongoing engagement with London Borough of Havering (e.g., the Traffic Management Forum). London</p>		

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			<p>Borough of Havering will therefore be involved in the consultation of the Traffic Management Plan, as well as the ongoing processes secured following any approval of such a plan. The outline management plan formed part of our community impact consultation, so comments (including those from London Borough of Havering) are under consideration in shaping the outline document further before our DCO application submission.</p> <p>On 28/6/22 London Borough of Havering indicated it was considering its position and in its response to the 2022 Local Refinement Consultation noted that it sought a full draft copy of the DCO wording and supporting documents in order to do this. Draft DCO Schedules 2, 9, 12 and 13 plus parts 1-7 were shared between 3-9/8/22. This matter is under discussion pending London Borough of Havering's consideration of the DCO application submission.</p>		
Knowledge of access points	2.1.4	London Borough of Havering queried, at a meeting on 19/8/22, how it was possible for environmental impacts to be assessed as above under matter "Traffic responsibilities and New Road and Street works Act (NRSWA)" without the access arrangements being confirmed. Compound locations cannot be identified without understanding the viability of access arrangements,	Whilst every effort has been made to identify all accesses and all works required to those accesses, it is possible that unknown or informal accesses exist or the need to improve an access or lay out a further access will only come to light at the detailed design stage, once the full construction methodology has been determined. For example, the precise layout of accesses to construction compounds will need to take into account factors such as the swept path of the construction vehicles together with appropriate landscape mitigation which cannot be fixed at	N/A	Matter Not Agreed

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		e.g. swept paths which the response indicates are for the future. Comments about other developments emerging would be inappropriate given LTC would have safeguarding.	this stage. In addition, accesses may change because of developments which are themselves not yet consented or anticipated. In addition, the exercise of the power would be subject to the requirements, in particular requirement 4 which secures compliance with the measures in the Code of Construction Practice, and (the updated) requirement 10 which requires compliance with the outline Traffic Management Plan for Construction. Accesses are indicatively shown in the latter document.		
Provision of comments to the Secretary of State	2.1.5	In matters where the undertaker is required to consult the local planning authority, London Borough of Havering welcomes the inclusion of clause 16(3)(c) to supply consultation responses and an explanation of the undertaker's response to the Secretary of State, noting this should apply to all Requirements requiring consultation with the Local Planning Authority.	Noted. This clause applies across all Schedule 2 Requirements where the undertaker is required to consult.	Draft DCO (Application Document 3.1)	Matter Agreed
Future conformity with outline management plans	2.1.6	London Borough of Havering has raised serious concerns about the clauses in the DCO requiring the Project to work "substantially in accordance" with control documents or for work to be performed to "a reasonable standard", in its response to the 2021 Community Impacts Consultation and subsequent meetings. It believes	The requirement to work "substantially in accordance" is necessary for the Project because it has not yet been designed in detail, and because the documents referenced are outline management plans. The existence of outline management plans provides a suitable framework of control, without impeding the flexibility and necessity for changes in the course of the construction and operation of the Project. National Highways would emphasise	Draft DCO (Application Document 3.1)	Matter Under Discussion

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		<p>these wordings offer the Applicant a degree of flexibility that undermines the environmental assessments subject to the examination process or a lack of certainty as to what standard will be achieved.</p> <p>At a meeting on 25/8/22, London Borough of Havering strongly recommended the Applicant revises its wordings of "substantially in accordance" to "in accordance" in light of this being incorporated into the recent M25 Junction 28 DCO.</p>	<p>that the level of control provided in the DCO application exceeds highway precedents. National Highways would further emphasise that the controls ensure that there are no materially new or materially different environmental impacts as compared with the environmental statement. Changes to the preliminary scheme design which give rise to such different/new impacts are prohibited under Requirement 3 and article 6.</p> <p>National Highways identified that this concern is about the specific "a reasonable standard" wording in Requirement 5(3) regarding landscaping works. "Reasonable standard" should not be read in isolation. The full provision states a reasonable which is "in accordance with the relevant recommendations of appropriate British Standards or other recognised codes of good practice". This provides certainty as to any standards or codes which would be utilised for the Project. It would not be acceptable to specify particular standards as these may change over time and potentially have the perverse effect of requiring a lower standard. National Highways notes that leaving aside this Project-specific justification, this drafting has been endorsed in every single National Highways DCO, and has given rise to no concerns during implementation across its portfolio.</p> <p>On 28/6/22 London Borough of Havering indicated it was considering its position and in its response to the 2022 Local Refinement</p>		

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			Consultation noted that it sought a full draft copy of the DCO wording and supporting documents in order to do this. Draft DCO Schedules 2, 9, 12 and 13 plus parts 1-7 were shared between 3-9/8/22. This matter is under discussion pending London Borough of Havering's consideration of the full DCO submission wording.		
Clarification of legacy and mitigation	2.1.7	<p>London Borough of Havering considers that there is a lack of evidence in the consultation material up to and including the 2021 Community Impacts Consultation to determine the difference between legacy schemes that will be used to support the scheme and mitigation that is required to make the Project acceptable environmentally. Until this difference is clarified, and mitigation is clearly cited, Havering is not able to support the scheme.</p> <p>After concluding this matter, the Council noted at a further meeting on 19/8/22 that there is a lack of confidence in how National Highways will use these tools in future and a belief some legacy items should be in the ES as mitigations.</p>	<p>National Highways held a workshop with LAs including London Borough of Havering on 3/11/21 to explain the difference between "mitigations, compensation or benefits", its approach to securing these within the DCO where appropriate, and which lay outside the DCO (e.g. benefits financed through National Highways designated funds). Securing mechanisms may include S106 agreements. National Highways aims to submit signed S106 heads of terms pre-examination, and final agreements by the end of examination. The workshop notes were issued on 29/11/21.</p> <p>It was agreed at a meeting between National Highways and London Borough of Havering on 13/12/21 that sufficient clarity had now been provided on this matter.</p>	Draft DCO (Application Document 3.1)	Matter Agreed
Need for further DCOs for utility works	2.1.8	In its response to Local Refinement Consultation, London Borough of Havering noted that the consultation	The Local Refinement Consultation stated on page 27 that "we will continue to keep the legal assessment of whether the proposed works are	Draft DCO (Application	Matter Agreed

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		<p>documents state that it is still unknown as to whether the utility works, power line changes etc, will require their own DCO. It requests that National Highways states what impact that process will have on the proposed construction timescales.</p>	<p>Nationally Significant Infrastructure Projects (NSIPs) under review”. This is to ensure due diligence in the application. The Borough’s interface with the Project’s energy NSIPs is limited to the completion of restringing and earthing operations at two existing pylons in the Borough.</p> <p>The powers to undertake the utility works required for the Project will be included within the DCO Application and they will not require their own DCO. Due to the scale of some of the utilities diversions, some of them also constitute an NSIP for the purposes of the Planning 2008 Act. This is applicable for the following:</p> <ul style="list-style-type: none"> • Diversion of National Grid Electricity Transmission’s (NGET) overhead line (ZB018-027). • Three gas pipeline diversions which constitute NSIPs pursuant to sections 14(1)(f) and 20 of the 2008 Act. The diversion of the National Grid Feeder 5 (Phase 1 and 2), and National Grid Feeder 18 high pressure gas pipelines (Works G2, G3, and G4). <p>While these diversions are NSIPs, the draft DCO contains sufficient powers to authorise them.</p> <p>Further details will be provided in Appendix 1.3 Assessment of proposed gas pipeline works for the purposes of section 20 of the Planning Act 2008 and relevant sections of Appendix 1.3 to</p>	<p>Document 3.1)</p>	

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			the Explanatory Memorandum which the Project intends to share with the Council soon.		
Need for the Project					
Need for the Project	2.1.9	London Borough of Havering supports the need for the Project Or London Borough of Havering does not support the need for the Project	National Highways awaits London Borough of Havering’s position on this matter.	N/A	Matter Under Discussion
Planning statement/policy					
Planning statement and the NPS	2.1.10	London Borough of Havering’s position is to object to the scheme on the grounds of a lack of residents’ discount for using the crossing, and the non-compliance with the National Networks National Policy Statement (NN NPS) with particular regard to non-motorised users, cycling, air quality, accessibility, and waste management. Compliance with NN NPS Havering has reviewed the proposed Project in the context of determining its compliance with the NN NPS December 2014. Havering is of the view that the proposed scheme is not compliant with the NN NPS on a number of fronts.	The Planning Statement is being revised and will include an assessment of the project against the NPS and in the light of emerging and adopted local planning policy. It is important to note that a DCO application must demonstrate accordance with National Policy and will refer to local policy where appropriate. National Highways is having ongoing discussions with Havering on compliance with the National Networks National Policy Statement. It is the Project's position that it complies with the National Networks National Policy Statement. A meeting was held with London Borough of Havering 10/2/22 to explain this position, with written responses issued 25/5/22. A copy of the draft Planning Statement structure was shared on 16/3/22 and a further revision on 12/8/22. National Highways will use this DCO application to demonstrate accordance. This matter is under discussion pending London Borough of	Planning Statement (Application Document 7.2)	Matter Under Discussion

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		<p>Areas where the proposed scheme is considered non-compliant are listed below:</p> <p>Paragraphs 1.1.8, 2.9, 3.5, 3.10, 3.16, 3.17, 3.19, 4.4, 4.16, 4.19, 4.62, 4.80, 5.2, 5.7, 5.89, 5.167, 5.184, and 5.198.</p> <p>The London Borough of Havering will provide more details relating to this non-compliance in its Local Impact Report should further negotiations on this matter with the National Highways prove unsatisfactory.</p>	<p>Havering's consideration of the DCO submission.</p>		
<p>Lack of evidence in Community Impacts Consultation 2021</p>	<p>2.1.11</p>	<p>The NN NPS paragraph 5.2 states “Sufficient relevant information is crucial to good decision-taking, particularly where formal assessments are required (such as Environmental Impact Assessment, Habitats Regulations Assessment and Flood Risk Assessment).” Whilst the Applicant has discussed what information is required within Havering, for example traffic modelling data, this evidence has not been provided as part of this consultation [Community Impacts Consultation 2021] leaving Havering in a position whereby it is unable to form a view of the accuracy of the data reported for air quality, noise,</p>	<p>The Project's traffic and environmental impacts, and mitigation measures were duly reported in the consultation. These were based on sound data. The full extents of the datasets and methodologies will be included in the DCO submission. This matter is under discussion pending London Borough of Havering's consideration of the DCO submission.</p>	<p>N/A</p>	<p>Matter Under Discussion</p>

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		<p>traffic disruption and traffic impacts. This gives rise to uncertainty for the London Borough of Havering.</p> <p>At a meeting on 19/8/22, the Council noted that at Community Impacts Consultation, older 2029 opening year traffic modelling was used for the maps and the 2030 opening year data was not shared publicly. No updated ES chapters were included. The Local Refinement Consultation did not include the North Ockendon compound location changes. These all mean these forms of evidence are unavailable to various parties until DCO submission.</p>			
Waste handling arrangements	2.1.12	<p>The London Borough of Havering noted in its response to the 2021 Community Impacts Consultation that the NPS on National Networks requires that the Applicant sets out the proposed arrangements for managing any waste produced. The Applicant should set out the arrangements that are proposed for managing any waste produced. The arrangements described should include information on the waste recovery and disposal system for all waste generated by the development (para 5.42). It also requires the Applicant demonstrates</p>	<p>The DCO submission will provide sufficient evidence of these arrangements for consent, with details of off-site waste management matters to be submitted for approval at the discharge of requirements stage in the future, to cater for the latest circumstances and the procured contractor's proposals. The Project's approach is set out in the oMHP and oSWMP and follows the principles of Waste Hierarchy.</p> <p>The Excavated Materials Assessment (EMA) , which forms Appendix 11.1 to the Environmental Statement (ES), provides a framework for the Contractors to identify waste receiver site as well as alternative potential receiver sites not previously assessed or sites previously excluded, subject to such sites meeting the</p>	<p>Excavated Materials Assessment (EMA) Appendix 11.1 to the ES (Application Document 6.3)</p> <p>ES chapter 11 Material Assets and Waste (Application Document 6.1)</p>	Matter Under Discussion

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		<p>that the waste generated can be dealt with appropriately by the waste infrastructure which is, or is likely to be, available. Such waste arisings should not have an adverse effect on the capacity of existing waste management facilities to deal with other waste arisings in the area (bullet 2 para 5.43). Given that locations for off-site management are not identified (this is deferred to the to be appointed Contractor in the to be produced Construction Site Waste Management Plan), the documentation as it stands cannot be said to provide the assurances the Secretary of State is to seek.</p>	<p>criteria established in this document. The methodology applied provides a standardised approach for identifying third-party potential receiver sites available to the Project. National Highways is obliged to follow this methodology under commitment number MW012 of the REAC. The EMA provides a list of potential sites that have been through the methodology and have met the criteria.</p> <p>It would be up to the appointed Contractor to source materials and manage waste during the construction of the proposed scheme, and typically they would look to use local (sub-regional) material sources and waste infrastructure wherever feasible to minimise the environmental impact and cost of transport, and support the economic well-being of local communities.</p> <p>Details of off-site waste management matters are to be submitted for approval at the discharge of requirements stage in the future, to cater for the latest circumstances and the procured contractor's proposals and avoid constraining the Project to specific material suppliers and waste management facilities at this stage. The arrangements will be reported through the processes set out in the control documents. London Borough of Havering will be consulted on the Environmental Management Plan 2, including waste handling, when this is submitted to the SoS before final handling plan approvals.</p>	<p>Code of Construction Practice including the REAC (Application Document 6.3)</p>	

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			<p>The ability to use materials suppliers and waste management infrastructure from a wide range of locations would allow existing material resources and waste management capacity to be used effectively and efficiently, without resulting in local overcapacity to the detriment of the local economy.</p> <p>The ES chapter 11 Material Assets and Waste provides an assessment of likely significant effects of the project wastes on waste management facilities within the defined study area of Kent, Essex and East London Waste Authority. The assessment on landfill capacity within the study area has been based on a 'worst case' scenario using the Waste Framework Directive target of 70% recycling/recovery, whilst conservative assumptions on the generation of contaminated and/or hazardous waste, destined to leave site have been built into the waste and traffic assessments.</p> <p>Meeting held with London Borough of Havering 15/2/22 to explain this position. This matter is under discussion pending London Borough of Havering's consideration of the DCO application submission and potential technical meetings.</p>		
Assumed waste management capacity	2.1.13	The London Borough of Havering noted in its response to the 2021 Community Impacts Consultation that the Secretary of State should consider the extent to which the Applicant has proposed an effective	The ES chapter 11 Material Assets and Waste provides an assessment of likely significant effects of the Project wastes on waste management facilities within the defined study area of Kent, Essex and East London Waste Authority. A review of the baseline capacity of	ES chapter 11 Material Assets and Waste (Application	Matter Under Discussion

