

Lower Thames Crossing

5.4.4.2 Draft Agreed Statement of Common Ground between (1) National Highways and (2) Brentwood Borough Council (Clean version)

APFP Regulation 5(2)(q)

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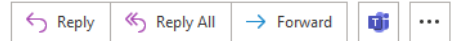
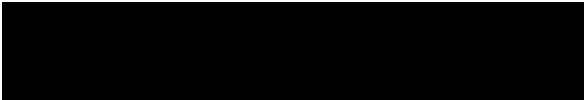
Version	Date	Submitted at
1.0	31 October 2022	DCO Application
2.0	18 July 2023	Examination Deadline 1

Status of the Statement of Common Ground

This is an Agreed Draft Statement of Common Ground with matters outstanding.

National Highways and Brentwood Borough Council agree that this draft Statement of Common Ground is an accurate description of the matters raised and the current status of each matter.

RE: BBC / LTC SoCG for ED1 endorsement



Thu 06/07/2023 17:25

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Thank you for sending through the ED1 version of the SoCG. I can confirm on behalf of Brentwood Borough Council that we endorse this version of the SoCG.

Regards



A high-level overview of the engagement undertaken since the DCO application was submitted on 31 October 2022 is summarised Table A.1 in Appendix A.

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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 on 31 October 2022.
- 1.1.2 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between National Highways (the Applicant) and Brentwood Borough Council, and where agreement has not been reached. Where matters are yet to be agreed, the parties will continue to work proactively to reach agreement and will update the SoCG to reflect areas of further agreement.
- 1.1.3 This version of the SoCG has been submitted at Examination Deadline 1.

1.2 Principal Areas of Disagreement

- 1.2.1 On the 19 December 2022 the Examination Authority made some early procedural decisions to assist the Applicant, potential Interested Parties and themselves to prepare for the Examination of DCO application.
- 1.2.2 One of these procedural decisions was to use a tracker recording Principal Areas of Disagreement in Summary (PADS).
- 1.2.3 The PADS Tracker provided a record of those principal matters of disagreement emerging from the SoCG and should be updated alongside the SoCG as appropriate throughout the examination with the expectation that a revised PADS Tracker should be submitted at every Examination deadline.
- 1.2.4 This SoCG should be read in conjunction with the Brentwood Borough Council PADS Tracker.

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 following significant engagement, 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 that the issue has now been resolved.

2 Matters

2.1 Movement of outstanding matters

- 2.1.1 Following submission of the previous version of this Draft Statement of Common Ground between the Applicant and Brentwood Borough Council, further discussions on the outstanding matters have taken place. These discussions are summarised in Table A.1 in Appendix A and the outcome of these discussions is summarised below.
- 2.1.2 The following 7 matters have moved from ‘Matter Under Discussion’ to ‘Matter Agreed’:
- a. 2.1.3 – Economic concerns (Supporting wider economic growth)
 - b. 2.1.4 – Infrastructure strategy (Wider infrastructure strategy)
 - c. 2.1.5 – Infrastructure strategy (Wider infrastructure planning)
 - d. 2.1.12 – WCH / active travel – (design (onward travel of WCH users north of M25 Junction 29)
 - e. 2.1.16 – Framework Construction Travel Plan (FCTP)
 - f. 2.1.18 – Developments and uncertainty log (Access arrangements for growth schemes)
 - g. 2.1.19 – Developments and uncertainty log (Brentwood Enterprise Park and the Lower Thames Area Model (LTAM) during construction)
- 1.1.2 Table 2.1 details and presents the matters which have been agreed, not agreed, or are under discussion between (1) the Applicant and (2) Brentwood Borough Council.
- 1.1.3 Brentwood Borough Council submitted a Relevant Representation to the Planning Inspectorate following the deadline on 24 February. The Relevant Representation was not published on the PINS website.
- 1.1.4 In the column ‘Item No’ in Table 2.1, ‘Rule 6’ indicates a matter entered in the SoCG as a result of a request in the Rule 6 letter, ‘RRN’ indicates a matter entered into the SoCG as a result of content in the Relevant Representation, ‘RRE’ indicates an existing SoCG matter that was also raised in the Relevant Representation and ‘DLX’ indicates a new matter added during examination at/around that deadline.
- 1.1.5 In Table 2.1, relevant issues relating to the dDCO articles and Requirements in Schedule 2 to the dDCO have been identified under the heading ‘DCO and Consents’.
- 1.1.6 At Examination Deadline 1 there are 20 matters in total of which 11 are agreed, 3 are not agreed and 6 that remain under discussion.

Table 2.1 Matters

Topic	Item No.	Brentwood Borough Council Comment	National Highways' Response	Application Document Reference	Status
DCO and consents					
Environment Hole Farm public access	2.1.1	The Council welcomes the commitment of National Highways to continue engagement with the Council and other key stakeholders in the development of this part of the project. As matters progress we would request clarification on the amount of the overall site that would eventually be accessible to the public given that significant elements of the sites are now required for specific compensatory measures relating to Nitrogen Deposition.	The long-term ambition will be for the whole site to be accessible to the public, controlled by the landowner (Forestry England) as part of the Thames Chase Community Forest. However, some areas of planting particularly woodland and ecologically sensitive mitigation may require protection from public access while these areas establish. The details of the planting and its management will be developed in consultation with the landowner and Brentwood Borough Council through the Landscape and Ecological Management Plan and approved by the Secretary of State in accordance with Requirement 5 of Schedule 2 within the draft Development Consent Order.	Outline Landscape and Ecology Management Plan [Application Document APP-490] Schedule 2 of the draft Development Consent Order [Additional Submission AS-038]	Matter Agreed
Need for the Project					
Need for the Project	2.1.2	Brentwood Borough Council supports the need for the Project.	Noted.	N/A	Matter Agreed
Planning Statement/policy					
Economic concerns	2.1.3	The Council notes that there the Lower Thames Crossing Project needs to support economic growth aims in the borough and wider area.	The DCO application included a Need for the Project document and a Planning Statement which included an assessment of the Project against the National Policy demonstrating the economic benefits that flow from the	Need for the Project [Application	Matter Agreed

