

# Lower Thames Crossing

## 5.4.4.5 Draft Agreed Statement of Common Ground between (1) National Highways and (2) Essex County Council (Clean version)

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## Revision history

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1.0	31 October 2022	DCO Application
2.0	18 July 2023	Deadline 1
3.0	3 October 2023	Deadline 5
4.0	17 November 2023	Deadline 7

## Status of the Statement of Common Ground

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

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

A high-level overview of the engagement undertaken since the DCO application was submitted on 31 October 2022 and is summarised in 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 (the Applicant) 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 the Applicant and Essex County 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 7.

## 1.2 Principal Areas of Disagreement

- 1.2.1 On 19 December 2022 the Examining Authority made some early procedural decisions to assist the Applicant, potential Interested Parties and themselves to prepare for the Examination of the 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 would provide 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 Essex County 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 ongoing discussion wherever possible to resolve, or refine, the extent of disagreement between the parties. “Matter agreed” indicates where 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 SoCG between the Applicant and Essex County 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 matters have moved from ‘matter under discussion’ to ‘matter agreed’:
- a. 2.1.5, Impacts
  - b. 2.1.19, SEE strategy and supply chain
  - c. 2.1.29, WCH/active travel – design
  - d. 2.1.33, Assessment of likely significant effects
  - e. 2.1.34, Open Space and common land.
- 2.1.3 Table 2.1 details and presents the matters which have been agreed, not agreed, or are under discussion between (1) the Applicant and (2) Essex County Council.
- 2.1.4 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 ‘DL1’ indicates a new matter added during examination at/around that deadline.
- 2.1.5 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’.
- 2.1.6 At Examination Deadline 7 there are 34 matters in total of which 21 are agreed, seven are not agreed and six remain under discussion.

**Table 2.1 Matters**

Topic	Item No.	Essex County Council comment	The Applicant’s Response	Application Document Reference	Status
<b>DCO and consents</b>					
Environment  Status of Hole Farm community woodland	2.1.1	<p>In its response to the 2021 Community Impacts Consultation, Essex County Council noted in the Guide to Community Consultations document, on page 24, a case study was given proposing a community woodland at Hole Farm. It was noted that this was outside the DCO limit, an initiative of the Applicant and had no material impact on the Project. Essex County Council proposed that this could be misleading as it was not part of the mitigation to be included in the DCO application. It was requested that this should be clearly distanced from the Project in future communications and the DCO application.</p> <p>On 28/6/23, the Council requested further clarification of how the use of the site for Project mitigation was compatible with it already being committed for planting, and followed this up in</p>	<p>Following initial clarification of the status of Hole Farm, the Project was subsequently revised to put Hole Farm within the proposed DCO Order Limits as mitigation for nitrogen deposition impacts. Essex County Council confirmed at a meeting on 12 May 2022 that it considered the matter closed and agreed following this change. Essex County Council acknowledged the revised DCO Order Limits in its 2022 Local Refinement Consultation response.</p> <p>The Applicant wishes to share the following extra information drawing on explanations provided the Examining Authority during the Issue Specific Hearing on 21 June 2023:                      The elements of Lower Thames Crossing at Hole Farm which relate to the provision of mitigation and compensation for the DCO have developed in the run up to submission and in consultation with the stakeholders of the Project. The Hole Farm site was purchased by the Applicant with the purpose of providing both ecological and community benefit at the site, working in partnership with Forestry England.</p> <p>Subsequently and with the Hole Farm site owned by the Applicant it was proposed that elements of compensation be provided within the Hole Farm</p>	Statement of Common Ground between (1) National Highways and (2) Natural England <a href="#">[REP5-038]</a>	Matter Under Discussion