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		<p>process that will be followed to ensure effective management of hazardous and non-hazardous waste arising from the construction and operation of the proposed development. The Secretary of State should be satisfied that the process sets out:</p> <p>any such waste will be properly managed, both on-site and off-site; the waste from the proposed facility can be dealt with appropriately by the waste infrastructure which is, or is likely to be, available. Such waste arisings should not have an adverse effect on the capacity of existing waste management facilities to deal with other waste arisings in the area; Concern was expressed that assumptions appeared to have been made that as the project is within SE England with a high density of registered carriers and licensed waste handling facilities, that capacity for waste requiring off-site management is adequate. No analysis appears to have been undertaken.</p> <p>It was noted that the documentation shared at consultation stated "Excavated materials are anticipated to be the largest sources of waste</p>	<p>waste management facilities within the study area is presented in the ES chapter.</p> <p>The ES does not define the sites that Project wastes will be sent to, however, it does provide a list of third-party sites that could be potentially used by the contractor. At this point in time commitments to use specific locations have not been defined as the Project does not want to restrict future options for the contractor.</p> <p>It would be up to the appointed Contractor to source materials and manage waste during the construction of the proposed scheme, and typically they would look to use local (sub-regional) material sources and waste infrastructure wherever feasible to minimise the environmental impact and cost of transport and support the economic well-being of local communities. Details of off-site waste management matters are to be submitted for approval at the discharge of requirements stage in the future, to cater for the latest circumstances and the procured contractor's proposals and avoid constraining the Project to specific material suppliers and waste management facilities at this stage. The arrangements will be reported through the processes set out in the control documents. London Borough of Havering will be consulted on the Environmental Management Plan 2, including waste handling, when this is submitted to the SoS before final handling plan approvals.</p>	<p>Document 6.1) Excavated Materials Assessment (EMA) , Appendix 11.1 to the ES (Application Document 6.3 Code of Construction Practice including the REAC (Application Document 6.3)</p>	

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		<p>from the Project. A target has been set to ensure that these would be diverted from landfill disposal. In order to validate this proposal, an Excavated Materials Assessment will be undertaken, which will verify that sufficient capacity is available in the study area to accept excavated materials for recovery activities." This indicates that estimates require verification, that assessments of waste management capacity have not yet been undertaken, and so an assumption that this will be available.</p>	<p>The ability to use materials suppliers and waste management infrastructure from a wide range of locations would allow existing material resources and waste management capacity to be used effectively and efficiently, without resulting in local overcapacity to the detriment of the local economy.</p> <p>The Excavated Materials Assessment (EMA), which forms Appendix 11.1 to the ES, provides a framework and screening criteria for identifying potential receiver sites available to the Project to accept surplus excavated materials. The methodology applied provides a standardised approach for identifying third-party potential receiver sites available to the Project and will form the basis for the final selection completed by the appointed contractors. National Highways is obliged to follow this methodology under commitment number MW012 of the REAC. The EMA presents suitable potential receiver site identified at the DCO stage. These potential sites have been assessed against the methodology and screening criteria and help demonstrate sufficient capacity to manage the surplus project excavated wastes.</p> <p>This matter is under discussion pending London Borough of Havering's consideration of information supplied, the DCO submission and potential technical meetings.</p>		

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Loss of open space	2.1.14	<p>London Borough of Havering requested that the Project reconsider its plans to replace open space affected by utility and widening works at Folkes Lane woodland and stretching south along the western edge of the M25 with land at the future Hole Farm woodland site in Brentwood Borough. London Borough of Havering noted that that Policy 18 of Havering’s Local Plan states that where development results in a loss of Open Space, “Replacement provision of equivalent or better quantity and quality will be made in a suitable location”. London Borough of Havering assert that this land should be inside the borough boundary to maintain the allocation within the local plan.</p>	<p>National Highways emailed London Borough of Havering 3/12/21 to advise it reviewed and assessed potential suitable sites for replacement public open space taking into consideration the Planning Act tests. In 2021 National Highways purchased Hole Farm directly east of the M25. Given its new ownership status and accessibility to the impacted area of public open space (via the footbridge), the Project is proposing approximately 29,179m² of replacement open space at Hole Farm, which would be suitably preserved for public access. The proposal will link into the emerging proposals for the wider Hole Farm site (e.g. plans for a community forest). The existing footbridge between Folkes Lane and Beredens Lane will connect the two spaces. There is a requirement to utilise land in the applicant’s ownership in preference to the use of compulsory acquisition powers, therefore following the purchase of Hole Farm this site is considered to meet the legal tests set out in the Planning Act 2008 and the policy requirements in the NPS NN.</p> <p>The mechanics of the selection process and clarification that the proposed location, although outside the borough, would be no less advantageous to residents (with the added pull factor of Hole Farm's status) was compliant with Planning Act obligations were explained at a meeting on 15/2/22. It was noted that the majority of land was not permanently lost, albeit</p>	N/A	Matter Under Discussion

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			<p>some would gain restrictions on planting. The project will compensate for permanent losses and long duration disruptions and exact area figures were provided 6/5/22. London Borough of Havering advised on 15/6/22 that if figures can be provided for other open space replacement in the borough, the total net loss/gain may allow a position to be agreed.</p> <p>On 25/7/22 National Highways confirmed by email that there is a net gain of 6,643.05 sqm of open space within London Borough of Havering. This is entirely provided by the replacement associated with Thames Chase. The replacement associated with Folkes Lane lies entirely outside London Borough of Havering at Hole Farm and is in addition to the figure above. The absolute loss being compensated for at Folkes Lane is the strip along the M25 and the majority of land eventually returns to public open space, but with restrictions on use/planting, access rights to the gas main and after a substantial 9+ months access interruption. This matter is under discussion pending London Borough of Havering's consideration.</p>		
Heritage as an environmental factor	2.1.15	The draft DCO Requirement 4 on Environmental Management Plans does not include heritage as an environmental factor. Requirement 4 (6) should reflect that where achievable, physical preservation of important remains is the most desirable management technique	Requirement 9 of the dDCO addresses the management and delivery of archaeological mitigation in line with the draft Archaeological Mitigation Strategy – Outline Written Scheme of Investigation (AMS-OWSI), which prominently states that the first principle of mitigation is to preserve or protect archaeological remains wherever possible.	Draft DCO (Application Document 3.1)	Matter Under Discussion

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		and should be robustly explored, to remain compliant with the NN-NPS.	This matter is under discussion pending London Borough of Havering's consideration.		
Biodiversity net gain	2.1.16	No mention of Biodiversity net gain in the document. It is important to ensure that Biodiversity enhancements deliver measurable net gain in line with The National Policy Statement for National Networks (NPSNN) Paragraph 5.33.	Biodiversity Net Gain (BNG) will soon become a mandatory requirement for all major infrastructure projects following the Environment Act being passed into law in November 2021. The DCO application documents will provide details of the BNG associated with the Project. This information will be presented in Chapter 8 (Terrestrial Biodiversity) of the Environmental Statement with the detail of the BNG metric calculations provided in Appendix 8.21 Biodiversity Metric. This matter is under discussion pending London Borough of Havering's consideration of the DCO application submission.	ES Chapter 8 (Application Document 6.1) Appendix 8.21 - Biodiversity Metric Calculations (Application Document 6.3)	Matter Under Discussion
Route selection, modal alternatives & assessment of reasonable alternatives					
Route alignment	2.1.17	London Borough of Havering agrees with the proposed route alignment Or London Borough of Havering does not agree with the proposed route alignment	National Highways awaits London Borough of Havering's position on this matter.	N/A	Matter Under Discussion
Consultation and engagement					
Adequacy of Consultation test	2.1.18	London Borough of Havering considers that, on the whole, the consultation process that National	National Highways notes London Borough of Havering's position on this matter as provided in their summary to the Planning Inspectorate.	N/A	Matter Agreed

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		<p>Highways has undertaken following its withdrawal of its application in October 2020, has met with the requirements of the Planning Act 2008. However, there are a number of issues related to the adequacy of consultation that will be drawn to the attention of the Planning Inspectorate in the Adequacy of Consultation Report.</p>			
<p>Engagement with gypsies, travellers and showpeople</p>	<p>2.1.19</p>	<p>London Borough of Havering informed National Highways that 5 Gypsy & Traveller and Travelling Showpeople's sites identified in the Local Plan were in close proximity to the order limits.</p> <p>The sites were: Ashlea View, Laburnum Stables, Railway Sidings, Tyas Stud Farm and Fair Oaks showmen's quarters.</p> <p>London Borough of Havering raised concerns that without adequate information and support, residents may vacate sites when construction starts requiring the Council to identify alternative sites. London Borough of Havering noted that there are no public Gypsy and Traveller sites, (Council owned or registered provider) within the borough and there is no capacity/flexibility on privately owned</p>	<p>National Highways committed to providing ongoing updates on traveller engagement. Railway Sidings, Tyas Stud Farm and Fair Oaks were included in voluntary negotiation letters in Nov 2021. On 13/12/21 the Communities and National Highways explained the engagement approach, committing to in-person contact for all the sites flagged.</p> <p>In-person introductions were reported on 31/1/22 and 1/2/22 with notable positive reception at the three sites named above as directly affected. Contact details were exchanged with the communities team and the residents confirmed their understanding of the plans. The Railway Sidings are already familiar with pre-enabling works teams and Fair Oaks gave a warm reception, flagging their sole significant concern as maintenance of access during works.</p> <p>Targeted visits to Tyas Stud Farm during the Local Refinement Consultation have been positive and residents were pleased to learn of</p>	<p>N/A</p>	<p>Matter Under Discussion</p>

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		<p>sites. London Borough of Havering will not be making any additions or alterations to the sites that have been identified as the sites have been allocated in the emerging Local Plan to meet identified need. Assurances were sought that a suitable level and type of engagement was in place with these residents, accounting for potential literacy issues, to ensure they understood and could comment on the proposals.</p> <p>On 25/7/22, London Borough of Havering noted its contentment that wishes had been respected and will share known contacts for the harder to contact sites.</p>	<p>the reduced disruption and removal of proposed work from inside their site due to the revised utility work.</p> <p>Engagement continues as initiated by residents or periodically as the project develops according to impact. A further update was presented to London Borough of Havering on 25/7/22, reporting difficulties with access at Willow Tree Lodge and Ashlea View, with contact cards left. The Project will revisit these sites. The policy adopted by the Project is to engage where a change or activity will affect the residents. This has been consistently requested by residents. This matter is under discussion pending completion of engagement at the sites requiring a revisit, after which this is considered a matter potentially agreed.</p>		
M25 compound changes at North Ockendon	2.1.20	<p>In its response to the 2022 Local Refinement Consultation, London Borough of Havering noted the relocation of a works compound from North Ockendon Pit to an expanded compound close to residents in Church Lane, North Ockendon. This was due to National Highways' decision to reduce its impact on a Site of Importance for Nature Conservation (SINC). It stated that whilst reducing the impact on North Ockendon Pit is welcome, the relocation of the</p>	<p>At a meeting on 25/8/22, it was explained that the change was documented in the Landowner Engagement and Minor Refinements document issued online at the same time as the Local Refinement Consultation. Due the minor nature and extent of the changes, National Highways wrote to those with a legal interest in the land on which the M25 construction compound would be located to let them know about the proposed change to its layout and to seek any feedback from them. The document explained the change.</p> <p>At the meeting, it was confirmed that due to the nature of the activities planned and the robust mitigations in the Code of Construction Practice,</p>	N/A	Matter Under Discussion

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		<p>construction compound should have been included within the Local Refinement Consultation itself, so that residents could better understand what the impact would be for them and have the opportunity to respond.</p> <p>The Council expects further information to be provided detailing the impact the construction compound relocation will have on residents and businesses located in Church Lane, particularly with regard to noise, lighting and vibration.</p> <p>London Borough of Havering emailed National Highways on 16/8/22 to follow up points raised at a meeting between National Highways and the Council's Leader and cabinet about this site. A formal request was made for an officer briefing and for details of the change to be directly communicated to the affected residents together with an opportunity to formally respond despite the main consultation closing. It was noted that choosing not to do so would be unacceptable and would be a matter the Council would consider raising with the Planning Inspectorate when invited to comment on the Adequacy of</p>	<p>National Highways did not believe the change would materially alter the impacts on residents compared to those originally publicised in the 2021 Community Impacts Consultation.</p> <p>At the meeting it was agreed that to address the Borough's concerns, residents on Church Lane would be written to with this information and an opportunity to formally comment between 1/9/22 and 2/10/22 (this includes allowances for Royal Mail industrial action). The letter will also offer an option to book call-backs with specialists to discuss the change. This matter is under discussion pending completion of the engagement exercise.</p>		

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		Consultation (AoC). The Council believed that offering residents the opportunity to comment would remedy the oversight in the Local Refinement Consultation process.			
Land and compulsory acquisition					
Business impacts on Upminster cemetery	2.1.21	<p>London Borough of Havering is concerned that a closure of up to 19 months on Ockendon Road is going to lead to severe disruption for traffic in the local area and this will have wider implications for other community facilities.</p> <p>Concerns have been raised about Upminster Cemetery. The Outline Traffic Management Plan for construction suggests that the section of Ockendon Road that goes over the railway would be closed for up to 19 months.</p> <p>During the 2021/22 Financial Year, Upminster Cemetery handled 2878 Cremations and 287 Burials. There continues to be concern about the impact construction over such an extended period of time will have on the Cemetery’s ability to serve a wide catchment area. London Borough of Havering believes that these impacts will lead to reputational damage with</p>	<p>At a meeting on 20/4/22, it was explained that National Highways appreciates the impacts the closure would cause and is actively seeking to reduce the closure duration by using methods such as rephasing a water diversion and opening the underpass earlier. Any change will be accounted for in the oTMPfC road closure table in the DCO submission, although the proximity of the railway means a significant closure is considered unavoidable at this stage. Effects on businesses will be considered in line with a standard methodology - taking into account business type and localised effects (such as the closure of Ockenden Road) - within the Environmental Statement. On 17/8/22, National Highways received a full written explanation of the evidence LB Havering has compiled to demonstrate the stated effect and is reviewing this evidence in order to reach a conclusion on any approach to mitigation and/or compensation should that be considered to be required. This matter is under discussion pending the outcome of the review.</p>	<p>Outline Traffic Management Plan for Construction (Application Document 7.14)</p> <p>Environmental Statement (Application Document 6.1)</p>	Matter Under Discussion