Topic	Item No.	Brentwood Borough Council Comment	National Highways' Response	Application Document Reference	Status
Supporting wider economic growth			Project. Following a discussion on 20 March 2023, Brentwood Borough Council indicated that these documents supplied the required information.	Document APP-494 Planning Statement [Application Document APP-495	
Infrastructure strategy Wider infrastructure strategy	2.1.4	The Council notes a wider infrastructure strategy is necessary, which could include considerations of additional Thames crossings.	A wider infrastructure assessment was undertaken by Parsons Brinckerhoff in 2009 to advise the Department for Transport about the future requirement for crossing capacity across the Lower Thames over 30 years to 2037. The Project is the result of the significant optioneering work that has taken place since then. Following a discussion with Brentwood on 20 March 2023, Brentwood Borough Council indicated that this comment related to earlier discussions around route options and could now be agreed.	N/A	Matter Agreed
Infrastructure strategy Wider infrastructure planning	2.1.5	Brentwood Borough Council considers planning for the proposed crossing should involve collaboration with other transport improvement projects in the area, particularly to deliver improved transport capacity in South Essex through joint working with the Association of South Essex Local Authorities (ASELA).	The Applicant collaborates with other transport improvement projects in the area and this has involved engagement with ASELA. For example, Thames Freeport development (including significant changes to the Project's 'Tilbury Fields' design to avoid conflicts), Port of Tilbury development and M25 improvements. Following a discussion with Brentwood on 20 March 2023 on the Project's continuing	N/A	Matter Agreed

Topic	Item No.	Brentwood Borough Council Comment	National Highways' Response	Application Document Reference	Status
			engagement and the engagement commitments set out in the control documents, Brentwood Borough Council indicated that this matter was now agreed.		
Route selection, modal alternatives and assessment of reasonable alternatives					
Route selection Route alignment	2.1.6	Brentwood Borough Council agrees with the proposed route alignment with the exception of the number of junctions in Thurrock as discussed separately under "Request for additional junctions in Thurrock".	Noted.	N/A	Matter Agreed
Consultation and engagement					
Adequacy of Consultation	2.1.8	Brentwood Borough Council is satisfied with the adequacy of consultation on the Project.	Noted.	N/A	Matter Agreed
Land and compulsory acquisition					
Access Brentwood Enterprise Park interface and access	2.1.9	At 2018 Statutory Consultation, 2021 Community Impacts Consultation and 2022 Local Refinement Consultation, Brentwood Borough Council asserted that the Project should in no way compromise the viability and access to the proposed Brentwood Enterprise Park (BEP). BEP will be located in the southeast quadrant formed by M25 junction 29 between the M25 and A127, on the site of a	A full update was provided to Essex County Council and Brentwood Borough Council at a meeting with the Land & Property team on 25 March 2022. The Applicant and St Modwen (BEP developer) are progressing legal agreements to agree the mechanics of how the two projects will work together to manage their interfaces and have worked closely since the announcement of the preferred route in 2018. The Interrelationships with other Nationally Significant Infrastructure Projects and Major	Design Principles [Application Document APP-516] Works Plans [APP-020] Temporary Works Plans [APP-050 to APP-052]	Matter Under Discussion

Topic	Item No.	Brentwood Borough Council Comment	National Highways' Response	Application Document Reference	Status
		<p>former works depot and residual industrial use.</p> <p>Brentwood Borough Council have expressed a particular concern that the Project may impact on plans for the new employment site and subsequent delivery of BEP. The Council have a view that current Lower Thames Crossing proposals compromise the existing access arrangements to BEP and request that resolution of this access at M25 Junction 29 to support the delivery of this new employment site as well as other new and existing employment sites in Essex.</p> <p>A planning application for BEP (ref: 22/00402/FUL) has been submitted in March 2022, currently pending decision. Until a decision is made for the planning application, there could still be potential changes to highways mitigation measures that would need to be taken into account by Lower Thames Crossing.</p> <p>Brentwood Borough Council remains concerned that in the scenario where the LTC scheme is implemented in advance of the BEP proposals, that the proposed WCH bridge conflicts</p>	<p>Development Schemes document provides further information on the steps taken by the Applicant to account for its interfaces with other major development schemes.</p> <p>A key principle will be joint access from the B186 (see Design Principle S14.19). Whichever project starts construction first will build a shared construction and future operational access for BEP and maintenance access for the Project. St Modwen has confirmed this access will meet BEP's minimum operational needs.</p> <p>The Applicant has made a design change to reduce the area within the Order Limits by approximately 14.5ha to remove the final significant constraints on BEP construction. This has been achieved via the development of an engineering solution, omitting the need for the diversion of Cadent's high-pressure gas pipeline. Due to the location of the existing pipeline, on the grounds of safety, the Warley Street Compound has been relocated to the east where the now redundant Warley Street Utility Logistics Hub was to be located. The change is reflected in the on Sheet 45 of the Works Plans, Sheet 45 of the Temporary Works Plans and in paragraphs 6.8.24 to 8.8.25 of Interrelationship with other Nationally</p>	<p>Consultation report [APP-064 to APP-090]</p> <p>Interrelationships with other Nationally Significant Infrastructure Projects and Major Development Schemes [APP-550]</p>	

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		<p>with the location of the access bridge across the A127 that is proposed for the BEP scheme. If this was to occur, it is highly likely that the BEP proposals would not be able to be implemented which is considered unacceptable to BBC.</p> <p>Additionally, the relationship between the access arrangements on the B186 which are proposed by BEP and LTC require clarification to ensure no future conflicts with access in this location.</p>	<p>Significant Infrastructure Projects and Major Development Schemes.</p> <p>Brentwood Borough Council welcomes the ongoing discussion and has requested that this matter remains under discussion pending evidence that the draft DCO accounts for all scenarios. The Applicant has worked closely with the developer and landowner of the proposed BEP site to resolve construction interfaces and the design of access to the site. If planning permission for BEP is granted, the development would be accessed via a new bridge, constructed by the developer, from Codham Hall Lane and by a new access from the B186. This BEP access design resolves all conflicts with the Project design in relation to access to the proposed BEP site.</p> <p>The Applicant acknowledges the updated comment and will provide a response in a future version of this SoCG.</p>		
Design – road, tunnels, utilities					
Junctions Request for additional junctions in Thurrock	2.1.10	Brentwood Borough Council, as part of the Association of South Essex Local Authorities (ASELA), considers the lack of new junctions in Thurrock (e.g. North Ockendon) as a 'missed opportunity' for the proposals to align	<p>The Applicant views the junctions currently in the proposal as sufficient and no further junctions will be added.</p> <p>During the development of the Project, the Applicant considered the connectivity needed with the strategic road network by</p>	Schedule 2 of the draft Development Consent Order [Additional]	Matter Not Agreed