Topic	Item No.	Essex County Council comment	The Applicant's Response	Application Document Reference	Status
		<p>its Local Impact Report (LIR) as follows:  <i>"ECC note the inclusion of Hole Farm within the DCO, which is welcomed for the benefits it would bring to the environment and local communities who would use it. It is NH's intent to implement the proposed Hole Farm site hence it is reasonable to question if, as intended, this can be also counted as a benefit for LTC."</i></p> <p>In an email on 5 September 2023, the Council advised that the matter remained under discussion until they were further satisfied that 'double counting' has been avoided.</p>	<p>site, reducing the need for compulsory acquisition of other landowners and noting the importance of considering whether the Applicant's own land could be used before resorting to compulsory acquisition.</p> <p>It is intended that the compensation could be provided early, in the case of woodland allowing it a chance to establish. This would be consented via an EIA Stage 1 request for afforestation under the Environmental Impact Assessment (Forestry) (England and Wales) (Amendment) Regulations 2017 for the habitat creation.</p> <p>A separate Town and Country Planning Act 1990 application would also be submitted for the elements which do not form part of the Project's DCO but for which planning permission is required. These include: the hard infrastructure including access, car parking, hard landscaping such as paths, buildings. It excludes all areas of planting.</p> <p>The items which will be detailed in the Hole Farm Town and Country Planning Act 1990 application would be additional benefits and provide the infrastructure for the operation of the site as a community woodland. The Afforestation application will set out habitat creation consistent with the Project's DCO application and the</p>		



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			<p>management and use of the site as a community woodland.</p> <p>This approach reduces any risk of ‘double counting’ and the extent of overlap and therefore risk of inconsistencies between the Hole Farm afforestation application, Town and Country Planning Act 1990 application and the Project’s DCO.</p> <p>The planting proposals at Hole Farm represent an opportunity to deliver environmental compensation for the Project early, so that it is in place and has begun to establish prior to or early on in the construction programme. Natural England supports the principle of this approach generally (Statement of Common Ground between (1) National Highways and (2) Natural England, Item 2.1.63).</p> <p>If the Project does not proceed, the Town and Country Planning Act 1990 application would secure the consent necessary to deliver the Hole Farm community woodland facilities managed by Forestry England alongside the wider Thames Chase Community Forest. The planting mix for Hole Farm in the context of the Project has been agreed with Natural England (Statement of Common Ground between (1) National Highways and (2) Natural England, Item 2.1.41). In the event that the Project is not delivered, Forestry</p>		

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			<p>England would promote an alternative form of woodland planting and habitat creation at the community woodland such that it would not provide the same ecological outcomes as the specific forms of compensatory planting proposed under the DCO for the Project.</p> <p>By using the Applicant’s Hole Farm land to deliver the Project’s compensation, it aligns with the goal of the creation of a community woodland (habitat creation and replacement special category land). The Applicant and Forestry England have worked together to consent the other benefits (car park, visitor centre etc.), planned for Hole Farm before the land was identified for the Project.</p> <p>This matter is under discussion pending Essex County Council's consideration of this information and further clarifications to be supplied by the Applicant.</p>		
<b>Need for the Project</b>					
Need for the Project	2.1.2 <b>RRE</b>	Essex County Council supports the need for the Project.	Noted.	N/A	Matter Agreed
<b>Consultation and engagement</b>					
Adequacy of Consultation	2.1.3 <b>RRE</b>	Essex County Council is satisfied with the adequacy of consultation on the Project.	Noted.	N/A	Matter Agreed

Topic	Item No.	Essex County Council comment	The Applicant’s Response	Application Document Reference	Status
<b>Route selection, modal alternatives and assessment of reasonable alternatives</b>					
Route alignment  Route selection	2.1.4  <b>RRE</b>	Essex County Council agrees with the proposed route alignment.	Noted.	N/A	Matter Agreed
<b>Land and compulsory acquisition</b>					
Impacts  Brentwood Enterprise Park interface	2.1.5  <b>RRE</b>	At 2018 Statutory Consultation, Scoping Opinion, 2020 Supplementary Consultation, 2021 Community Impacts Consultation and 2022 Local Refinement Consultation, Essex County Council asserted that the Project should in no way compromise the viability and access to the proposed Brentwood Enterprise Park (BEP). BEP will be located in the southeast quadrant formed by M25 junction 29 between the M25 and A127, on the site of a former works depot and residual industrial use.  Essex County Council has noted that the site is now in Brentwood Borough Council's adopted local plan and subject to an active planning application. Essex County Council has requested that the Project coordinates safe	A full update was initially 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) have worked closely since the announcement of the preferred route in 2018 and are progressing legal agreements as to the mechanics of how the two projects will manage their interfaces. 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.  The Project has made a design change to reduce the area within the Order Limits by c14.5ha to remove the final significant constraints on BEP construction. This has been achieved via the development of an engineering solution, omitting the need for the diversion of Cadent's high pressure gas pipeline. Due to the location of the existing pipeline, on the grounds of safety, the Warley Street Compound has been relocated to the east where the now redundant Warley Street	Design Principles <a href="#">[REP6-046]</a> Interrelationships with other Nationally Significant Infrastructure Projects and Major Development Schemes <a href="#">[APP-550]</a> Works Plans <a href="#">[REP4-034 to REP4-040,</a> <a href="#">REP5-018 and REP5-020]</a> Temporary Works Plans <a href="#">[REP4-082,</a> <a href="#">REP4-084,</a> <a href="#">REP5-022]</a>	Matter Agreed