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		<p>stakeholders choosing to use Cemeteries and Crematorium in the wider region instead, impacting on the local economy.</p> <p>The Council has already begun discussions with local Funeral Services to better understand how they feel construction works are going to impact on their own business. The clear view it is getting from discussion with local Funeral Services is that diversions due to construction could add substantial mileage costs to local businesses. There is also a strong view that continual road closures, diversions and extended journey times will put a strain on local businesses such as Funeral Services.</p> <p>The Council welcomes the positive approach National Highways have taken for trying to resolve this matter and it is noted that National Highways will need to consider further information provided on the expected impacts before any further discussions can take place.</p>			
Design – Road, Tunnels, Utilities					
Green bridge at Thames Chase	2.1.22	At 2020 Supplementary Consultation and Design Refinement Consultation, London Borough of	National Highways specialists met London Borough of Havering on 18/6/21 to explain the design choice for the bridge. This was followed	N/A	Matter Agreed

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Community Forest (TCCF)		<p>Havering expressed disappointment that unlike other bridges proposed over the LTC, the walking cycling and horse riding (WCH) bridge linking east and west TCCF is not a 'green bridge'. Given the adverse impact the Project will have on the TCCF, London Borough of Havering strongly recommended the bridge is upgraded to a WCH green bridge so that it can also have the added benefits of acting as a wildlife corridor that connects habitats and therefore contributes to the wider green infrastructure network.</p>	<p>by a paper shared on 17/1/22. The proposal for the new footbridge in this location resulted from conversations with Thames Chase Community Forest and Forestry England. They expressed concerns about the impacts of construction on the existing culvert (under the M25) which had come to be routinely used as a pedestrian link to the east side of the forest centre over the years. The parties raised their aspirations to improve access between the two sides of the site, and a bridge for non-motorised users (walkers, cyclists and horse riders) was requested.</p> <p>A green bridge was ruled out for ecological, design and cost reasons. It should be noted that the existing culvert access is not lost as a result of the Lower Thames Crossing, so provision of any extra route over the M25 exceeds the mandatory project requirements.</p> <p>At 220m long, the length makes any meaningful benefit of soft landscape for habitat improvement difficult to achieve without substantially increasing the width of the bridge structure. The bridge has been designed for Walkers, Cyclists and Horse riders (WCHs) as a shared Non-Motorised User (NMU) route. Any additional soft landscape would require widening the footbridge structure to accommodate for the provision of 'green space' and result in prolonged closures of the M25 during construction due to the increased size. The cost of the structure would also likely double. The Project does not create any new severance of</p>		

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			<p>habitat at this location therefore there will be no impact of this type with or without the proposed bridge.</p> <p>London Borough of Havering subsequently accepted this reasoning and the choice of design.</p>		
Construction					
Impact on schools in Havering - engagement	2.1.23	<p>In its response to the 2021 Community Impacts Consultation, London Borough of Havering reported serious concern about the impact of Project construction on schools located along St Mary's Lane where there is scheduled to be traffic management in place for several years, and a road closure nearby on Ockendon Road for up to 19 months. It was noted this is going to be disruptive for staff, parents and pupils accessing the school facilities.</p> <p>As some of these schools have catchment areas beyond the Havering boundary, this may have a greater impact on certain pupils who still have to travel by car.</p> <p>In addition, National Highways traffic modelling indicates that a number of junctions in the borough are likely to be operating close to capacity which will cause disruption for journeys to schools close to these junctions. Out</p>	<p>The oTMPfC sets out general access requirements of school staff, parents and children and describes what should be addressed as a minimum in the Traffic Management Plan (e.g. maintaining safe access and egress, advance warning for sensitive events, HGV movements not permitted past school entrances during drop off and pick up times). Work is ongoing to identify whether additional measures may be required.</p> <p>Engagement with the Council has taken place specifically around mitigation measures for potentially affected schools. As acknowledged, a School Engagement Plan is in place for the Project, accompanied by a register of engagement activities undertaken with individual schools which records feedback about issues / concerns that individual schools express. The engagement programme with schools aims to raise awareness of the project and to manage issues, for example environmental issues or those relating to access / travel to school.</p> <p>Additionally, the Code of Construction Practice states that the Contractor's Communication and</p>	<p>Code of Construction Practice including the REAC (Application Document 6.3)</p> <p>Outline Traffic Management Plan for Construction (Application Document 7.14)</p>	Matter Under Discussion

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		<p>of the 26 schools that are identified as affected, 15 are TfL STARS accredited at gold, and 2 at bronze, showing that the Council has a well-established Active Travel programme amongst the schools that will be affected by the scheme.</p> <p>Given the impact the scheme will have on schools in the area, the Council would expect National Highways to run a full engagement and communication programme with the schools to ensure they are fully aware of the project, and its implications. Schools are important parts of a local community and need to be kept fully aware of any changes to the project such as project timescale etc, so these in turn can be communicated to parents and pupils.</p> <p>In its response to the 2022 Local Refinement Consultation London Borough of Havering acknowledged that National Highways has produced a schools engagement plan setting out how it intends to work with schools impacted by construction works. The Council noted this is very welcome, and it is pleasing to see that National Highways will be guided by the local</p>	<p>Engagement Plan (CEP) will specify 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 Liaison Groups are proposed to be open to attendance from the local community, which would include school representatives. Local community leaders from the CLGs will be identified and invited to attend the Traffic Management Forum (this could include school representatives).</p> <p>At the meeting on 25/7/22, it was confirmed that a Schools Working Group would be created for those most affected. The schools engagement coordinator continues to liaise directly with Council officers to set this up. The meeting also clarified the Council's expectation that the engagement would be phased according to construction/traffic impacts timeline and designed proportionate to scale of impact, to ensure it was manageable and relevant. This is also subject of liaison with officers in order to develop a plan per school.</p> <p>This matter is under discussion pending London Borough of Havering's consideration of sufficient maturity of the engagement plans in advance of contractors mobilising.</p>		

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		<p>authority and the schools themselves when determining the type of engagement activities.</p> <p>The Council remained of the view that the schools that will be part of this engagement exercise need to come from a much wider catchment area. A wider list was discussed at a meeting on 25/7/22, based on those close to modelled traffic increases.</p>			
Impact on schools in Havering - mitigation	2.1.24	<p>In addition to the points made above under "Impact on schools in Havering - engagement", in its response to the 2021 Community Impacts Consultation, London Borough of Havering requested specific mitigations for the construction impacts on schools.</p> <p>In its response to the 2022 Local Refinement Consultation London Borough of Havering provided a list of schools most affected on St Mary's Lane and Ockendon Road and reinforced its request for mitigation in the form of both physical infrastructure improvements and behaviour change activities for the schools, fully funded by National Highways, to be agreed with the Council and the schools themselves.</p>	<p>The requests are noted. The Population and Human Health assessment includes impacts on educational facilities. Schools have been identified within a prescribed study area (500m from the Order Limits) which include schools along St Marys Lane. The results of the assessment will feed into the oTMPfC which will identify further related mitigation measures.</p> <p>It is noted that the Council has stated the level of additional mitigation ultimately requested will depend on the outcome of the school engagement planning detailed above under "Impact on schools in Havering - engagement". The position of National Highways and the Council regarding the requests remains under discussion pending sufficient maturity of the engagement plans.</p>	N/A	Matter Under Discussion

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Impact and duration of Ockendon Road closure	2.1.25	<p>In its response to the 2021 Community Impacts Consultation and 2022 Local Refinement Consultation, London Borough of Havering raised serious concerns that the proposed 19 month closure of Ockendon Road is going to lead to severe disruption for traffic in the local area with wider implications for other community facilities. The Council is also very concerned that some roads may receive displaced traffic because of the closure of Ockendon Road.</p>	<p>At a meeting on 20/4/22, it was explained that National Highways appreciates the impacts the closure would cause and is actively seeking to reduce the closure duration by using methods such as rephasing a water diversion and opening the underpass earlier. Any change will be accounted for in the oTMPfC road closure table in the DCO submission, although the proximity of the railway means a significant closure is considered unavoidable at this stage.</p> <p>It was also explained that the oTMPfC commits the Project to a Traffic Manager and Traffic Management Forum, with attendees, consultees and contributors listed. The Traffic Management Forum, specifically, is intended to resolve issues through consultation and exploring the local knowledge that the relevant authority possesses and incorporating that knowledge into the Traffic Management Plans (TMPs). These TMPs will be developed post consent and in line with the controls and commitments in the oTMPfC. London Borough of Havering will be a consultee when developing TMPs.</p> <p>As part of the preparation of TMPs, temporary traffic management measure proposals will be consulted on with the relevant authority as set out in the oTMPfC. As such, the exact length, nature and duration of temporary traffic management measures will be discussed and relevant authority comments, issues considered and incorporated where reasonably practicable. The level of detail sought by London Borough of</p>	Outline Traffic Management Plan for Construction (Application Document 7.14)	Matter Under Discussion

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			<p>Havering will be developed by the contractor as part of the TMPs, which will include principles and mechanisms that allow interface and dialogue between relevant stakeholders.</p> <p>Table 2.3 of the oTMPfC outlines the requirements of various stakeholders including community facilities and how the subsequent TMPs will address these when developed.</p> <p>This matter is under discussion pending London Borough of Havering's consideration of the DCO submission.</p>		
General construction traffic impacts	2.1.26	<p>In its response to the 2021 Community Impacts Consultation, London Borough of Havering welcomed engagement on traffic management to date but raised concerns about the traffic management measures for the scheme, and any displaced traffic, impacting other roads. For example, Front Lane which is a key route between A127 and St Marys Lane could see an increase in flows during construction.</p> <p>Traffic management in the wider areas needs to be planned carefully to minimise impact on residents and businesses. The Council's New Roads and Street Works team would need to be engaged in the planning of these traffic management measures given their statutory</p>	<p>At a meeting on 20/4/22, it was explained that the oTMPfC commits the Project to a Traffic Manager and Traffic Management Forum, with attendees, consultees and contributors listed. The Traffic Management Forum, specifically, is intended to resolve issues through consultation and exploring the local knowledge that the relevant authority possesses and incorporating that knowledge into the Traffic Management Plans (TMPs). These TMPs will be developed post consent and in line with the controls and commitments in the oTMPfC. London Borough of Havering will be a consultee when developing TMPs.</p> <p>As part of the preparation of TMPs, temporary traffic management measure proposals will be consulted on with the relevant authority as set out in the oTMPfC. As such, the exact length, nature and duration of temporary traffic management measures will be discussed and relevant authority comments, issues considered</p>	<p>Outline Traffic Management Plan for Construction (oTMPfC) (Application Document 7.14)</p> <p>Transport Assessment (Application Document 7.9)</p> <p>ES Chapter 16 - Cumulative effects (Application Document 6.1)</p>	Matter Under Discussion

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		<p>responsibilities for keeping traffic flowing and coordinating works on other parts of the road network. It is also important to note that there is a works embargo in the lead up to Christmas and this should be recognised within the final documentation.</p> <p>The Council considered that the early and swift construction of the haul roads and works accesses from the M25 was a practical step to reducing traffic impacts.</p> <p>The Council also noted the potential for disruption due to overlapping construction work for major projects, e.g. Gallows Corner or Lodge Avenue flyover improvements.</p>	<p>and incorporated where reasonably practicable. The level of detail sought by London Borough of Havering will be developed by the contractor as part of the TMPs, which will include principles and mechanisms that allow interface and dialogue between relevant stakeholders.</p> <p>Table 2.3 of the oTMPfC outlines the requirements of various stakeholders including community facilities and how the subsequent TMPs will address these when developed.</p> <p>At the meeting on 20/4/22 it was explained that there will be 12-24 months of work before major earthworks. This span is reflected as the quoted window for building the M25 accesses. Enabling and utilities works will be carried out during this time. National Highways appreciates that these accesses take construction movements and deliveries off the local network, but noted the window must be flexible due to the number of third parties influencing the work.</p> <p>An 'Interrelationships with other Nationally Significant Infrastructure Projects and Major Development Schemes' document will be issued with the DCO submission, providing information on interfaces with other projects and how they are to be managed.</p> <p>The traffic assessment for the Project has taken into consideration the impact of construction for other consented/approved schemes. Further assessment of cumulative effects will be presented in ES Chapter 16 and the updates to the chapter for resubmission will include</p>		

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			<p>consideration of further mitigation measures, in addition to those identified for individual topics. This matter is under discussion pending London Borough of Havering's consideration of the DCO submission.</p>		
Traffic Management Plans post-consent	2.1.27	<p>In its 2021 comments on the Transport Assessment from the previous DCO submission, the Council objected to the reliance on full Traffic Management Plans (TMP) being developed post-consent.</p>	<p>At a meeting on 20/4/22, it was explained that the oTMPfC commits the Project to a Traffic Manager and Traffic Management Forum, with attendees, consultees and contributors listed. The Traffic Management Forum, specifically, is intended to resolve issues through consultation and exploring the local knowledge that the relevant authority possesses and incorporating that knowledge into the Traffic Management Plans (TMPs). These TMPs will be developed post consent and in line with the controls and commitments in the oTMPfC. London Borough of Havering will be a consultee when developing TMPs.</p> <p>As part of the preparation of TMPs, temporary traffic management measure proposals will be consulted on with the relevant authority as set out in the oTMPfC. As such, the exact length, nature and duration of temporary traffic management measures will be discussed and relevant authority comments, issues considered and incorporated where reasonably practicable. The level of detail sought by London Borough of Havering will be developed by the contractor as part of the TMPs, which will include principles and mechanisms that allow interface and dialogue between relevant stakeholders.</p>	Outline Traffic Management Plan for Construction (oTMPfC) (7.14)	Matter Not Agreed

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			National Highways believes this is appropriate for this stage of development.		
Use of river for construction transport	2.1.28	In its response to the 2021 Community Impacts Consultation, London Borough of Havering strongly encouraged the landing of aggregates and other construction materials at proximate wharves.	<p>National Highways has now committed to a target for use of port facilities for transportation of bulk aggregates. This is defined in an updated Outline Materials Handling Plan, with a relevant extract shared on 5/4/22.</p> <p>Subject to exceptions, the Project shall utilise port facilities for at least 80% by weight of bulk aggregates imported to the North Portal Construction Area. This commitment translates into 35% of the total bulk aggregates across the project being transported via port facilities. Materials supply lines and procurement will be developed by Contractors to align with their construction programmes, all within the framework of DCO control documents.</p> <p>This matter is under discussion pending clarification of the locations/wharves proposed to be used after submission of the DCO application.</p>	Code of Construction Practice (CoCP) Annex B - Outline Materials Handling Plan (oMHP) (6.3)	Matter Under Discussion
Access to Folkes Lane Woodland	2.1.29	London Borough of Havering welcomes commitments from the Project to maintain public access to Folkes Lane Woodland during construction of the gas diversion.	Through engagement with the Cadent, the Project has obtained a commitment for the Utility Logistics Hub at Folkes Lane Woodland to be moved north. This permits the Project to commit to retention of the public parking and transit of pedestrians along the right of way between Folkes Lane and the M25 footbridge during construction. This matter is under discussion until the finalised commitment is shared with	N/A	Matter Under Discussion

