



**BRENTWOOD
BOROUGH COUNCIL**

National Infrastructure Planning
Temple Quay House
2 The Square
Bristol
BS1 6PN

Date: 19.09.2023
Interested Party No: LTC-IPS002
PINS project ref: TR010032

Dear Sir/Madam

Application by National Highways for an Order Granting Development Consent for the Lower Thames Crossing – Response to Examiners Questions (ExQ1)

This letter comprises Brentwood Borough Council's (BBC) responses to the Examiners Questions (ExQ1) where the Council has been cited. The questions considered to be relevant to the Council are as follows:

- **Q4.1.15 Modelled Traffic Effects: Lower Thames Area Model and Future Development Proposals:** *Concerns have been raised regarding future development that has been excluded from LTAM's core scenario. To what extent are these concerns addressed by the Applicant's high growth scenario which assumes that travel demand will exceed current government forecasts in TEMPro.*
- **Q13.1.1 Community Severance – Public Rights of Way:** *Paragraph 13.3.25 of ES Chapter 13 – Population and Human Health [APP-151] states that baseline conditions for Public Rights of Way were identified from definitive mapping on LAP websites. Definitive maps may only show made rights of way and village greens and not any applications under consideration. Can **Local Authorities** advise whether there are any live applications being considered by their Public Rights of Way departments for amendments to or establishment of new rights of way or village greens that may be affected by the Project?*
- **Q13.1.20 Green Belt:** *The ExA acknowledges the Local Authorities' objection to the proposed development in the Green Belt. Without prejudice to those objections, the ExA would like to understand from the Local Authorities whether there are any particular locations within the Green Belt where the effects of the Project on openness would be particularly pronounced, and conversely, whether there are locations where effects on openness would be avoided or at the lower end of the harm scale.*

The Council's answers to the above questions are set out in turn below:

Q4.1.15 Modelled Traffic Effects: Lower Thames Area Model and Future Development Proposals

BBC welcomes the higher growth assumptions. However due to the cap on assumptions of traffic growth based on what development schemes they are allowed to include, the higher growth assumptions are unlikely to match the future growth requirements of Brentwood, and/or our neighbours specifically in Thurrock and Basildon.

BBC are concerned that Brentwood Enterprise Park appears to have been excluded. Further BBC are aware the Housing demand in its Borough going forward, combined with those of its neighbours Thurrock and Basildon, will significantly impact traffic movements in the LTC LTAM area in shorter timescales than currently found in LTAM. The additional highway capacity added by LTC will make approval of projects in its catchment area that aren't part of current assumptions easier in highway impact terms. This is true for all such Highway projects they create a window which allows a significant quantum of development practicable.

The review of the Brentwood Local Plan is likely to exceed the additional high growth scenario. As will that of Thurrock., Therefore BBC are concerned that the timescale assumptions in the model won't reflect the delivery demands in the areas

Q13.1.1 Community Severance – Public Rights of Way

Essex County Council are the responsible authority for Public Rights of Way and therefore BBC would defer a response to this question to them.

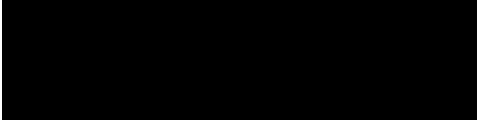
Q13.1.20 Green Belt

The DCO area within Brentwood Borough falls within the Green Belt as identified in the Adopted Brentwood Local Plan 2016-2033. The area of Hole Farm area to the north of the A127 would comprise tree planting as part of the mitigation measures for the scheme. It is not considered that this would have any adverse effects on openness. The future use of this area as a visitor centre would be considered separately as a planning application which would be submitted to BBC as Local Planning Authority.

Other aspects of the LTC DCO proposals would comprise a potential walking, cycling and horse rider bridge over the A127 and a temporary construction compound to the south off the B186. It is not considered that the aspects of the proposals would severely impact on the openness of the Green Belt.

Thank you for your consideration of the above.

Yours sincerely


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Planning Policy

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