Topic	Item No.	Essex County Council comment	The Applicant’s Response	Application Document Reference	Status
		<p>and suitable access during construction and operation of BEP and the Project. Particular consideration is required to account for the permanent severance of an existing access off the J29 roundabout by the LTC slip roads.</p> <p>Essex County Council welcomes the ongoing discussion and indicated at a meeting on 12/5/22 that its overall position about BEP will be influenced by Brentwood Borough Council's satisfaction. It requested that this matter remains under discussion pending this and evidence that the DCO accounts for all scenarios.</p> <p>The Council reiterated this issue in its Relevant Representation and at a meeting on 9/5/23. It requested a joint meeting with Brentwood Borough Council in the near future to give confidence regarding this site. The meeting took place on 12/6/23 and the Council requested further information.</p>	<p>Utility Logistics Hub was to be located. The change is reflected in the Works Plans, Temporary Works Plans and via the Consultation Report.</p> <p>At a meeting on 1 February 2023, the Applicant demonstrated the DCO provisions and design principles facilitating the minimum required access.</p> <p>In its response to the Council's LIR, the Applicant provided an update on its core position:  <i>"The Applicant and St Modwen continue to work collaboratively to address the outstanding interfaces between the two projects. The access proposals from the B186 have been agreed in principle between the Applicant and St Modwen, the promoter of Brentwood Enterprise Park (BEP). If BEP is developed before, or at a similar time to the proposed Project access, then the Project access design would be altered to connect to the BEP access. This is stated in the Design Principles [APP-516] (Design Principle S14.19).</i></p> <p><i>If the Project access is constructed before the BEP access, the Project access could be amended to connect to the new BEP access once built and the original Project access onto the B186 could then be closed to avoid too many junctions being located in close proximity to each other.</i></p> <p><i>Should BEP obtain consent and be developed ahead of the Project, the proposed BEP vehicular</i></p>	<p>Consultation Report  <a href="#">[APP-064 to APP-069]</a>  Draft DCO  <a href="#">[REP3-077]</a>  Comments on LIRs Appendix C: Essex County Council  <a href="#">[REP2-057]</a></p>	

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		<p>The Council raised this issue in its Local Impact Report as follows:  <i>" ECC have asserted that the Project should not compromise the viability and access to the BEP. The site is now in Brentwood's adopted local plan and subject to an active planning application. ECC has requested that the Project coordinates safe and suitable access during construction and operation of BEP and the Project. It is vitally important that LTC, which effectively removes the existing entrance to BEP, provides an alternative point of access which is both suitable for the traffic generated, safe and future proofed."</i></p> <p>The Council reiterated that its overall position about BEP will be influenced by Brentwood Borough Council's satisfaction.                      At a meeting on 1 November 2023, the Council stated that this matter was now agreed following the positive feedback from Brentwood Borough Council.</p>	<p><i>bridge over the A127, combined with the existing structure, would provide equivalent Walkers, Cyclists and Horse Riders (WCH) connectivity to that proposed by the Applicant. In this circumstance the Applicant would not construct the WCH structure to the east of M25 junction 29 proposed in the draft DCO [REP1-042]. This is stated in the Design Principles [APP-516] (Design Principle S14.22).</i></p> <p><i>The alternative circumstance is that the WCH structure to the east of M25 junction 29 proposed in the draft DCO is constructed prior to the development of BEP. The Applicant is continuing to engage with St Modwen regarding potential design solutions which would accommodate the BEP access proposals in this scenario.</i></p> <p>[...]</p> <p><i>A Land and Works Agreement between the Applicant, St Modwen and the landowner (Mr Padfield) to resolve project interfaces is being actively progressed."</i></p> <p>Further information was presented to Essex County Council and Brentwood Borough Council at joint meetings on 12 June 2023 and 30 August 2023. In the most recent meeting, images and plans were presented demonstrating how BEP and the Project will both be designed for either scheme to be able to proceed independently. The Applicant notes that Brentwood Borough Council confirmed at a meeting on 19 September 2023 that from their perspective this matter was</p>		