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			London Borough of Havering for consideration once drafting is complete.		
Construction in the Transport Assessment	2.1.30	In 2021, London Borough of Havering noted a number of changes to the revised draft TA shared by National Highways. It welcomed positive aspects including a move from 5 to 11 phases (giving more detail) across all areas rather than three areas, as construction traffic effects will be seen across the whole area irrespective of where they occur. Inter site and outbound movement of materials assumptions were also noted and HGV modelling at 2.5 PCUs per vehicle was confirmed to be in line with standard assumptions. The Council noted no detail of the HGV numbers assessment is provided i.e. how the number of HGVs have been built up for each site location and phase. The 20% buffer however, would appear to be a sensible buffer for a potentially robust analysis.	National Highways notes the feedback and considers the revised structure of the TA to potentially be a Matter Agreed. This matter is under discussion pending London Borough of Havering's consideration.	Transport Assessment (Application Document 7.9)	Matter Under Discussion
Charging					
Resident and business discount for Havering	2.1.31	London Borough of Havering considers the decision not to include the borough in the proposed local resident discount scheme (LRDS) for crossing charges to be unfair and	It is proposed to offer a Local Resident Discount Scheme (LRDS) on the same basis as that provided at Dartford. That is, the discount will be offered to residents living in Boroughs that host a tunnel portal, which Havering does not.	Road User Charging Statement (Application	Matter Not Agreed

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		<p>unjustified and further believes this scheme should include local businesses. London Borough of Havering cites the fact it will 'host' part of the Project as will Thurrock and Gravesham. It notes that parts of boroughs included in the scheme are a similar or greater distance from the tunnel than parts of London Borough of Havering. London Borough of Havering considers that inclusion in the LRDS would mitigate scheme impacts on residents and businesses and will support the viability of local businesses and employment.</p>	<p>The option to include business travel within the LRDS, as well as to modify the geographical extent were among several reviewed by DfT in 2012. Inclusion of business travel was rejected, as recorded in the 2013 report since it would generate more traffic and reduce income and would be an extra cost to administer. The report also concluded that any extension of the LRDS to other boroughs or parts thereof generates more traffic, and leads to further boundary issues.</p>	<p>Document 7.6)</p>	
Hypothecation	2.1.32	<p>London Borough of Havering asserts that funding for proposed interventions should be hypothecated from the user charging revenue rather than other funds being sought to pay for mitigation. London Borough of Havering seeks further clarification as to the purpose of the charge, the destination of any income generated and whether it can be used to invest in local or national transport projects.</p>	<p>Revenues raised by the charge at Lower Thames Crossing will be accounted for in the Department of Transport's Main Supply Estimate which is voted for annually by Parliament. The charge at both Dartford and Lower Thames Crossing is a congestion charge and not a toll. They are not hypothecated, i.e. revenues from charges are not part of the funding mechanism for the crossing. Hypothecation is not a central feature of the UK tax system and governments have opposed its adoption on the grounds that spending priorities should not be determined by the way in which money is raised. Further information is available in the Road User Charging Statement.</p>	<p>Road User Charging Statement (Application Document 7.6)</p>	<p>Matter Not Agreed</p>

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Consistency of charging with other crossings	2.1.33	London Borough of Havering requests a comparable and consistent charging system to the Dartford Crossing including a toll discount for residents, employees and businesses of host boroughs. London Borough of Havering further requests for National Highways to work closely with TfL/GLA regarding other future chargeable crossings (e.g. Silvertown and Blackwall) and in considering the strategic implications of charging schemes.	Following feedback from the 2018 Statutory Consultation, National Highways has accepted feedback from the consultation stakeholders, that it is important to have consistency in charging between the crossings at Dartford and Lower Thames Crossing. Hence all charges, hours of operation, exemptions, enforcement are proposed to be the same at both crossings. Charging regimes at Blackwall and Silvertown tunnels are a matter for the Mayor of London and the level of charges has not yet been announced. However, National Highways and TfL are in ongoing discussions about the evolution of their plans and how they may interact for the primary purpose of operational coordination.	Road User Charging Statement (Application Document 7.6)	Matter Not Agreed
Provision for flexibility	2.1.34	London Borough of Havering queried that at statutory consultation the Applicant intended to offer a “flexible” approach on charging. However, this changed at Supplementary Consultation and the proposal was to align charges at LTC with Dartford.	In the 2018 Statutory Consultation comments were invited on charging flexibility in particular in relation to <ul style="list-style-type: none"> • charge amounts • charged and non-charged hours • application of peak charges • vehicle classifications • emissions-based charging • accounts, discounts and exemptions The majority of local authority stakeholders that commented on charging flexibility stated that their preference was for charges at LTC to mirror those at Dartford. National Highways supported this preference on the grounds of	Road User Charging Statement (Application Document 7.6)	Matter Not Agreed

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			economies of scale, the performance of the scheme and better customer experience.		
Charging from day one of operation	2.1.35	London Borough of Havering questioned whether the assumptions upon which the ES is based could be undermined by the DCO itself granting powers for, but not compelling, the SoS to implement the charging scheme as proposed.	The DCO will state that there will be a charge mirroring that at Dartford and that the charge will apply from the day of opening of the Project. The Secretary of State is the charging authority and will always have the power within the relevant legal framework to amend the charge as he/she sees fit. This matter is under discussion pending London Borough of Havering's consideration.	Road User Charging Statement (Application Document 7.6)	Matter Under Discussion
Charging justification and the NPS	2.1.36	At a meeting on 19/8/22, London Borough of Havering challenged why charging was in place for demand management and not to pay for the infrastructure, as this contradicts the relevant part of the NPS.	Although charging revenue would not directly fund the Project, it would go to the Government and hence distribute the cost of the Lower Thames Crossing between the taxpayer and users. This is aligned with the National Policy Statement for National Networks paragraph 3.25. Further information is available in the Road User Charging Statement. This matter is under discussion pending consideration by London Borough of Havering.	Road User Charging Statement (Application Document 7.6)	Matter Under Discussion
Traffic and economics					
Comprehensive traffic assessment	2.1.37	London Borough of Havering requested sufficient modelling data to carry out a comprehensive review of the traffic impacts of the project. Concerns were raised, based on the DCO1 transport assessment, that the strategic nature of the model impaired its accuracy in predicting	The scale of the project requires a strategic model, but many local roads are included and cordons have been provided to London Borough of Havering for detailed analysis. Replies issued on 25/5/22 to confirm National Highways considers growth in the Project's transport model, which is capped to DfT growth figures, is robust, especially as it is higher than	Transport Assessment (Application Document 7.9)	Matter Under Discussion

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		<p>local impacts and that the age of its 2016 base year may reduce its validity. It was felt that summaries shared in the Community Impacts Consultation 2021 did not supply a full picture of the detailed impacts predicted by revised modelling.</p>	<p>growth within LoHAM (the London Highway Assignment Model, used by Transport for London).</p> <p>National Highways does not agree that the age of the baseline data would reduce the validity of the model – 2016 is within the guidance of an acceptable model duration (validity period of the model). National Highways notes that the last ‘pre-Covid’ year is 2019 which is only three years after the model’s Base Year.</p> <p>Joint meeting held with TfL 17/2/22 to agree additional analyses required to understand the operational modelling released on 23/7/21. Revised operational modelling was released on 29/4/22, based on a 2030 opening year. Additional analyses were delivered on 4/8/22. This matter is under discussion pending London Borough of Havering’s consideration.</p>		
Growth assumptions in traffic modelling	2.1.38	<p>London Borough of Havering asked National Highways to consider planned developments in boroughs, taking into account the housing targets and zones in the Havering Local Plan and the London Plan.</p>	<p>The Project’s transport model was built following the principles and processes set out in the Department for Transport’s (DfT) Transport Analysis Guidance (TAG).</p> <p>Growth within the transport model is capped in line with DfT traffic forecasts (TEMPro 7.2) and adjusted locally to account for developments close to the Project that are under construction, have a planning application and planning permission (as of 30th September 2021 for our DCO submission). A high growth scenario is also undertaken and reported within the Transport Forecasting Package (Appendix C of</p>	<p>Transport Assessment (Application Document 7.9) Combined Modelling and Appraisal Report (ComMA) (Application Document 7.7)</p>	Matter Under Discussion

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			the ComMA), a copy of which has been provided to the authority dated October 2020. Only developments from local plans that meet these criteria can be included. This matter is under discussion pending London Borough of Havering's consideration.		
Wider Network Impacts					
Wider network impacts on local and strategic roads	2.1.39	London Borough of Havering requested mitigation by National Highways for traffic impacts indicated by modelling on a number of local roads and junctions plus the A127. London Borough of Havering is concerned that these locations may already be close to capacity before any increase in traffic due to the Project.	<p>National Highways continues to actively engage with London Borough of Havering regarding the traffic impacts of the LTC project. As part of this programme it has supplied outputs from modelling and held appropriate technical meetings, supported by further data assistance where necessary. This will subsequently enable a well-founded discussion of National Highways' response to these concerns. The DCO application will contain the results of further traffic assessments, and present the traffic conditions on the wider road network. National Highways considered comments when preparing the DCO application documents for submission to ensure confidence can be provided about the nature of future traffic conditions.</p> <p>National Highways is working with London Borough of Havering and Transport for London to conduct a series of workshops and modelling exercises to interrogate the impacts of the project on the wider road network in more detail, led by the outputs from the main scheme modelling which has been shared with</p>	<p>Wider Network Impacts Management and Monitoring Plan (Application Document 7.12)</p> <p>Draft DCO (Application Document 3.1)</p> <p>Transport Assessment (Application Document 7.9)</p>	Matter Under Discussion

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			<p>authorities. National Highways is currently in joint discussions with relevant authorities in accordance with licence obligations to work with others to align national and local plans and investments, balance national and local needs and support better end-to-end journeys for road users.</p> <p>At a meeting on 29/7/22, National Highways explained its approach to Wider Network concerns from Local Authorities before and after the crossing opens. It was explained that National Highways has assessed the wider network impacts of the LTC scheme and has considered these against the requirements set out in the National Policy Statement for National Networks (DfT, 2014), and considers that the adverse transport impacts are acceptable under this policy. Further information on policy compliance can be found within the Transport Assessment. As such, National Highways is not committing to any direct additional funding for interventions on the wider network through the DCO.</p> <p>The Project is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p>		

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			<p>An updated Wider Network Impacts Management and Monitoring Plan (WNIMMP) will be included in the application, providing information about the proposed traffic monitoring. National Highways will also provide a briefing on the changes made to the WNIMMP since a draft version was shared in the July 2021 Community Impacts Consultation.</p> <p>The traffic impact monitoring scheme 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 License from DfT para 5.1.9). National Highways will continue to deliver against this obligation in its collaborative work with local authorities.</p> <p>This matter is under discussion pending London Borough of Havering's consideration of the DCO submission.</p>		
Gallows Corner	2.1.40	London Borough of Havering raised concern about the impacts of any traffic increase at this strategic junction either on its capacity or in	As noted above under "Wider network impacts on local and strategic roads", 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),	Wider Network Impacts Management and Monitoring	Matter Under Discussion

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		<p>hastening deterioration and closure of the flyover.</p>	<p>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>TfL have confirmed the flyover will be removed or replaced by Project opening. A sensitivity test is underway to specifically consider the effects with the flyover removed.</p> <p>In addition, the Project is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>This matter is under discussion pending completion of the sensitivity test.</p>	<p>Plan (Application Document 7.12) Transport Assessment (Application Document 7.9)</p>	
Junction operational impacts	2.1.41	<p>At a meeting on 19/8/22, London Borough of Havering, with Transport for London, requested further modelling to understand impacts of the operation of junctions in Borough after the Project opens, following up on a point raised in the 2018 Statutory Consultation.</p>	<p>At a meeting on 25/8/22, the Traffic & Economics team agreed to carry out work for key junctions where this would be of value, subject to London Borough of Havering providing an updated list after consideration of the information shown by the latest modelling data cordon shared with both authorities. The results can then be considered in workshops.</p>	N/A	Matter Under Discussion

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			This matter is under discussion pending completion and review of the modelling.		
Air quality					
Updated air quality assessments	2.1.42	London Borough of Havering noted in the Community Impacts Consultation 2021 that "National Highways are of the view that there are no significant adverse impacts on air quality from the Project during operation, so no mitigation for air quality affects is required." Updated assessments to support this position have been requested and the Council reserves its position until they are shared.	National Highways will be holding a workshop with local authorities to outline the key changes in environmental data since the original DCO submission. In advance of this, a summary of the expected changes was shared on 11/5/22 and discussed at CIPHAG on 18/5/22. The workshops will be held in late summer once the ES is finalised. The full data will be included in the DCO submission. This matter is under discussion pending London Borough of Havering's consideration of the workshops and the DCO application submission.	ES Chapter 5 – Air Quality (Application Document 6.1)	Matter Under Discussion
Air quality monitoring pre and post construction	2.1.43	London Borough of Havering assert that any monitoring proposed will need to include the setting up of permanent noise and air quality monitoring stations at agreed points. This is to maintain current baseline data and to allow them to be used to monitor levels post completion by comparing with the predicted noise/pollution levels.	National Highways is following the advice of LA 105 with regards to operational air quality monitoring. National Highways would only propose to undertake monitoring if its assessment predicted significant air quality effects which triggered the requirement for mitigation, which is not the case. The purpose of the monitoring would be to determine when and if the mitigation (for example speed restrictions) can be removed. Using operational monitoring to validate the air quality predictions in the EIA can be challenging as it can be difficult to differentiate the contribution of the Project from the baseline. Weather conditions can also have a significant influence on air quality, and any changes year	ES Chapter 5 - Air Quality (Application Document 6.1)	Matter Under Discussion