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		<p>with government objectives for more housing and jobs, as they believe that improved transport links can promote economic growth. At the 2022 Local Refinement Consultation the council stated that more connections could unlock new development potential, and that there was a need to work with ASELA on this.</p> <p>Brentwood Borough Council acknowledges National Highways' position as explained, and is keen to work towards maximising economic opportunities for the final scheme.</p>	<p>considering the key traffic movements between the A13, the A1089, and the new connectivity provided by the Lower Thames Crossing. The current road layout and local plan do not support the provision of a junction at North Ockendon.</p> <p>The Applicant recognises that the North Ockendon area is a focus for the developing local plan, and as such the Project has considered passive provision at this location.</p> <p>The Order Limits for the Project have been developed looking at what is necessary and proportionate to enable the delivery of the Project only. The Project is not permitted to seek any land, rights or works powers that are not explicitly required for the delivery of the Project, as per Ministry of Housing, Communities and Local Government guidance on both compulsory acquisition and associated development (as defined in section 115 of the Planning Act 2008).</p> <p>The position on the passive provision of junctions is therefore that the Project will seek to ensure that the proposed design of the Project does not preclude the potential for future junctions. The Project will use reasonable endeavours to ensure that potential locations for future junctions are kept as clear as reasonably practicable of any unnecessary obstructions such as major</p>	<p>Submission AS-038</p>	

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			<p>utility diversions or significant permanent structures. This passive provision is embedded within the Project design which is already secured via Requirement 3 contained in Schedule 2 to the draft DCO.</p> <p>Any links to the Project which do not form part of the Project, (including a connection at Ockendon), will require their own planning consent (and associated approvals and appropriate assessment work). In line with the processes in place for any development which could affect the operation of the strategic road network, there will be ongoing engagement with, and evaluation by, the National Highways Spatial Planning Team.</p> <p>The Applicant also notes that a Tilbury Link Road that has been identified in the pipeline of projects in the National Highways Road Investment Strategies for 2020-2030 (known as RIS2 and RIS3). During the review of the Project undertaken when the Thames Freeport was designated, the Applicant sought direction and received instruction from Department for Transport (DfT) and Department for Levelling Up, Housing and Communities (DLUHC) that the Tilbury Link Road should be delivered through a separate consenting process to the Project.</p>		

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Walking cycling and horse-riding (WCH) Active travel – design WCH bridge design)	2.1.11	<p>Brentwood Borough Council considers there is further opportunity to deliver improvements incorporated with other planned transport investment, such as that mentioned in the South Brentwood Growth Corridor Sustainable Transport Vision.</p> <p>1) Instead of a standalone footbridge over the A127 as proposed, this could be incorporated into a multi-user bridge that accommodates pedestrians, cyclists and horses.</p> <p>2) Brentwood Borough Council questions whether the location of the proposed footbridge is appropriate given the above opportunities for multi-use routes and the lack of engagement regarding how it may impact delivery of Brentwood Enterprise Park.</p> <p>There are concerns that the proposals may be incompatible with those being developed through both the adopted Brentwood Local Plan and the current planning application for Brentwood Enterprise Park. The council request that continued engagement is undertaken between National Highways, Essex County</p>	<p>A full update was provided to Essex County Council and Brentwood Borough Council about BEP matters at a meeting with the Project's Land & Property team on 25 March 2022. The Applicant and St Modwen (BEP developer) are progressing legal agreements to agree the mechanics of how the two projects will work together to manage their interfaces and have worked closely since the announcement of the preferred route in 2018. The Interrelationships with other Nationally Significant Infrastructure Projects and Major Development Schemes document provides further information on the steps taken by the Applicant to account for its interfaces with other major development schemes.</p> <p>The Project's design will maintain the existing Public Rights of Way (PRoW) connectivity around BEP and enhance its safety. The Applicant has presented and consulted on plans for a new WCH (multi-use) bridge over the A127 east of the existing single-track road bridge into the BEP site to provide these connections and facilitate access from the westbound A127 footway to the eastbound side in order to use the planned upgraded crossings on the north side of M25 junction 29 for connections to/from Havering.</p>	<p>220325 Essex County Council / Brentwood Borough Council / Lower Thames Crossing BEP meeting 220325 - BEP summary Design Principles [Application Document APP-516] Interrelationships with other Nationally Significant Infrastructure Projects and Major Development Schemes [Application</p>	Matter Under Discussion

Topic	Item No.	Brentwood Borough Council Comment	National Highways' Response	Application Document Reference	Status
		<p>Council, Brentwood Borough Council and the Brentwood Enterprise Park promoters, St Modwen. This is to ensure that the most suitable solution is developed in respect of ensuring non-motorised users can cross the A127 in a safe and convenient manner.</p> <p>As per item 2.1.9, Brentwood Borough Council remains concerned that in the scenario where the LTC scheme is implemented in advance of the BEP proposals that the proposed WCH bridge conflicts with the location of the bridge access across the A127 that is proposed for the BEP scheme. If this was to occur it is highly likely that the BEP proposals would not be able to be implemented which is considered unacceptable to BBC.</p>	<p>The Applicant's negotiations with St Modwen account for their intention to build a northern access road and bridge over the A127 connecting to Codham Hall Lane and junction 29 of the M25 to provide access to the site. This new bridge is located in the same position as the Project's proposed WCH bridge over the A127 (Work No 9Z). The existing single-track road bridge over the A127 would be retained and converted for WCH use only with connections to the A127 footways together with the proposed upgraded crossings at junction 29 for connections to/from Havering.</p> <p>The Applicant will continue to promote and seek DCO consent for its design solution as a fallback position to ensure it has a deliverable scheme should BEP not proceed. The Application Documents include an appropriate legal mechanism to allow for the Applicant's solution not being constructed in circumstances where BEP delivers their proposed WCH provision. See Design Principle S14.22 in relation to this WCH provision and the interface with BEP.</p> <p>In the event that the BEP proposal comes forward in place of the new WCH bridge for the Project, there would be no material loss as the enhanced A127 crossing proposed by the BEP application provides the same</p>	<p>Document APP-550</p>	