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			<p>on year are often strongly related to the weather. An example of this is if NO2 increased at a given receptor between 2028 and 2029, little confidence could be attributed to LTC being the cause. Using air quality modelling can quantify the impact as National Highways is able to control for external variables.</p> <p>Post completion monitoring is not intended to be provided in this package of works and therefore National Highways will not commit to it at this stage. However, operational monitoring of impacts is currently being considered by the Project. National Highways notes that London Borough of Havering have raised this concern in the past and will provide more information when a decision is made. This matter is under discussion pending an update.</p>		
Dust management commitments	2.1.44	<p>London Borough of Havering noted in the Community Impacts Consultation 2021 that the Design Manual for Roads and Bridges (DMRB) Guidance LA 105 (Air Quality) states that 'The construction dust assessment shall be used to inform the best practice mitigation measures in the EMP depending on whether the project has a high or low dust risk potential'. The Council requests justification of the selected dust mitigation measures set out in the REAC, more specifically, that they correspond to a high-risk site.</p>	<p>The good practice measures in the REAC, such as those set out in AQ001 - AQ005 would apply across all of the project. Implementation of these measures is not subject to the findings of any risk-based analysis.</p> <p>That should not be confused with National Highways' proposed approach to dust and particulate monitoring which would have regard for a risk-based approach having consideration for the details of the specific packages of work within the site boundaries and the location of receptors around the site. Should monitoring be required, the monitoring locations will be approved by the Secretary of State in consultation with the relevant local authority.</p>	Code of Construction Practice including the REAC (Application Document 6.3)	Matter Under Discussion

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		<p>In line with the above guidance, the on-site and off-site inspections should be daily. As such, commitment no. 1 under REAC ref. AQ005 should be amended accordingly.</p> <p>In line with the above guidance, a record of complaints / exceptional dust events should be kept, as measures to monitor mitigation effectiveness. The Council would also require detailed actions that will be taken, should a dust complaint be submitted. These should be included in the REAC.</p>	<p>This is to ensure the monitoring effort is focused, proportionate and linked to the action requirements set out in REAC item AQ008, triggered by an alert system when a predetermined site action level approved by the Secretary of State in consultation with the relevant local authority, is reached.</p> <p>REAC item AQ008 provides for the detail of dust monitoring to be approved by the Secretary of State in consultation with the relevant local authority. This would include approval for the frequency of monitoring or, where required, for continuous particulate monitoring. Actions taken to resolve the situation in the event that alert systems are triggered will be recorded in a site logbook and the relevant local authority notified of the event and actions by telephone or email, as soon as is reasonably practicable, after or during the dust event.</p> <p>Complaints regarding dust events will be recorded and managed in accordance with the proposed Community helpline, enquiries and complaints procedure, set out in section 5.2 of the Code of Construction Practice (CoCP).</p> <p>This matter is under discussion pending London Borough of Havering's consideration.</p>		
Cultural Heritage					
Code of Construction Practice and archaeology	2.1.45	In its response to the 2021 Community Impacts Consultation, London Borough of Havering noted the inclusion of some of the past	Archaeological interests will primarily be controlled by means of site-specific written schemes of investigation. National Highways proposes that the DCO would include a	Code of Construction Practice including the	Matter Under Discussion

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		<p>recommendations on archaeology in the new version of the REAC, but felt the CoCP currently still has less robust archaeological coverage than it would expect and would welcome further discussion with the Applicant to address this.</p> <p>It noted that as cultural heritage is excluded from the Environmental Management Plan (EMP) process and instead delegated to a separate Archaeological Mitigation Strategy - Outline Written Scheme of Investigation (AMS-OWSI), it advises that it is key that management of important archaeological remains uncovered during the project is included in the CoCP. This is so that stakeholders are aware of the obligations and processes in this area and any implications from these on the wider EMP sphere and construction programme. Information around the timetabling of investigations, key receptors and different options for managing remains for example, should be included in the CoCP at this stage.</p> <p>The Council continues to recommend that it would be appropriate to include detailed</p>	<p>requirement to the effect that no part of the authorised development is to commence until, for that part, a site-specific written scheme for the investigation of areas of archaeological interest, reflecting the relevant mitigation measures set out in the draft AMS-OWSI, has been submitted to and approved in writing by the Secretary of State, following consultation by the undertaker with the relevant planning authority on matters related to its function. This allows for the Council to be directly involved in the archaeological mitigation process.</p> <p>The REAC (which is now proposed to be directly incorporated into the CoCP) provides further commitments. The draft AMS-OWSI presented in ES Appendix 6.9 includes details of specifically identified measures to mitigate the impact to known heritage assets and a range of generic mitigation measures from which appropriate mitigation would be applied for currently unknown heritage assets that could be physically damaged by construction.</p> <p>Consideration for cultural heritage is not excluded from the Environmental Management Plan (EMP) process. Those cultural heritage mitigation measures committed to within the REAC will be worked into later iterations of the Environmental Management Plan as set out as a DCO requirement to the effect that no part of the authorised development is to commence until a EMP (Second Iteration), substantially in accordance with the Code of Construction</p>	<p>REAC (Application Document 6.3) Draft AMS-OWSI – Appendix 6.9 of the ES (Application Document 6.3)</p>	

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		<p>protocol for unexpected archaeological discoveries in this section of the CoCP, to reflect what is now included in the REAC, and the DCO condition.</p>	<p>Practice, for that part has been submitted to and approved in writing by the Secretary of State, following consultation by the undertaker with the relevant planning authority where the EMP (Second Iteration) must reflect the mitigation measures set out in the REAC.</p> <p>Nevertheless, the draft DCO contains requirements to the effect that:</p> <ul style="list-style-type: none"> • Any archaeological remains not previously identified which are revealed when carrying out the authorised development must be retained in situ and reported to the relevant planning authority as soon as reasonably practicable from the date they are identified. • No construction operations are to take place within 10 metres of such for a period of 14 days from the date of any such notice served unless otherwise agreed in writing by the Secretary of State. • If the relevant planning authority determines in writing that the archaeological remains require further investigation, no construction operations are to take place within 10 metres of the remains until provision has been made for the further investigation and recording of the remains in accordance with details to be submitted in writing to, and, unless otherwise agreed by the Secretary of State, approved in writing by, the relevant planning authority. 		

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			<p>This allows for Havering and other stakeholders to be directly involved in the mitigation process for previously unidentified archaeology. As the draft DCO includes requirements to secure the mitigation of previously unidentified archaeology, National Highways does not intend to duplicate or complicate this with a repeat commitment in the CoCP.</p> <p>This matter is under discussion pending London Borough of Havering's consideration of this information and the DCO submission.</p>		
Outstanding archaeological investigations	2.1.46	In its response to the 2021 Community Impacts Consultation, London Borough of Havering noted that although cultural heritage surveys have been carried out along many parts of the route, Havering's archaeological advisors are still awaiting important investigations into the Ockendon Channel and further trenching both in and north of Thames Chase Forest. These will be important in managing impacts on specific, high significance assets and may lead to further recommended updates to the CoCP.	<p>For Ockendon Channel, National Highways' palaeolithic specialists are updating their assessment based on further work within the area of the Ockendon Channel.</p> <p>For Thames Chase Forest, the boundary of the Project to the north of Thames Chase Forest has reduced and the impact is derived from a gas diversion running close to the existing M25. This matter is under discussion pending further information from National Highways.</p>	N/A	Matter Under Discussion
Redesign of works to protect archaeology	2.1.47	In its response to the 2021 Community Impacts Consultation, London Borough of Havering noted that Folkes Lane, Franks Farm, North Ockendon Conservation Area	At Folkes Lane, the ancillary works (a gas diversion) have not been finalised. If the gas diversion is required a pond will need to be constructed for ecological mitigation. This is close to an area of archaeological interest. Time	Draft AMS-OWSI – Appendix 6.9 of the ES (Application	Matter Under Discussion

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		and others are sites where planned ancillary works may affect important remains, and where a redesign of their impacts may be appropriate.	<p>has been allocated within the construction programme to allow archaeological investigation, if required, to inform the detailed design of the pond and any additional drainage.</p> <p>At Franks Farm, it is proposed that multi utility works follow the route of an existing 11kV high voltage underground cable. This will ensure that any areas of disturbance to potential buried archaeological remains is kept to a minimum. However, this is an archaeologically sensitive area, recorded as Warley Franks Manor, so archaeological mitigation will be required and this is set out in the draft AMS-OWSI.</p> <p>At North Ockendon Conservation Area, the ancillary works within the conservation area comprise multi utility works along Ockendon Road. The road already contains a number of utilities and routing the multi utility works along the road will ensure the minimum impact to any potential buried archaeological remains. However, the conservation area is archaeologically sensitive, so archaeological mitigation will be required and this is set out in the draft AMS-OWSI.</p> <p>This matter is under discussion pending London Borough of Havering's consideration of this information and the DCO submission.</p>	Document 6.3)	
Protection of archaeological finds	2.1.48	In its response to the 2021 Community Impacts Consultation, London Borough of Havering noted it is particularly concerned that managing important middle	The presence of important Middle Palaeolithic remains has been identified and assessed within Chapter 6 of the ES. The importance of these buried archaeological remains, and the complexity of the mitigation is reflected in the	Code of Construction Practice including the REAC	Matter Under Discussion

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		<p>Palaeolithic remains associated with the Ockendon Channel would necessitate complicated archaeological investigations parallel with the creation of the deep M25 link road cuttings and that physical and programme constraints may compromise that work if it is not planned for.</p> <p>Although the DCO provides a high-level obligation regarding reporting and protecting unexpected discoveries, the detail of how this would operate in practice is something that the Council continues to recommend is set out in appropriate detail in the CoCP.</p> <p>The Council notes REAC ref CH006 as offering a protocol by which to preserve key remains in situ and CH007 and 008 to monitor and manage such work, which should be for the duration of the project lifetime. It remains though that these aspirations are not always reflected appropriately elsewhere in the consultation documents.</p>	<p>programme and is set out in more detail in the draft AMS-OWSI</p> <p>The DCO establishes the required process as explained above under "Code of Construction Practice and archaeology". The detail for any required investigation and recording of previously unidentified archaeological remains would be developed on a site specific basis in collaboration with the relevant planning authority.</p> <p>The REAC items are not 'aspirations'. They would be legally binding commitments required under the DCO.</p> <p>This matter is under discussion pending London Borough of Havering's consideration of this information and the DCO submission.</p>	<p>(Application Document 6.3)</p> <p>Draft AMS-OWSI – Appendix 6.9 of the ES (Application Document 6.3)</p> <p>ES Chapter 6 Cultural Heritage (Application Document 6.1)</p>	
Archaeological evaluation prior to DCO application	2.1.49	In its response to the 2020 Supplementary Consultation, London Borough of Havering expressed concern that the appropriate level of archaeological	Reports on the completed programme of archaeological evaluations have been shared with heritage stakeholders. The original DCO application was withdrawn. A summary of these reports will be included as an appendix within	N/A	Matter Under Discussion

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		<p>evaluation is not going to be completed ahead of the DCO application. This work was due to commence in August 2019 but did not commence until December 2019. It is imperative that stakeholders have the opportunity to review this work ahead of the application being submitted.</p>	<p>the Cultural Heritage chapter of the ES. There are multiple reports, each of several hundred pages, so they may not be included in their entirety within the ES but will be available on request.</p> <p>This matter is under discussion pending London Borough of Havering's consideration of this information and the DCO submission.</p>		
Desk-based archaeological assessment	2.1.50	<p>In its response to the 2020 Design Refinement Consultation and subsequent comments on the draft ES, London Borough of Havering has remained concerned that there continues to be a lack of evidence and detail from a completed archaeological desk-based assessment for the scheme. There is also a lack of information from archaeological trials trenching. The Council would like to see further information on this before the DCO application is submitted.</p>	<p>A meeting was held on 17/2/2022 with London Borough of Havering, their specialist advisor from the Greater London Archaeological Advisory Service. At this meeting their advisor agreed with National Highways that following discussions with other key heritage stakeholders the desk-based assessment would be treated as a "fixed in time" document that would not be updated. However, the concerns made by the Council and other stakeholders have been considered. The ES Cultural Heritage chapter 6, and appendix 6.9, has been revised extensively since the previous DCO application submission and has taken into account the concerns of key heritage stakeholders including the advisor to London Borough of Havering. The revised approach was presented to Historic England, Essex Place Services and GLAAS (the London Borough of Havering's advisors) at a meeting on 24/5/22 and was received positively.</p> <p>This matter is under discussion pending further consideration by London Borough of Havering</p>	N/A	Matter Under Discussion

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			and their specialist of the documents in the DCO application submission.		
Terrestrial biodiversity					
Omission of SINC from documentation	2.1.51	<p>At Scoping Opinion stage, London Borough of Havering flagged that the ES must recognise that the railway corridor close to the route is identified as a Site of Importance for Nature Conservation (SINC).</p> <p>At 2021 Community Impacts Consultation, London Borough of Havering expressed concern that the Applicant appears to have omitted two SINC that are identified in the emerging Local Plan, these are Folkes Lane woodland SINC and Tylers Wood SINC. They are also omitted from the Large Scale Land Use maps. It should also be noted that North Ockendon Pit will be upgraded to a Metropolitan SINC.</p> <p>In addition, there are a number of other SINC that appear to have been omitted from the land use plans including Codham Hall West, Tomkyns East Pasture, Foxburrow Wood and Jermaines Wood.</p>	<p>Information was shared about SINC included in project assessments at meetings with London Borough of Havering on 24/1/22, 21/2/22, 4/4/22 and 20/4/22. 27 SINC are being assessed by LTC including the ones previously flagged as missing or subject to change by London Borough of Havering. The initial discrepancy was due to flaws in GiGL desk study data sets. The resubmitted DCO will take account of these and any revised impacts since 2020.</p> <p>On 21/2/22 the Project confirmed that Folkes Lane Woodland and Tyler’s Wood lay outside the order limits and would suffer no habitat loss.</p>	N/A	Matter Agreed
Level of impact at selected SINC	2.1.52	On 21/2/22, National Highways advised 7 SINC have been flagged as being adversely affected:	At a meeting on 4/4/22 the Project confirmed impacts had removed at these sites:	N/A	Matter Under Discussion

Topic	Item number	London Borough of Havering comment	National Highways comment	Document Reference	Status
		<ul style="list-style-type: none"> • Jermain’s Wood • Codham Hall Wood SINC and ASNW • Frank’s Wood ASNW • Ockendon Railsides SINC • Thames Chase Community Woodland • Fields south of Cranham Marsh • North Ockendon Pit. <p>London Borough of Havering expressed concern at the number of SINC directly impacted by the Project and requested reconsideration of order limits.</p>	<p>Jermain’s Wood - Previously the order limits included parts of the SINC site in error, but these have now revised to exclude the SINC.</p> <p>Fields south of Cranham Marshes - after review it was found that the mapping was showing an error, and the order limits had no overlap with the SINC. The mapping has now been updated to reflect this – the order limits now sit outside the SINC boundary.</p> <p>London Borough of Havering welcomed the reductions made.</p> <p>Mitigation will be planned for impact on or loss of habitat across the Project, and to create new habitats that are designed to link up existing habitats across the Scheme and region.</p>		
Level of impact at North Ockendon Pit	2.1.53	<p>London Borough of Havering expressed concern at the level of impact on North Ockendon Pit, half of which is to house a temporary construction compound CA14, when alternative land appeared to be available nearby.</p> <p>London Borough of Havering welcomed the reductions made at the SINC but stressed that this did not equate to endorsement of the new location, which is addressed under "M25 compound changes at North Ockendon", above.</p>	<p>On 4/4/22 National Highways confirmed that after review, the compound has been moved to an arable field to the west. A small strip along the southern edge of the SINC is still within the order limit so utilities can be installed in a trench for the compound.</p> <p>This change has benefited the ecological habitat of the SINC and been positive for the relationship with a landowner who will retain a field that was going to be used for mitigation of the SINC land. On 20/4/22 National Highways explained 90% of this SINC land use has now been removed but utility constraints preclude a practicable alternative to the remaining strip.</p>	N/A	Matter Agreed
Material Assets and Waste					

Topic	Item number	London Borough of Havering comment	National Highways comment	Document Reference	Status
Clarification of targets for waste diversion from landfill	2.1.54	<p>The London Borough of Havering noted in its response to the 2021 Community Impacts Consultation that table 2.6 of the Outline Site Waste Management Plan (oSWMP) reflects Table 6.1 of Outline Materials Handling Plan (oMHP), providing more detail of management route for categories of waste. The Borough welcomed targets for 95% diversion from landfill although it was not clear how targets (tonnages and % of anticipated management) for recovery/recycling and disposal have been derived. E.g. 485,000m3 (incl 15,000m3 'contaminated) excavation material identified in Section C 'Roads North', plus 799,000m3 (incl 6,000m3 'contaminated') from Section D 'Roads North. Total inert to landfill 63,150m3 plus 1.2Mm3 'diversion from landfill' requiring recovery. Also, 14,700 m3 contaminated material goes to 'recovery/recycling' and 6,300 m3 contaminated material to 'off-site disposal'.</p>	<p>Targets have been derived from professional judgement as well as reviewing construction information and practices gathered from other projects of national significance such as HS2, Thames Tideway, Crossrail and the Olympics, in particular the level of recycling/recovery performance achieved on these projects.</p> <p>The forecast waste data supporting the ES Chapter 11 and oSWMP is split into the LTC Main Works contract packages, which provides an indication of where the waste will be generated both north and south of the River Thames. Details on the waste management infrastructure used during the project would be detailed in the Site Waste Management Plan (SWMP), to be developed post consent.</p> <p>In addition, an Excavated Materials Assessment (EMA) (Appendix 11.1, Application Document 6.3) has been carried out to identify the capacity of potential receiver sites following the application of the screening criteria. This demonstrates the variety of potential receiver facilities that could be available to accept the Project wastes and will form the framework for Contractors to select receptor sites, identify new alternative receiver sites or reassess previously excluded potential sites, subject to such sites meeting the criteria established in this document. The methodology applied in the environmental assessment provides a standardised approach for identifying third-party potential receiver sites available to the Project.</p>	Excavated Materials Assessment (EMA) (Appendix 11.1, Application Document 6.3)	Matter Under Discussion

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			This matter is under discussion pending the London Borough of Havering's consideration and potential technical meetings.		
Proximity principle and sustainability of disposal	2.1.55	<p>The London Borough of Havering noted in its response to the 2021 Community Impacts Consultation that the oMHP seeks to apply the 'proximity principle' to aggregates supply, and so should also apply the proximity principle to waste requiring off-site management, which would reflect the stated principle of minimising road miles and impact on the local road network and the National Planning Policy for Waste. The Materials Handling Plan to be produced by the Contractors should identify the actual locations where waste requiring off-site management will be dealt with.</p> <p>While the proximity principle applies to mixed municipal waste being recovered or disposed of at one of the nearest appropriate installations, the spirit of the principle should also be applied to other types of waste, particularly given wider objectives of reducing unnecessary vehicle movements and associated impacts including emissions.</p> <p>The Borough welcomed REAC commitment MW012 "Contractor to</p>	<p>A list of existing third-party waste management facilities within Essex, Kent and the East London Waste Authority study area has been provided in the appendices of ES Chapter 11. All the sites listed in ES Appendix 11.3, Application Document 6.3 have been taken from the Environment Agency datasets and are appropriately permitted to accept the anticipated wastes generated by the Project. This demonstrates the variety of facilities available to the Project. The final selection of the receiver sites for surplus excavated materials would be carried out by the contractor using the screening criteria presented in the Excavated Materials Assessment (Appendix 11.1, Application Document 6.3). The screening criteria takes into consideration the proximity of the site, forecasted greenhouse gas emissions in transportation and handling of material and alternative mode of transport capabilities. Details on the types and quantities of waste anticipated to be generated by the project are provided in ES Appendix 11.5, Application Document 6.3.</p> <p>MW012 commits the contractors to using the screening criteria presented in the Excavated Materials Assessment (Appendix 11.1, Application Document 6.3) when selecting receiver sites for managing surplus excavated</p>	Excavated Materials Assessment (EMA) (Appendix 11.1, Application Document 6.3) Waste Assessment Supporting Data (Appendix 11.5 Application Document 6.3)	Matter Under Discussion

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		<p>identify re-use sites that meet HE sustainability criteria" and stated that this should include the proximity principle in its criteria.</p>	<p>material. The screening criteria account for proximity by setting a distance of 20km from the Order Limits. If the potential receiver site is within the 20km area, it passes with a green score. If a site is not within 20km but has an alternative transport option available (rail or river), it passes, scoring amber. If the site is not within 20km and only accessible by road, it scores red. This matter is under discussion pending the London Borough of Havering's consideration and potential technical meetings.</p>		
<p>Waste commitments in the REAC</p>	<p>2.1.56</p>	<p>The London Borough of Havering requested in its response to the 2021 Community Impacts Consultation that there could be more clarity over how REAC MW013 targets apply given there is apparent inconsistency between the target of 90% recovery of non-hazardous construction, demolition & excavation waste (is this by weight or volume?) and the expectation of the appointed Contractor to achieve a minimum recovery rate of 70% by weight. The targets applied are noted as broadly consistent with the Waste Management Plan for England, with its target of recovering at least 70% by weight of such waste by 2020. The Borough supported the requirement under MW011 for contractor to achieve</p>	<p>The updated assessment of likely significant effects on landfill capacity detailed in Chapter 11: Material Assets and Waste will now assume the worst case scenario achieving a minimum recovery of 70% (by weight). Targets have been derived from professional judgement as well as reviewing construction information and practices gathered from other projects of national significance such as HS2, Thames Tideway, Crossrail and the Olympics, in particular the level of recycling/recovery performance achieved on these projects. The 90% recovery of non-hazardous construction waste is by weight. REAC MW013 will be updated to reflect this. A target of 90% recovery of non-hazardous construction waste (by weight) has been set as a stretch target. England has been meeting the 2020 target of recovering at least 70% of non-hazardous construction & demolition waste for a</p>	<p>Code of Construction Practice including the REAC (Application Document 6.3) ES chapter 11 Material Assets and Waste (Application Document 6.1)</p>	<p>Matter Under Discussion</p>

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		diversion of 95% by weight of inert excavation materials for off-site management from disposal in landfill.	<p>number of years, with recovery rates of 90% and above since 2010.</p> <p>REAC MW011 will be updated and the term 'seek' will be removed to strengthen the commitment to achieve a target of 95% (by weight) of inert excavated materials diverted from final disposal in landfill.</p> <p>REAC MW0015 also commits to diverting 70% of hazardous waste from landfill. The 90% recovery target relates to non-hazardous construction & demolition waste.</p> <p>This matter is under discussion pending London Borough of Havering's consideration of the DCO submission.</p>		
Noise and Vibration					
Updated noise assessments	2.1.57	In the Community Impacts Consultation 2021 London Borough of Havering requested updated noise assessments.	As presented in CIPHAG meetings since 9/12/22, a workshop will be held with local authorities to outline the key changes in environmental data since the original DCO submission. In advance of this, a summary of the expected changes was shared on 11/5/22 and discussed at CIPHAG on 18/5/22. The workshops will be held in late summer once the ES is finalised. The full data will be included in the DCO submission. This matter is under discussion pending London Borough of Havering's consideration of the workshops and DCO submission.	N/A	Matter Under Discussion
Noise monitoring pre	2.1.58	London Borough of Havering assert that any monitoring proposed will	Operational noise monitoring will be reviewed in ongoing environmental assessment work and	ES Chapter 12 Noise and	Matter Not Agreed

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and post construction		need to include the setting up of permanent noise and air quality monitoring stations at agreed points. This is to determine that the current baseline data are then maintained so that they can be used to monitor levels post completion to compare with the predicted noise/pollution levels.	will be guided by DMRB LA111. Where there are likely to be significant effects, evaluation works would be proposed to consider the effectiveness of proposed mitigation measures as described in the Monitoring section of ES Chapter 12, Noise and Vibration.	Vibration (Application Document 6.1).	
Section 61 agreements	2.1.59	In the Community Impacts Consultation 2021 London Borough of Havering requested that with regards to Table 4.2 Consents and permits that may be required in the Code of Construction Practice (CoCP), Section 61 agreements should be in place for works outside core hours, Sunday work and works that are described or deemed to be 'noisy'.	CoCP Table 4.2 provides for Section 61 control over construction works universally, so this is covered by default.	N/A	Matter Agreed
Population and human health					
Framework Construction Travel Plan (FCTP) governance	2.1.60	In its response to the 2021 Community Impacts Consultation, London Borough of Havering questioned several aspects of the governance of the draft FCTP as presented: <ul style="list-style-type: none"> The wording of para 1.1.7 suggests that the Travel Plan Manager (TPM) will report on 	This matter is under discussion pending further information from National Highways and London Borough of Havering's consideration of the DCO submission. <p>Text has been provided in section 6.4 of the FCTP explaining how the hub locations, and the specific details of their operation (such as set down and pick up locations) would be agreed with the relevant local highway authority and/or public transport operator and would follow the</p>	Framework Construction Travel Plan (Application Document 7.13)	Matter Under Discussion

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		<p>the 'effectiveness' of the FCTP. Effectiveness is not defined</p> <ul style="list-style-type: none"> • The role of the TPM is welcomed, but the lack of commitment to the TPM being a person of sufficient seniority and gravitas within Highways England and the project management team to operate at the level of the Joint Operations Forum (JOF) is not. It is suggested will operate at Director level. The Borough's view is that the TPM must be of this level of influence to avoid dilution of the very intent of the FCTP within the overall framework of the LTC project • The Borough notes that no assessment of operation of the Travel Hubs, including that in the Havering area at Upminster has been provided. The Borough would wish to be satisfied that local highway and environmental issues will not occur at this location. 	<p>relevant approval processes. Additional text is also provided separately, setting out the estimated level of transport impacts at the Upminster hub.</p>		
Net zero targets in the FCTP	2.1.61	In its response to the 2021 Community Impacts Consultation, London Borough of Havering noted the initial proposals for targets and felt the lack of commentary on zero	A new sentence has been added in section 11.3 of the FCTP stating that where targets were being met early, more challenging ones would	Framework Construction Travel Plan (Application)	Matter Under Discussion

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		<p>net carbon travel solutions was stark. The suggestion that only outcomes which result in a 'substantial shortfall' against target will be reported into the Travel Plan Liaison Group (TPLG, upon which the Borough sits) escalation process is felt to fundamentally miss the point of the supervisory role the TPLG plays. Circumstances change and the TPLG should be a position to set more challenging targets by agreement rather than simply reacting to failure of matters that are perceived as substantially off-course.</p>	<p>be set to strive for greater levels of sustainability.</p> <p>Charging points for electric vehicles has been moved to a tier 1 measure in section 9.2. A reference to REAC/MCW documents with regards to vehicle emissions commitments has been added.</p> <p>This matter is under discussion pending London Borough of Havering's consideration of the DCO submission.</p>	<p>Document 7.13)</p>	
<p>TPLG principle and site/regional targets</p>	<p>2.1.62</p>	<p>In its response to the 2021 Community Impacts Consultation, London Borough of Havering welcomed the TPLG concept, however noted the framework presented at plate 4.2 indicates an indirect link between the site-specific travel plan targets and the overall FCTP targets policed by the TPLG. In its view, this must be a direct link. It is appreciated that individual sites may have circumstances that require the targets to be flexible in their application. Each site specific travel plan must make a direct and</p>	<p>National Highways appreciates the Borough's support for the concept in principle and can confirm diagram has been updated to give a direct link between site-specific and project targets, and an explanation included to define the difference between the solid and dashed line.</p> <p>This matter is under discussion pending London Borough of Havering's consideration of the DCO submission.</p>	<p>Framework Construction Travel Plan (Application Document 7.13)</p>	<p>Matter Under Discussion</p>

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		measurable contribution to the overall set of targets.			
FCTP control of utilities staff	2.1.63	In its response to the 2021 Community Impacts Consultation, London Borough of Havering noted the FCTP establishes the concept of utility logistics hubs (ULHs). Whilst these are noted as being necessary to ensure that utilities diversions for the project are achieved in a timely manner, it is not clear what degree of control the FCTP will place on utilities staff and their contractors in terms of sustainable travel.	As stated in section 2.1.4, the FCTP sets out guidance for developing Site-Specific Travel Plans (SSTPs) for each construction compound, or compounds where these are closely located with similar levels of accessibility. This includes the Utility Logistic Hubs (ULH) required for Statutory Undertakers (SU) to carry out the utility-specific works. The SSTPs will be developed by the contractors as set out in the Requirements and produced following the latest guidance and best practice. The SSTPs will be subject to review (and approval) by the Secretary of State (SoS), in consultation with relevant local planning authorities. This matter is under discussion pending London Borough of Havering's consideration.	Framework Construction Travel Plan (Application Document 7.13)	Matter Under Discussion
FCTP technical details	2.1.64	In its response to the 2021 Community Impacts Consultation, London Borough of Havering welcomed the TPLG concept and the FCTP's mention of behaviour change, but queried a number of details of the operation of the overall FCTP with the Applicant including: <ul style="list-style-type: none"> Whilst the FCTP does indicate that each site compound will have a contractor developed Travel Plan (TP) there is no 	National Highways provided a number of answers including: <ul style="list-style-type: none"> A new section has been added at the end of Section 5.5 which set out detail around inter compound movements for the workforce. It is expected that the level of demand for inter compound movements would be minimal. The workforce would generally attend the compound associated with their worksite and travel along the haul road where movements are required 	Framework Construction Travel Plan (Application Document 7.13)	Matter Under Discussion