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			<p>functionality as the Project's WCH bridge (Work No 9Z). The width of the existing bridge allows it to be retained as a bridleway because the line of travel is more than 2m from the parapet, as recommended by the British Horse Society Guidance. The feasibility of increasing the height of the bridge parapets and infilling the parapets will be looked at by St Modwen at the detailed design.</p> <p>Brentwood Borough Council welcomes the ongoing discussion. This matter remains under discussion pending evidence that the draft DCO accounts for all scenarios. The Applicant is considering alternative evidence of agreement with the developer, e.g. an exchange of letters, should a commercial agreement not be signed before the end of DCO examination. The Applicant also notes Brentwood Borough Council's request for a drawing to accompany the SoCG illustrating the key bridges and geography around Brentwood Enterprise Park.</p> <p>The 25 March 2022 meeting was positively received by the authorities.</p> <p>The Applicant acknowledges the updated comment and will provide a response in a future version of this SoCG.</p>		

Topic	Item No.	Brentwood Borough Council Comment	National Highways' Response	Application Document Reference	Status
<p>WCH / active travel – design Onward travel of WCH users north of M25 Junction 29)</p> <p>Onward travel of Non-Motorised Users (NMUs) north of M25 junction 29</p>	2.1.12	<p>The Council wants to ensure that due consideration has been given to any necessary improvements for the onward travel of non-motorised users travelling through the northern part of M25 junction 29, and for these to be integrated with mitigations planned through the delivery of Brentwood Enterprise Park and other local plan growth. This is particularly important as the southern arms of the junction will be closed off for non-motorised users as a result of the Lower Thames Crossing proposals, and also considering the environmental mitigation proposed by the creation of a new community woodland at Hole Farm in Warley. Also, this will be the key connection between the new bridges (numbered 25 and 26) identified in Havering and Brentwood. Currently the footways in this location have uncontrolled crossings across the north bound on slip and the footways are not particularly wide. The council would welcome further discussion on the details of how this matter is proposed to be addressed.</p>	<p>Signalised pedestrian and cycle crossings are to be provided on the northern section of M25 junction 29. These will connect to the existing shared use cycle/footways on the northern side of the A127 and located either side of the junction.</p> <p>Improvements to the PRow network have been proposed where this directly relates to the Project to improve connectivity and encourages active travel and promotes health and wellbeing.</p> <p>Engagement with St Modwen is ongoing as described in item 2.1.11, to ensure that their bridge and highway design proposals meet the current standards for WCH and provides sufficient connectivity across the A127 to the local PRow network. This will ensure that should St Modwen's proposals be approved prior to the construction of the Project, the objectives of the Project's WCH Strategy would still be achievable if the Applicant's proposed bridge is no longer constructed. In both scenarios this will provide safe enhanced access across the A127 and junction 29 towards Hole Farm and Folkes Lane woodlands through the PRow network.</p> <p>At a meeting on 16 March, Brentwood Borough Council indicated that this matter could be moved to agreed.</p>	N/A	Matter Agreed

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Construction					
Construction Communications and Engagement Plan during construction	2.1.7	There are outstanding issues relating to achieving the very best from the Lower Thames Crossing scheme locally and Brentwood Borough Council seeks a structure that allows as direct feedback as possible to National Highways and the local contractor should any issues arise. The Council would request further clarification and reassurance as to how the commitments set out within the Traffic Management Forum would be implemented. This includes who would be responsible for hosting the TMF and if there can be commitments to timescales of resolution for any issues as they arise.	<p>The Applicant has set out in Section 5 of the Code of Construction Practice (CoCP) and the outline Traffic Management Plan for Construction (oTMPfC) how it will establish a range of groups and forums to communicate with local stakeholders and receive feedback on matters. For example, the Traffic Management Forum (TMF), Transport Planning Liaison Group (TPLG), and the community liaison group.</p> <p>The monthly TMF committed to in the oTMPfC, is designed to bring the Applicant, Contractors and stakeholders together to discuss proposals, issues and performance of all things related to construction works and associated traffic management. More details of the TMF are presented in the oTMPfC.</p> <p>The CoCP and oTMPfC (and the commitments within) are secured via Requirements 4 and 10 of Schedule 2 of the draft DCO.</p> <p>At a meeting on 10 August 2022, the Applicant detailed the processes above and the options for escalation. Brentwood Borough Council welcomed the explanation and commitment to dialogue throughout the life of the Project.</p>	ES Appendix 2.2: Code of Construction Practice [Application Document APP-336] Section 3.3 of the outline Traffic Management Plan for Construction [Application Document APP-547]	Matter Under Discussion

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			The Applicant acknowledges the updated comment and will provide a response in a future version of this SoCG.		
Construction traffic impacts Code of Construction Practice (CoCP)	2.1.13	<p>The Council notes the importance of the CoCP in terms of the requirement for an Environmental Management Plan (EMP2) to be created by the local contractor. This will determine travel behaviour, especially for truck delivery routes into the compounds and spoil movements away from them.</p> <p>Following a meeting on 16 March, Brentwood requested that HGV bans were included in the DCO control documents to protect key routes in Brentwood including the A127/A128 Halfway House Junction, Wilson's Corner and A1023/Mascalls Lane junction.</p> <p>At the follow up meeting on 22 May 2023, Brentwood Borough Council indicated that the matter could be moved to agreed subject to these monitoring locations being agreed and Essex County Council as Highway Authority agreeing these are suitable. If following this further monitoring locations are required,</p>	<p>The Applicant welcomes the Council's agreement as to the importance of the CoCP. It should also be noted that construction routes are now covered in the outline Traffic Management Plan for Construction (oTMPfC). This will be the framework document for contractors to develop Traffic Management Plans (TMPs), post DCO consent, in consultation with the relevant local authorities. Further relevant details are addressed under item 2.1.14 below.</p> <p>At a follow-up meeting on 22 May 2023, the Applicant set out its approach to HGV restrictions and the impracticalities of implementing additional HGV restrictions to manage incidents. Rather, the project would manage incidents as set out in Section 5.7 of OTMPfC. The Applicant also proposed to establish two monitoring locations during the construction period: 1) at the north side of the A127/A128 roundabout to monitor traffic travelling north or south via Brentwood town centre including A128-Shenfield Rd (Wilson's Corner), and 2) the junction of the A1023 and Mascalls Lane to monitor traffic travelling the western orbital route through</p>	Outline Traffic Management Plan for Construction [Application Document APP-547]	Matter Under Discussion