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		<p>recognition that personnel may move between sites during the working day. Alternatively, if this type of movement is not going to occur, the FCTP does not make that clear</p> <ul style="list-style-type: none"> The FCTP identifies its key theme as minimising adverse traffic. It however suggests only that “behavioural change” will be explored. It is clear that changing travel behaviour of the workforce will be an essential element of the management of construction traffic impacts and therefore would appear to be an essential element of the FCTP rather than “something to be explored” Clarifications around Public Right of Way interfaces, relevance of bus routes, terminology, application of coordinators to contractors or sites, worker catchments and accommodation 	<ul style="list-style-type: none"> As set out in section 7.1.4, the Project-wide targets within the FCTP have been categorised as changing the modal split (e.g. higher proportion journeys by bicycle) and travel behaviour (e.g. reducing the need for travel). This sets out the high-level aspirations for the SSTP targets, which will be refined as appropriate for each construction area and compound, to be developed further as ‘SMART’ targets. Targets categorised as 'Influencing travel behaviour' have been identified as reducing the distance and need to travel. While this has been developed as much as possible (for example through the provision of worker accommodation, trip consolidation and reduced travel to the enterprise office) the extent to which this can be rolled out is still relatively constrained given the type of work and activity required on site at the compound locations. Therefore, the main focus for the target categories falls under 'changing the forecast modal split' Multiple changes and clarifications were relayed to the Borough on 25/5/22 addressing the FCTP. <p>This matter is under discussion pending London Borough of Havering's consideration of the DCO submission.</p>		

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Hierarchy of interventions in the FCTP	2.1.65	In its response to the 2021 Community Impacts Consultation, London Borough of Havering noted that where the FCTP and site-specific measures are described in para 3.2.11 no attempt is made to provide or commit to establishing a hierarchy of interventions. It is clear that single occupancy car travel could be one of two bands – either it attracts the most attention because the travel plan is designed to reduce this to the lowest level possible or conversely it could be the area in which the lowest effort is directed due to aggressive pursuit of the other activities which reduce car travel to the highest degree possible. The FCTP needs to make this distinction.	Paragraph 3.2.12 sets out the broad categories which have been considered suitable for the Project at this stage. These are further set out in chapter 8 under a tiered system, in line with the size and existing levels of accessibility and location of a particular compound. This method has been applied to take into account the measures that would be possible to successfully implement at each construction area or compound. Section 7.2 states that targets with regards to reducing single occupancy vehicle trips would seek to increase the share of multiple-occupancy car trips made to construction areas and compounds, through car-sharing incentives. In turn, this will be supported through the provision and promotion of public transport, workforce transport, and walking /cycling to increase the number of trips made using sustainable modes. This matter is under discussion pending London Borough of Havering's consideration.	Framework Construction Travel Plan (Application Document 7.13)	Matter Under Discussion
Cross river walking, cycling and public transport opportunities	2.1.66	In its response to the 2018 Statutory Consultation, London Borough of Havering noted that strategic transport improvements will be required, including better north/south public transport connectivity.	The Project provides additional connectivity, including for public transport, for north south movements across the Thames, including at the Dartford Crossing, which is forecast to see journey time reliability increase, and journey times reduce as a result of the Project. It should be noted that 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	N/A	Matter Under Discussion

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			<p>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). Should the Project gain consent, National Highways will also 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>This matter is under discussion pending consideration by London Borough of Havering.</p>		
Request for Walking, Cycling and Horse Riding (WCH) bridge west of M25 Junction 29	2.1.67	<p>In its response to the 2021 Community Impacts Consultation, London Borough of Havering noted the proposals for pedestrians and cyclists to navigate Junction 29 of the M25 on the northern side rather than the southern side of the junction which was originally proposed as part of the Supplementary Consultation.</p> <p>The Borough had concerns that it will remain very challenging for residents to access this new route</p>	<p>Following stakeholder feedback and a review of the proposed WCH provision, National Highways has added a WCH bridge west of Junction 29, connecting the A127 carriageway footways between Moor Lane and Folkes Lane to the Project. This was consulted on in the 2022 Local Refinement Consultation and National Highways notes that the Borough "fully supports" and "welcomes" the proposed bridge.</p>	N/A	Matter Agreed

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		<p>from the southern side of the A127 Carriageway as it can only be accessed by an uncontrolled crossing point at the Front Lane junction with the A127. It requested that the Order Limits are extended westwards to allow for the provision of a safe crossing for pedestrians and cyclists. It should be noted that cyclists can access NCN 136 from the A127 at the junction with Hall Lane and it is important that this route remains accessible for cyclists once LTC becomes operational.</p>			
<p>Closure of uncontrolled crossing west of M25 Junction 29</p>	<p>2.1.68</p>	<p>In its response to the 2022 Local Refinement Consultation, London Borough of Havering noted that with a new bridge in place over the A127 at Front Lane/Moor Lane, this will negate the need for the uncontrolled crossing point that exists at the junction of the A127 with Front Lane. This is regarded as an extremely dangerous crossing point for pedestrians (a collision between a car and a gas main recently occurred at this junction) which the Council believes should be “stopped up” as part of the creation of the new crossing point further east. National Highways is strongly encouraged to work with Transport for London to</p>	<p>The project has provided an alternative safe crossing provision for all WCH. The decision to stop-up the existing uncontrolled staggered shared use crossing is not considered to be a decision for the project to take because the Project's proposed bridge improves the current offer in terms of safety and access regardless of whether other crossings exist. This would need to be led by London Borough of Havering engaging with Transport for London as the highway authority responsible for the crossing. National Highways has advised London Borough of Havering that Transport for London have raised initial concerns about unintended consequences (e.g. jumping the barriers unpredictably to maintain the existing desire line) should this crossing be closed. There are no plans to close this crossing.</p>	<p>N/A</p>	<p>Matter Not Agreed</p>

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		<p>ensure this can be delivered as part of the LTC project.</p> <p>The Council is strongly of the view that the Order Limits should be significantly extended further west along the A127 in order to accommodate this “stopping up” of the uncontrolled crossing point at the junction of the A127 and Front Lane, which is a natural desire line for WCH users.</p>			
Location of WCH bridge west of M25 Junction 29	2.1.69	<p>In its response to the 2022 Local Refinement Consultation, London Borough of Havering noted that whilst a safe crossing of the A127 is clearly welcome, it has previously brought to the attention of National Highways that it would be more desirable for such a crossing to be located at the junction of the A127 and Front Lane which is considered a more natural desire line for WCH users.</p> <p>It was noted that National Highways have indicated that the proposed location has been chosen as a result of discussions with horse riders, land take matters, utilities investigations and desire line. However the Council has previously requested a note setting out the rationale for the crossing location in further detail,</p>	<p>A note summarising the optioneering of the proposed crossing of the A127, to the west of the M25 Junction 29 has been shared with Havering following the consultation, on 1/7/22. This outlined why the crossing was needed, the selection process for its location and why a grade separated crossing is proposed at that location rather than at the A127 junction with Front Lane. There are no plans to change the bridge location.</p>	N/A	Matter Not Agreed

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		<p>and this is yet to be received. It also suggested that this rationale should have been included as part of the consultation material so that residents could understand the reasoning for it. It is disappointing that this has not taken place.</p> <p>As a result, Havering requests that the crossing is located at the junction of A127 and Front Lane.</p>			
Approaches to WCH bridge west of M25 Junction 29	2.1.70	<p>In its response to the 2022 Local Refinement Consultation, London Borough of Havering noted that whilst the footbridge allows safe access across the A127 itself, it remains concerned that the approach paths leading up to the proposed bridge remain in an unsuitable condition for pedestrians, cyclists and horse-riders. The Council would like to see the project include proposals to improve Moor Lane and Folkes Lane, which is necessary if they are to accommodate significant numbers of WCH users and connect the existing off-road paths. Further details have been supplied to National Highways. Notwithstanding its separate request for the bridge to be moved, the Council considers that the Order Limits should be extended further</p>	<p>The Project has provided a safe crossing for WCH across the A127 in light of the necessary changes needed at M25 Junction 29 in order to maintain connectivity, and provide for the north-south desire line whilst not unduly impacting on WCH journey time. This connects to the existing shared use cycle/footway routes along the A127, and access to Moor Lane and Folkes Lane. It is noted that improvements to Moor Lane and Folkes Lane may be needed to upgrade existing WCH provision. However, although improvements may be achievable on Moor Lane, this may not necessarily be the case for Folkes Lane, due to factors including the narrow road and overlapping properties. National Highways is currently investigating the opportunity to include these as part of designated funding whereby a feasibility study would be needed to assess potential improvements to these existing WCH routes. This matter is under discussion pending further information on progress.</p>	N/A	Matter Under Discussion

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		north at the junction of Folkes Lane/A127 to accommodate a section of Folkes Lane where improvements need to be made. Equally, they should be extended further south at the junction of A127/Moor Lane so that similar improvements can be made.			
WCH strategy	2.1.71	In its response to the 2022 Local Refinement Consultation, London Borough of Havering welcomed the announcement earlier in the year by National Highways concerning proposed connections for pedestrians, cyclists and horse riders along the LTC route. It noted that Officers have been in discussions with National Highways concerning the feasibility of a new cycle route between Upminster and Brentwood. The Borough is pleased that designated funds have been allocated to commission a feasibility study into this route and looks forward to working with the appointed consultant as this study develops.	Noted. National Highways appreciates the Borough's engagement.	N/A	Matter Agreed
Design of bridge between Dennises Road	2.1.72	At 2018 Statutory Consultation, London Borough of Havering requested sufficient time to review the final design for the proposed	The Design team is able to present an update at a mutually convenient date in the near future. As of August 2022, the bridge is at a relatively early	N/A	Matter Under Discussion

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and Footpath 252		<p>new footbridge between Dennises Road in Thurrock and Public Footpath 252 in Havering, with appropriate illumination/lighting prior to submission of the DCO.</p> <p>The Council welcomes discussion at a future technical meeting with National Highways once lighting plans for the construction period and lighting plans for the completed Scheme have been further developed.</p>	design stage. It is noted that lighting may not be relevant given the very rural location.		
WCH impacts during and after construction	2.1.73	<p>In its response to the 2022 Local Refinement Consultation, London Borough of Havering requested further information showing the specific impacts on Public Rights of Way (PROW) for Havering. National Highways has agreed to provide quantitative analysis on routes that are being permanently closed, diverted and new routes created.</p> <p>The Council looks forward to receiving this information.</p>	National Highways provided listings of these impacts with accompanying maps on 8/8/22. This matter is under discussion pending a technical meeting between National Highways and London Borough of Havering to review the Council's response to the listed impacts.	N/A	Matter Under Discussion
Protective Provisions					
Protective provisions: drainage and flooding	2.1.74	<p>London Borough of Havering requested suitable protective provisions for drainage and flooding, including liabilities and maintenance responsibilities, to be established in</p>	At a meeting on 15/2/22, London Borough of Havering clarified their concerns and National Highways noted that the DCO wording had been revised and improved. National Highways shared the draft Schedule 14 wording and, as noted by London Borough of Havering in its	N/A	Matter Under Discussion

Topic	Item number	London Borough of Havering comment	National Highways comment	Document Reference	Status
		the DCO and confidence that this will be fulfilled.	response to the 2022 Local Refinement Consultation, is awaiting the opinion of London Borough of Havering's legal team before a meeting can be scheduled to determine if the wording gives sufficient confidence. Draft DCO Schedule 14 was shared in August 2022 to further assist London Borough of Havering, plus Part 7 of the Flood Risk Assessment and a summary of the drainage commitments on 13/9/22.		
Protective provisions: other maintenance	2.1.75	At a meeting on 15/2/22, London Borough of Havering requested clarity on the maintenance liability for the new WCH bridge to be built over the A127 at Moor Lane/Folkes Lane and technical engagement with the highways team regarding its installation and commissioning.	National Highways has confirmed that TfL would be responsible for the bridge owing to its position across their highway. Full highways technical engagement will take place between National Highways, TfL and London Borough of Havering when the development process reaches appropriate maturity.	N/A	Matter Agreed

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 London Borough of Havering Meeting about DCO and Open Space 15/02/22
 - b. Notes from London Borough of Havering Meeting about Policy 22/02/22
 - c. Notes from Securing Mechanisms Workshop with local authorities 03/11/21
 - d. Slides from Securing Mechanisms Workshop with local authorities 03/11/21
 - e. Notes from London Borough of Havering regular meeting including construction impacts on Ockendon Road 20/04/22
 - f. Email from National Highways "Clarification of open space loss/gain in London Borough of Havering" 25/07/22
 - g. Email from National Highways "Havering group 3 charging responses" 11/05/22
 - h. Notes from London Borough of Havering and Transport for London meeting 17/02/22
 - i. Consultation materials released by the Project 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)
 - j. Scoping Opinion: Proposed Lower Thames Crossing, 2017
 - k. 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

Term	Abbreviation	Explanation
Environmental Statement	ES	A document produced to support an application for development consent that is subject to Environmental Impact Assessment (EIA), which sets out the likely impacts on the environment arising from the proposed development.
Framework Construction Travel Plan	FCTP	A document which sets out a framework to reduce the impact of the project's construction workforce on the road network as a result of travel to and from 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.

Term	Abbreviation	Explanation
Greenspace information for Greater London	GiGL	GiGL is a Community Interest Company that acts as the official custodian of environmental records for London boroughs and the City of London.
Greater London Archaeological Advisory Service	GLAAS	Part of Historic England's London Local Office, providing advice for the whole of Greater London, with the exception of the City of London and the London Borough of Southwark who have their own archaeological planning advisers.
Ground investigation	GI	Several levels of investigation from desk-based research to onsite sampling to evaluate challenges related to soil/ground.
Heavy Goods Vehicle	HGV	A large, heavy motor vehicle used for transporting cargo.
Heritage asset	N/A	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing).
Highways Agency	HA	Precursor to Highways England. No longer exists but still mentioned in reference to previous projects or in older documents.
Highways England	HE	Former name of National Highways.
Historic England	N/A	The public body that looks after England's historic environment. An executive non-departmental public body of the UK Government sponsored by the Department for Digital, Culture, Media and Sport, and the Government's advisor on heritage.
Joint Operations Forum	JOF	The JOF is an executive level forum made up of National Highways and its Contractors. National Highways will establish and chair a JOF, attended by senior representatives from the Contractors.
Landfill	N/A	A site for the disposal of waste materials.
Local plan	N/A	A Local Plan sets out local planning policies and identifies how land is used, determining what will be built where. Adopted Local Plans provide the framework for local development across England.
London Highway Assignment Model	LoHAM	A strategic model representing routeing and congestion of motorised highway trips using London's highway network.

Term	Abbreviation	Explanation
Local Planning Authority	LPA	A local planning authority is the local authority or council that is empowered by law to exercise statutory town planning functions for a particular area of the UK. May also be referred to as 'local authority'.
Local Resident Discount Scheme	LRDS	A scheme by which residents meeting certain defined criteria can obtain a discount on the charge levied on drivers using the Lower Thames Crossing.
Local Road Network	LRN	The Local Road Network is that portion of the Road Network for which a Local Government is responsible and is eligible for funding from the State Government to operate and maintain.
Lower Thames Area Model	LTAM	Transport model designed to forecast impacts of providing additional road based capacity across the River Thames at locations at or east of the existing Dartford Crossing.
M25 junction 29	N/A	Improvement works to M25 junction 29 and to the M25 north of junction 29. The M25 through junction 29 will be widened from three lanes to four in both directions with hard shoulders.
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

Term	Abbreviation	Explanation
		on the national road and rail networks in England. It provides planning guidance for promoters of Nationally Significant Infrastructure Projects on the road and rail networks, and the basis for the examination by the Examining Authority and decisions by the Secretary of State.
New Roads and Street Works Act	NRSWA	N/A
Nationally Significant Infrastructure Project	NSIP	Major infrastructure developments in England and Wales, such as proposals for power plants, large renewable energy projects, new airports and airport extensions, major road projects, etc. that require a development consent under the Planning Act 2008.
Non-hazardous waste	N/A	Any waste not defined as 'hazardous' under the Hazardous Waste Directive (91/689/EEC).
Non-motorised user(s)	NMU	Users of non-motorised vehicles (eg cyclists, horse riders) and pedestrians
Outline Landscape and Ecology Management Plan	oLEMP	A document which outlines the proposed management of the landscape and ecological elements of the A122 Lower Thames Crossing.
Outline Materials Handling Plan	oMHP	A document which sets out the approach and high-level principles for handling construction materials and waste on the Lower Thames Crossing Project, both inside and outside the Order Limits.
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).

Term	Abbreviation	Explanation
Passenger Car Unit(s)	PCU	A metric to allow different vehicle types within a traffic model to be assessed in a consistent manner.
Planning Inspectorate	PINS	An executive agency of the Department for Levelling Up, Housing and Communities. The Planning Inspectorate deals with planning appeals, national infrastructure planning applications, examinations of local plans and other planning-related and specialist casework in England and Wales.
Project Manager	PM	The person with lead responsibility for a project or a workstream within a project.
Public Right of Way	PROW	A right possessed by the public to pass along routes over land at all times. Although the land may be owned by a private individual, the public may still gain access across that land along a specific route. The mode of transport allowed differs according to the type of Public Right of Way, which can consist of footpaths, bridleways and open and restricted byways.
Register of Environmental Actions and Commitments	REAC	The REAC identifies the environmental commitments that would be implemented during the construction and operational phases of the Project if the Development Consent Order is granted, and forms part of the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2).
Road Investment Strategy	RIS	The Government's long-term strategy to improve England's motorways and major A roads. The first RIS (known as RIS 1) was published in 2015 and covers the period 2015-2020. A second RIS (RIS 2) was published in 2020 and covers the post-2020 period.
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.

Term	Abbreviation	Explanation
Site Waste Management Plan	SWMP	A document which sets out how resources will be managed, and waste controlled during the Project. Plans usually involve recording the amount of waste that will be produced and details the proposed methods of waste disposal.
Skills, Education and Employment (SEE) Strategy	SEE Strategy	The Skills, Education and Employment Strategy introduces how National Highways aim to provide long-term benefits to communities close to the Project through new jobs and work, higher skills and education. It also begins explains how National Highways will set the standard for construction in a low carbon world. This document will be revised every two years throughout the delivery of the project to remain current and responsive to local and national needs.
Small and Medium Sized Enterprise	SME	The UK definition of SME is generally a small or medium-sized enterprise with fewer than 250 employees. The EU also defines an SME as a business with fewer than 250 employees, a turnover of less than €50 million, or a balance sheet total of less than €43 million
Social Impact Assessment	SIA	N/A
Social Value Framework	SVF	The LTC Social Value framework is reflective of local needs and priorities and sets out the wider opportunities that are realised through the way we design and build the crossing. It also aligns with the Government's Social Value Model, published December 2020.
Statement of Common Ground	SoCG	A Statement of Common Ground is a written statement containing factual information about the proposal which is the subject of the appeal that the appellant reasonably considers will not be disputed by the local planning authority.
Strategic Outline Business Case	SOBC	First stage of drawing together evidence pertaining to a transport scheme, focusing on the strategy or reasons why change may be required.
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.

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

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

Term	Abbreviation	Explanation
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.

Table C.1 Engagement activities between National Highways London Borough of Havering

October 2020 – August 2022		
Procedural Matters		
29/10/2020 – 25/08/2022	Meeting 35 occurrences	Regular technical meeting to provide updates and discuss ongoing work actions and tasks. This meeting has also been used to discuss London Borough of Havering’s fundamental Group 3 Matters.
15/10/2020 – 19/08/2022	Meeting 4 occurrences	SOCG meeting
Cross Local Authority discussions		
March 2021 – August 2022	Meeting 11 occurrences	Community Impacts and Public Health Advisory Group (CIPHAG) The group was established in 2018 as a body for public health officials and other local authority representatives to attend that could provide support during the preparation of the H&EqIA in terms of information sharing, provision of technical advice and guidance around best practice.
29/10/2020	Meeting	Cordon Model Analysis with TFL
22/01/2021	Meeting	LTC - Inaugural Sustainable Transport Working Group Meeting
11/03/2021	Meeting	LTC - Sustainable Transport meeting 3
25/03/2021	Meeting	LTC - Benefits Steering Group meeting - agenda included now
22/09/2021	Meeting	LTC Local Authority Engagement
03/11/2021	Meeting	LTC Securing Mechanisms workshop
17/01/2022	Meeting	LTC Skills Working Group
17/2/2022	Meeting	London Borough of Havering & TfL traffic modelling meeting
04/07/2022	Meeting	LTC-Skills Working Group

29/7/2022	Meeting	Wider Network Impacts approach briefing – Havering and TfL. Briefing on the finalised approach to concerns about wider network impacts.
Topic specific technical meetings		
24/11/2020	Meeting	Update on Lower Thames Crossing DCO application
08/12/2020	Meeting	Walkthrough of the DCO application
14/12/2020	Meeting	London Borough of Havering Leadership Meeting
31/03/2021	Meeting	Lower Thames Crossing Update
20/04/2021	Meeting	LB Havering: Draft oSWMP & oLEMP session
21/04/2021	Meeting	Havering, Upminster Ward Councillor Briefing
10/05/2021	Meeting	LTC Stakeholder Briefing on updated Order Limits
18/06/2021	Meeting	London Borough of Havering - Thames Chase Community Forest Green Bridge Discussion
21/06/2021	Meeting	London Borough of Havering - South Essex Crematorium (SEC) Impacts meeting
24/06/2021	Meeting	London Borough of Havering Construction PROW mtg
30/06/2021	Meeting	London Borough of Havering - Community Impacts consultation briefing
06/08/2021	Meeting	London Borough of Havering - Hornchurch Country Park tree planting proposal
09/08/2021	Meeting	London Borough of Havering Consultation Letter Discussion
18/08/2021	Meeting	London Borough of Havering/LTC Traffic Modelling Technical Issues
14/10/2021	Meeting	London Borough of Havering Traffic Modelling Meeting to explore possibilities for further data and workshops to address outstanding concerns about traffic impacts in Havering.
26/11/2022	Meeting	Ammonia deposition meeting Explanation of ammonia deposition compensation planting and site search.
25/01/2022	Meeting	London Borough of Havering nitrogen deposition meeting Briefing on background and outcome of nitrogen deposition compensation planting assessment.
10/2/2022	Meeting	Policy issues meeting Discussion of Havering's concerns about compliance with planning policies.
15/2/2022	Meeting	DCO and open space issues meeting.

		Discussion of Havering's concerns about compliance with planning obligations.
17/2/2022	Meeting	Discussion of Havering's outstanding heritage and archaeology concerns with their specialist.
24/2/2022	Meeting	S106 meeting Workshop to review S106 requests and methods of agreement.
09/03/2022	Meeting	London Borough of Havering S106 meeting
24/03/2022	Meeting	Carbon meeting Discussion of LTC's approach to carbon and interactions with LBH's concerns.
September 2017 – September 2020		
Procedural Matters		
25/5/2018 – 23/09/2020	Meeting 20 occurrences	Regular technical meeting to provide updates and discuss ongoing work actions and tasks. This meeting has also been used to discuss London Borough of Havering's fundamental Group 3 Issues.
Cross Local Authority Discussions		
24/10/2017	Meeting	Lower Thames Crossing Stakeholder Advisory Panel (SAP) 9
29/01/2019	Meeting	Community Impacts and Public Health Advisory Group Meeting (CIPHAG) The group was established in 2018 as a body for public health officials and other local authority representatives to attend that could provide support during the preparation of the H&EqIA in terms of information sharing, provision of technical advice and guidance around best practice.
Topic specific technical meetings		
01/11/2017	Meeting	Update following Design Release 2
27/11/2017	Meeting	Lower Thames Crossing - Air Quality
07/12/2017	Meeting	Upminster Residents Meeting - focused on the M25
09/01/2018	Meeting	Lower Thames Crossing - Statement of Community Consultation - Initial Discussion
25/01/2018	Meeting	Lower Thames Crossing - Statement of Community Consultation
19/03/2018	Meeting	Lower Thames Crossing update - Leader of Havering Council - Cllr Roger Ramsey
29/05/2018	Meeting	LTC community engagement update
18/07/2018	Meeting	LTC and Havering Leader briefing
03/08/2018	Meeting	Upminster and Cranham wards meeting
03/09/2018	Meeting	Havering All Member Briefing

03/09/2018	Meeting	Havering All Member Briefing
11/09/2018	Meeting	Havering Leadership briefing
04/03/2019	Meeting	LB Havering GI Meeting
18/03/2019	Meeting	London Borough of Havering Legacy, skills and benefits initial meeting
21/03/2019	Meeting	LTC Design Review
03/04/2019	Meeting	Technical Meeting on Traffic Modelling
04/06/2019	Meeting	Community Impacts and Public Health Advisory Group Meeting
12/07/2019	Meeting	Upminster ward councillor update
04/09/2019	Meeting	Lower Thames Crossing - Technical Development Workshop
24/09/2019	Meeting	Community Impacts and Public Health Advisory Group
11/11/2019	Meeting	Construction Impacts Workshop - North
13/11/2019	Meeting	Design Development Workshop - North
18/03/2019	Meeting	London Borough of Havering Legacy, skills and benefits initial meeting
21/03/2019	Meeting	LTC Design Review
03/04/2019	Meeting	Technical Meeting on Traffic Modelling
04/06/2019	Meeting	Community Impacts and Public Health Advisory Group Meeting
12/07/2019	Meeting	Upminster ward councillor update
04/09/2019	Meeting	Lower Thames Crossing - Technical Development Workshop
24/09/2019	Meeting	Community Impacts and Public Health Advisory Group
11/11/2019	Meeting	Construction Impacts Workshop - North
13/11/2019	Meeting	Design Development Workshop - North
06/02/2020	Meeting	Construction Impacts Workshop 2 - North
02/03/2020	Meeting	London Borough of Havering Leadership Supp Con Briefing
21/04/2020	Meeting	Preliminary Environmental Impacts & Mitigation & CoCP Review Workshop -North
21/05/2020	Meeting	Key Elements of DCO Workshop
21/05/2020	Meeting	Traffic Modelling Workshop - North
21/05/2020	Meeting	Key Elements of DCO Workshop
23/06/2020	Meeting	Environmental Impacts and Mitigation and REAC Review Workshop – Part 1
25/06/2020	Meeting	Environmental Impact & Mitigation and REAC Review Workshop - Part 2
15/09/2020	Meeting	LTC Air Quality Meeting
15/09/2020	Meeting	Air Quality Technical Session with Tier 1 Authorities

28/09/2020	Meeting	Upminster Ward Councillors Meeting
30/09/2020	Meeting	Confirmed - Lower Thames Crossing Education and Skills Legacy

C.1.3 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 the London Borough of Havering is outlined in Table C.2.

Table C.2 Key Technical Reports & Application Documents Shared

Document	Date Shared with Local Authority
Consultation 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
Draft Planning Statement Structure	15/03/2022

Document	Date Shared with Local Authority
Draft Planning Statement Structure	16/03/2022
Draft Schedule 2 & 14, Front End text	03/08/2022
Draft Drainage Plans	03/08/2022
Draft Schedules 9/12/13	09/08/2022
Draft Planning Statement Structure	12/08/2022
Other Consultation Documents	
Updated Statement of Community Consultation	12/02/2021
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
Proposed order limits shapefile (Local Refinement Consultation)	06/05/2022
Traffic modelling outputs	
Traffic modelling (revised DCO Cordon Model)	24/04/2020
Operational cordon	03/08/2021
Construction cordon	27/08/2021
Difference plot maps	15/10/2021
Operational cordon	27/04/2022
Construction cordon	30/05/2022
Transport for London & London Borough of Havering select link analyses	05/08/2022
Technical notes	
Technical Note for SoCGs	29/01/2020
Summary Open Space Study	30/01/2020
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

Document	Date Shared with Local Authority
Sub Regional Non-Motorised Users (NМУ) 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
Revised Issues Logs/Theme Lists	31/07/2020
Draft HEqIA	03/08/2020
CoCP (2nd Draft) + REAC	18/08/2020
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
LTC Draft Archaeological Mitigation Strategy and Outline Written Scheme of Investigation	07/10/2020
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
Folkes Lane/Moor Lane bridge location rationale	01/07/2022
Cumulative Effects Assessment Methodology Note and Long list/shortlist of sites	11/07/2022
Nitrogen Deposition site selection note	22/07/2022

C.1.4 In addition to the meetings / correspondence listed in the tables, there has also been regular correspondence by email / phone call. This is not reported in the table, but the total number of contact entries in our stakeholder database is 2614 emails / letters and 15 phone calls.

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