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		Brentwood Borough Council would want the opportunity to review these.	<p>Brentwood. The Applicant is currently seeking further approvals including consultation with Essex County Council as the Highway Authority before moving the matter to Matter Agreed.</p> <p>The Applicant acknowledges the updated comment (Brentwood Borough Council provided an improved description of the junction locations and a request to review the agreed monitoring locations), and will provide a response in a future version of this SoCG.</p>		
<p>Materials and waste handling</p> <p>Spoil movements during construction</p>	2.1.14	<p>The Council requests appropriate consideration and control of spoil movements from the site which are currently not clear. Following a meeting on 16 March, Brentwood requested that HGV bans were included in the DCO control documents to protect key routes in Brentwood including the A128 and A127 Wilson's corner.</p> <p>It is understood that Essex County Council as Highway Authority will be reviewing these proposed monitoring locations. If following this further monitoring locations are required Brentwood Borough Council would want the opportunity to review these.</p>	<p>These details are presented in the outline Materials Handling Plan (oMHP) which was shared with Brentwood Borough Council as part of the 2021 Community Impacts Consultation.</p> <p>The Project will develop detailed Materials Handling Plans, as required by the oMHP. These will be developed post DCO grant, in line with the controls and commitments within the oMHP and in consultation with relevant stakeholders including local authorities.</p> <p>The Applicant has set out in the Code of Construction Practice (CoCP) and the outline Traffic Management Plan for Construction (oTMPfC) how it will establish a range of groups and forums to communicate with</p>	<p>ES Appendix 2.2 Annex B: Outline Materials Handling Plan [Application Document APP-338]</p> <p>ES Appendix 2.2: Code of Construction Practice [Application Document APP-336]</p>	Matter Under Discussion

Topic	Item No.	Brentwood Borough Council Comment	National Highways' Response	Application Document Reference	Status
			<p>local stakeholders and receive feedback on matters. For example, the Traffic Management Forum (TMF), active travel forum, and the Community Liaison Group.</p> <p>The monthly TMF committed to in the oTMPfC, is designed to bring the Applicant, the Contractors and stakeholders together to discuss proposals, issues and performance of all things related to construction works and associated traffic management.</p> <p>At a meeting with Brentwood Borough Council on 10 August 2022, the Applicant detailed the processes above and the options for escalation to National Highways. It was confirmed that Automatic Number Plate Recognition was an example of a tool to be used to monitor vehicles. Rules including lorry bans and their enforcement may be incorporated into Traffic Management Plans and Materials Handling Plans developed post-consent through dialogue such as the TMF. These plans would become binding in line with the DCO provisions. Brentwood Borough Council welcomed the explanation and commitment to dialogue throughout the life of the Project.</p> <p>At a meeting on 22 May 2023, the Applicant set out its approach to HGV restrictions and the impracticalities of implementing additional HGV restrictions to manage</p>	<p>Outline Traffic Management Plan for Construction [Application Document APP-547]</p>	

Topic	Item No.	Brentwood Borough Council Comment	National Highways' Response	Application Document Reference	Status
			<p>incidents. Rather, the project would manage incidents as set out in Section 5.7 of the oTMPfC. The Applicant also proposed to establish two monitoring locations during the construction period: 1) at the north side of the A127/A128 roundabout to monitor traffic travelling north or south via Brentwood town centre including A128-Shenfield Rd (Wilson's Corner), and 2) the junction of the A1023 and Mascalls Lane to monitor traffic travelling the western orbital route through Brentwood. At this meeting, Brentwood Borough Council indicated that the matter could be moved to agreed, but the Applicant is currently seeking further approvals including consultation with Essex County Council as the Highway Authority before moving the matter to Matter Agreed.</p> <p>The Applicant acknowledges the updated comment and will provide a response in a future version of this SoCG.</p>		
Wider Economic Impacts Compound CA16 Construction Travel Plan	2.1.15	The Council requests for continued dialogue on the Travel Plan that impacts compound CA16. In addition, continued engagement on the prospect of including the CA16 contractor into the Demand Response Transport model to be launched in the South Brentwood	The Framework Construction Travel Plan (FCTP) sets out that Site-Specific Travel Plans (for each compound or Utility Logistics Hub (ULH) or groups of compounds or ULH where they are closely located with similar levels of accessibility) will be produced and these would reflect the local environs at the time of production. The FCTP also sets out details of the Travel Plan Liaison Group	Framework Construction Travel Plan [Application Document APP-546]	Matter Under Discussion

Topic	Item No.	Brentwood Borough Council Comment	National Highways' Response	Application Document Reference	Status
		<p>Growth Corridor and potentially beyond.</p> <p>At a meeting on 16 March 2023, Brentwood requested that a written commitment would need to be included in the appropriate control documents to compel the compound workforce to travel using sustainable transport where a compound is in an area with significant public transport infrastructure for this matter to become agreed.</p>	<p>(TPLG), which Brentwood Borough Council would be invited to, and this would offer an opportunity to raise such matters at the time. This matter is under discussion pending further information being provided in the DCO application and dialogue on enforcement.</p> <p>The FCTP requires the development of targets aligned with sustainable transport principles, which must be appropriate to the circumstances of each individual compound. These targets would be consulted with the TPLG and subject to their agreement. This is considered a sufficient mechanism to deliver the proposed emphasis on the use of public transport where it is readily available.</p>		
Worker transport/ Framework Construction Travel Plan (FCTP)	2.1.16	The Council has queries concerning whether National Highways have sufficient resource in place to effectively administer and monitor the Framework Construction Travel Plan.	<p>The Applicant is confident that sufficient and experienced resource will be available to effectively administer and monitor both the Framework Construction Travel Plan and the Site-Specific Travel Plans that will be produced. Notably, the Travel Plan Manager will be a National Highways member of staff.</p> <p>Following discussion at a meeting on 16 March 2023, Brentwood indicated that the matter could move to agreed.</p>	Framework Construction Travel Plan [Application Document APP-546]	Matter Agreed
Traffic and economics					

Topic	Item No.	Brentwood Borough Council Comment	National Highways' Response	Application Document Reference	Status
Developments and uncertainty log Growth assumptions in the Lower Thames Area Model (LTAM)	2.1.17	In 2020, the Council raised concerns that the Lower Thames Crossing proposals do not currently take account of proposed growth that has yet to be allocated, such as Brentwood Enterprise Park. However, the Lower Thames Crossing construction access required from the B186 utilises the work undertaken by those promoting growth at Brentwood Enterprise Park. As of March 2022, the Brentwood Local Plan has been adopted and confirmed the site allocations including, but not limited to, Brentwood Enterprise Park, Dunton Hills garden village and other development sites.	Proposed growth that is not under construction, has a planning application or permission is not explicitly included within the Project's transport model. The Uncertainty Log was finalised on 30 September 2021 in order for the LTAM forecasts, dependent assessments and DCO application documents to be produced. This date is supplied set out in Chapter 4 – The Uncertainty Log and forecast years of the Combined Modelling and Appraisal Report - Appendix C - Transport Forecasting Package [Application Document APP-348]. This means that the proposed BEP is not explicitly included, but Dunton Hills Garden Village is. On a regional level the overall amount of traffic growth aligns with the DfT traffic growth forecasts. The full list of schemes included is given in Annex A Uncertainty Log in the Combined Modelling and Appraisal Report - Appendix C - Transport Forecasting Package Annexes [Application Document APP-334].	Combined Modelling and Appraisal Report - Appendix C - Transport Forecasting Package [Application Document APP-348] Combined Modelling and Appraisal Report - Appendix C - Transport Forecasting Package Annexes [Application Document APP-334]	Matter Not Agreed
Developments and uncertainty log	2.1.18	The current Lower Thames Crossing proposals compromise the existing access arrangements to Brentwood	The Applicant does not agree that access to these sites is compromised. The Applicant notes that it is coordinating with the BEP	N/A	Matter Agreed

Topic	Item No.	Brentwood Borough Council Comment	National Highways' Response	Application Document Reference	Status
Access arrangements for growth schemes		Enterprise Park, Codham Hall Farm, Dunton Hills garden village and other employment growth schemes.	developer, Brentwood and Essex councils to ensure adequate access to BEP during construction and operation of BEP and the Project as noted above under items 2.1.9 and 2.1.11. At a meeting on 16 March 2023, Brentwood indicated that the matter could be moved to agreed.		
Developments and uncertainty log Brentwood Enterprise Park and the Lower Thames Area Model (LTAM) during construction	2.1.19	Clarity on how trips from the construction of Brentwood Enterprise Park are taken into account or once the park is operational and the impacts to Brentwood Enterprise Park once the rolling contraflow enabling works on St Mary's Lane are active.	The Brentwood Enterprise Park (and the construction of it) are not included within the core modelling assessments for the Project, as the BEP site did not have a sufficient level of certainty to be included. The Project would further note that it is coordinating with the BEP developer, Brentwood and Essex councils to ensure adequate access to BEP during construction and operation of BEP and the Project as noted above under items 2.1.9 and 2.1.11. At a meeting on 16 March 2023, Brentwood indicated that the matter could be moved to agreed.	N/A	Matter Agreed
Wider Network Impacts					
Wider Network Impacts approach	2.1.20	The Council submitted a number of Section 106 mitigation requests for consideration on 5/1/22 including the following which were directly related to Wider Network Impacts:	The Applicant has determined that the items listed, and potentially others, fall into the realm of wider network impacts on highways outside the Project and are to be addressed under the processes set out in the Wider	Wider Network Impacts Management and	Matter Not Agreed

Topic	Item No.	Brentwood Borough Council Comment	National Highways' Response	Application Document Reference	Status
Request for mitigation and monitoring		<ul style="list-style-type: none"> • Additional Bridge over A127 & Highway Works north of A127 for Brentwood Enterprise Park • A127/ B186 Mitigation: Warley Interchange bridge and new link road connecting to M25 Junction 29 • A127/A128 Brentwood Road / Tilbury Road mitigation • M25 Junction 28 mitigations • M25 Junction 29 mitigations <p>Brentwood Borough Council acknowledged the provision of a future monitoring regime but sought further clarification regarding:</p> <ul style="list-style-type: none"> • The risk of impacts not being picked up due to differences between Lower Thames Crossing and Local Plan modelling criteria, and • The lack of a guaranteed funding for any mitigation requirements identified by future monitoring <p>Whilst Brentwood Borough Council welcomes the approach being proposed, it has raised significant concern that if the above are not addressed by the WNIMMP, it would</p>	<p>Networks Management and Monitoring Plan (WNIMMP).</p> <p>At a meeting on 10 August 2022, the Applicant explained its approach to Wider Network concerns from local authorities before and after the crossing opens. It was explained that the Applicant has assessed the wider network impacts of the Project 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, the Applicant is not committing to any direct additional funding for interventions on the wider network through the draft DCO.</p> <p>The Project is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p>	<p>Monitoring Plan [Application Document APP-545] Draft DCO [Additional Submission AS-038] Transport Assessment [Application Document APP-529]</p>	

Topic	Item No.	Brentwood Borough Council Comment	National Highways' Response	Application Document Reference	Status
		<p>potentially create severe strain on the strategic road network in the Borough, and consequently stifle future development.</p> <p>Brentwood Borough Council is preparing a Monitor and Manage Strategy and Planning Obligations Supplementary Planning Document, and would like to ensure the WNIMMP aligns with its policies.</p>	<p>An updated WNIMMP has been included in the application, providing information about the proposed traffic monitoring. The Applicant provided a briefing on the changes made to the WNIMMP since a draft version was shared in the July 2021 Community Impacts Consultation.</p> <p>The traffic impact monitoring scheme referenced in the WNIMMP is 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>The Applicant 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 (paragraph 5.19 of Highways England: Licence). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.</p> <p>The Applicant noted that during the meeting Brentwood Borough Council welcomed the provision of future monitoring support but expressed significant concerns about the risk of impacts not being picked up due to differences between the Project and Local</p>		

Topic	Item No.	Brentwood Borough Council Comment	National Highways' Response	Application Document Reference	Status
			Plan modelling criteria, and the lack of guaranteed funding for any mitigation requirements identified by future monitoring.		

Appendix A Engagement activity

Table A.1 Engagement activities between the Applicant and Brentwood Borough Council since the DCO application was submitted on 31 October 2022

Date	Overview of Engagement Activities
11 November 2022	Emailed to offer DCO briefing session
14 November 2022	Emailed to notify of publication of documents on Planning Inspectorate website
25 November 2022	Lower Thames Crossing Biodiversity and Ecology Briefing
25 November 2022	Planning Performance Agreement catchup
28 November 2022	Emailed to inform that that the DCO application was accepted for Examination
01 December 2022	Emailed with pre-examination strategy, timetable and matters under discussion
12 December 2022	Draft Planning Performance Agreement supplied
14 December 2022	Emailed to inform of Planning Inspectorate announcement of the Relevant Representations and Interested Party registration opening date
04 January 2023	Emailed to advise of PADS Tracker request from Planning Inspectorate
09 January 2023	Emailed to advise on Relevant Representations opening and further PADS Tracker guidance from Planning Inspectorate
12 January 2023	Emailed to advise on Relevant Representations closing date and further PADS Tracker guidance from Planning Inspectorate
19 January 2023	Catch up meeting with Brentwood case officer
26 January 2023	Catch up meeting with Brentwood case officer
1 February 2023	Brentwood Enterprise Park briefing with Essex County Council, Brentwood Borough Council and National Highways
15 February 2023	Catch up meeting with Brentwood case officer
9 March 2023	Catch up meeting with Brentwood case officer
16 March 2023	Meeting to discuss construction SoCG matters
16 March 2023	Meeting to discuss Brentwood Enterprise Park and WCH SoCG matters
20 March 2023	Meeting to discuss SoCG Planning matters
24 April 2023	Emailed to advise of launch date of Minor Refinement Consultation
22 May 2023	Construction HGV traffic meeting
26 May 2023	SoCG matter catchup
12 June 2023	Brentwood Enterprise Park Briefing joint with Essex County Council

Date	Overview of Engagement Activities
26 June 2023	Emailed draft version of Examination Deadline 1 SoCG for final comments
5 July 2023	Emailed draft version of of Examination Deadline 1 SOCG for endorsement

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 the Applicant 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	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'.
Department for Environment, Food and Rural Affairs	Defra	The government department responsible for environmental protection, food production and standards, agriculture, fisheries and rural communities in the United Kingdom of Great Britain and Northern Ireland
Electric Vehicle	EV	Electric vehicles are vehicles that are either partially or entirely propelled by 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 in 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.

Term	Abbreviation	Explanation
Environmental Management System	EMS	n/a
Environmental Statement	ES	A document produced to support an application for development consent that is subject to Environmental Impact Assessment (EIA), which sets out the likely impacts on the environment arising from the proposed development.
Framework Construction Travel Plan	FCTP	A document which sets out a framework to reduce the impact of the Project's construction workforce on the road network as a result of travel to and from 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 motorised vehicles, bicycles and horses. They can be found in a wide variety of places, from city centres to farmland and mountain ranges.
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 Mayorality (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 which 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.
Highways England		Former name of National Highways.
Historic England	n/a	The public body that looks after England's historic environment. An executive non-departmental public body of the UK Government sponsored by the Department for Digital, Culture, Media and Sport, and the Government's advisor on heritage.
Joint Operations Forum	JOF	The JOF is an executive level forum made up of National Highways and its Contractors. National Highways will establish and chair a JOF, attended by senior representatives from the Contractors.
Landfill	n/a	A site for the disposal of waste materials.
Local plan	n/a	A Local Plan sets out local planning policies and identifies how land is used, determining what will be built where. Adopted Local Plans provide the framework for local development across England.
London Highway Assignment Model	LoHAM	A strategic model representing routeing and congestion of motorised highway trips using London's highway network.
Local Planning Authority	LPA	A local planning authority is the local authority or council that is empowered by law to exercise statutory town planning functions for a particular area of the UK. May also be referred to as 'local authority'.
Local Resident Discount Scheme	LRDS	A scheme by which residents meeting certain defined criteria can obtain a discount on the charge levied on drivers using the Lower Thames Crossing.
Local Road Network	LRN	The Local Road Network is that portion of the Road Network for which a Local Government is responsible and is eligible for funding from the State Government to operate and maintain.
Lower Thames Area Model	LTAM	Transport model designed to forecast impacts of providing additional road-based capacity across the River Thames at locations at or east of the existing Dartford Crossing.

Term	Abbreviation	Explanation
M25 junction 29	n/a	Improvement works to M25 junction 29 and to the M25 north of junction 29. The M25 through junction 29 will be widened from three lanes to four in both directions with hard shoulders.
M25 Motorway	M25	Orbital motorway that encircles most of Greater London.
Materials Management Plan	MMP	n/a
National Cycle Network	NCN	A series of traffic-free paths and quiet, on-road cycling and walking routes that connect to every major town and city.
National Grid Electricity Transmission	NGET	A UK company that builds and maintains the electricity transmission network in England and Wales.
Nitrogen dioxide	NO ₂	A reactive gas introduced into the environment by natural causes, including entry from the stratosphere, bacterial respiration, volcanos, and lightning. It is also introduced by the emissions of internal combustion engines burning fossil fuels.
National Policy Statement	NPS	There are 12 designated National Policy Statements (NPSs), setting out government policy on different types of national infrastructure development, including energy, transport, water and waste. NPSs provide the framework within which Examining Authorities make their recommendations to the Secretary of State.
National Policy Statement for National Networks	NPSNN	The NPSNN sets out the need for, and Government's policies to deliver, development of Nationally Significant Infrastructure Projects on the national road and rail networks in England. It provides planning guidance for promoters of Nationally Significant Infrastructure Projects on the road and rail networks, and the basis for the examination by the Examining Authority and decisions by the Secretary of State.
New Roads and Street Works Act	NRSWA	n/a
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).
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.

Term	Abbreviation	Explanation
Outline Materials Handling Plan	oMHP	A document which sets out the approach and high-level principles for handling construction materials and waste on the Lower Thames Crossing Project, both inside and outside the Order Limits.
Outline Site Waste Management Plan	oSWMP	The Outline Site Waste Management Plan (oSWMP) sets out the overarching principles and procedures that would be applied for the management of waste during the construction phase of the Project.
Outline Traffic Management Plan for Construction	oTMPfC	The outline Traffic Management Plan for Construction (oTMPfC) has been produced to provide an outline framework and principles that will be applied for the design and management of construction traffic management and transport logistics for the Lower Thames Crossing Project.
Open space	n/a	Open space is defined in section 19 of the Acquisition of Land Act 1981 as 'any land laid out as a public garden, or used for the purposes of public recreation, or land being a disused burial ground'.
Overhead line	OHL	An electrical conductor, suspended on towers or poles, used for transmission and distribution of electrical energy. It consists of one or more conductors (commonly multiples of three).
Passenger Car Unit(s)	PCU	A metric to allow different vehicle types within a traffic model to be assessed in a consistent manner.
Planning Inspectorate		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).

Term	Abbreviation	Explanation
Road Investment Strategy	RIS	The Government's long-term strategy to improve England's motorways and major A roads. The first RIS (known as RIS 1) was published in 2015 and covers the period 2015-2020. A second RIS (RIS 2) was published in 2020 and covers the post-2020 period.
Site of Importance for Nature Conservation	SINC	Locally designated nature site protected through the planning system. See also 'LNR' and 'SNCI'.
Secretary of State	SoS	The Secretary of State has overall responsibility for the policies of the Department for Transport.
Site Specific Travel Plans	SSTPs	Site-Specific Travel Plans will be developed by contractors in respect of the sites which they are responsible (either an individual construction area or compound, or a number of construction areas and compounds where these are closely located with similar levels of accessibility), following the latest policy advice and best practice documents.
Site Waste Management Plan	SWMP	A document which sets out how resources will be managed, and waste controlled during the Project. Plans usually involve recording the amount of waste that will be produced and details the proposed methods of waste disposal.
Skills, Education and Employment (SEE) Strategy	SEE Strategy	The Skills, Education and Employment Strategy introduces how National Highways aims to provide long-term benefits to communities close to the Project through new jobs and work, higher skills and education. It also 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 Project's Social Value Framework is reflective of local needs and priorities and sets out the wider opportunities that are realised through the way the Project is designed and built. 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

Term	Abbreviation	Explanation
		reasonably considers will not be disputed by the local planning authority.
Strategic Outline Business Case	SOBC	First stage of drawing together evidence pertaining to a transport scheme, focusing on the strategy or reasons why change may be required.
Strategic road network	SRN	The core road network in England managed by National Highways.
Supplementary Planning Guidance	SPG	Documents which provide supplementary information in respect of the policies in current or emerging Local Plans or national policy.
Sustainable Drainage System	SuDS	A drainage system designed to reduce the potential impact of new and existing developments with respect to surface water drainage discharges.
Sustainable Travel: Active, Responsible, Safe	STARS	TfL's accreditation scheme for London schools and nurseries. STARS inspires young Londoners to travel to school sustainably, actively, responsibly and safely by championing walking, scooting and cycling.
Sustainable Transport Working Group	STWG	A stakeholder group set up by National Highways to develop and deliver improvements to integrated sustainable transport infrastructure, including maximising use of the River Thames and improving connectivity and accessibility for walkers, cyclists and horse-riders.
Third Road Investment Strategy	RIS3	RIS3 sets out the government's aims and proposals for <i>investment</i> in the <i>strategic road</i> network from 2025 to 2030.
Thames Chase Community Forest	TCCF	An area of forest open to the public on the Essex/London border, maintained and improved for the benefit of wildlife and residents.
Trip End Model Presentation Program	TEMPro 7.2	The version of the DfT traffic forecasts used to cap growth within LTAM.
Transport for London	TfL	The integrated body responsible for London's transport system
Tilbury Link Road	TLR	An option considered, following PRA in developing the preliminary design for Statutory Consultation.
Tonnes of carbon dioxide equivalent	tCO ₂ e	A metric relating to emissions of carbon dioxide and the resultant climate change impact adopted by the UN.
Traffic Management Forum	TMF	The TMF would review planned traffic management arrangements and receive comments as to their appropriateness. The TMF would also monitor, review, and provide updates to the TMPs when required.
Traffic Management Plan for Construction	TMP	A plan setting out the strategy and measures to be adopted with respect to highway and transportation issues for the Project. The TMP supports the DCO application and would be embedded within the eventual

Term	Abbreviation	Explanation
		construction contractor documentation and will form an overarching and comprehensive management procedure for the Contractor to adhere to.
Transport Analysis Guidance	TAG	National guidance document produced by the Department for Transport.
Travel Plan Liaison Group	TPLG	A group set up by National Highways to administer the Framework Construction Travel Plan.
Transport Assessment	TA	A document that sets out assessments of the transport implications of development. Transport Statements are a 'lighter-touch' evaluation to be used where this would be more proportionate to the potential impact of the development (i.e. 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.
Utility Logistics Hub	ULH	A 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.

Term	Abbreviation	Explanation
Waste and Resources Action Programme	WRAP	A registered charity which works with businesses, individuals and communities to achieve a circular economy through helping them reduce waste, develop sustainable products and use resources in an efficient way.
Written Scheme of Investigation	WSI	Sets out the scope, guiding principles and methods for the planning and implementation of archaeological assessment.

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