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			agreed with the Applicant, with the expectation of further engagement concerning design and deliverability throughout the construction lifecycle. Essex County Council's resultant contentment regarding this matter is noted.		
Open Space and common land  Replacement land at Thames Chase Forest Centre	2.1.34  <b>DL5</b>	<p>The Council confirmed by email on 13 September 2023 that it has no objections in principle to the replacement land proposal. However, agreement would only be given after suitable discussions with Forestry England, as neighbouring landowner, have taken place to ensure the land can be managed satisfactorily.</p> <p>At the meeting on 20 October 2023, the Council stated that this matter was now agreed following confirmation of the Applicant's discussions with Forestry England.</p>	<p>At a meeting on 26 May 2023, the Applicant explained that it needs to permanently acquire ~160sqm of land owned by Essex County Council (ECC) at Thames Chase Forest Centre (TCFC) for the construction of the new road. The land to be acquired is densely vegetated and includes part of a path that is being diverted by the Project. As this land is open space, the Applicant is required to replace it in accordance with S131 of the Planning Act 2008 and any replacement land must be vested in the landowner of the 'order land' i.e. in this instance ECC.</p> <p>The Applicant has identified ~824sqm of replacement land, to the south of TCFC off Pike Lane, in exchange for the open space needed for the new road. This land forms part of a larger area of replacement land south of the TCFC that would be vested in Forestry England to compensate for public open space they own at Thames Chase affected by the Project.</p> <p>The replacement land would comply with paragraphs 5.166 and 5.174 of the NPSNN (DfT, 2014) and section 131(4) of the Planning Act 2008. It would be larger in quantity, equally or</p>	Draft DCO <a href="#">[REP6-010]</a>	Matter Agreed

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			<p>more accessible, useful and attractive, and its overall quality would be comparable.</p> <p>The replacement land would be secured through Article 40 (special category land) of the draft DCO.</p> <p>On 19 October 2023, Forestry England confirmed that it was satisfied with the neighbouring replacement land at this location being vested in Essex County Council, and that it was prepared to participate in any discussions with the Council regarding the long-term management of this land. This was reported during a meeting with the Council on 20 October 2023.</p>		
<b>Design – road, tunnels, utilities</b>					
Design  Lane provision southbound from M25 junction 29	2.1.6  <b>RRE</b>	Essex County Council has consistently opposed the reduction in width from three to two lanes from junction 29 onto the LTC, introduced in 2020. This has been raised at 2020 Supplementary Consultation, 2021 Community Impacts Consultation and 2022 Local Refinement Consultation. Essex County Council understands the logic that has been provided with the capacity of three lanes not required, initially at least, and that the lane drop is	<p>The Applicant has confirmed that traffic modelling predicts that a significant proportion of traffic travelling southbound on the Project will join from the A13 junction, so fewer vehicles will use the route between the M25 and A13. The Applicant therefore reviewed its plans and reverted to the previous design featuring two lanes southbound between the M25 and A13 junctions. By making this change, the Project can reduce the amount of land required on this section, lessen the environmental impact and offer better value for money by only providing the capacity required.</p> <p>A further benefit is that the Project no longer needs to realign Ockendon Road or make</p>	<p>Transport Assessment <a href="#">[REP4-148 to REP4-152]</a>  Comments on LIRs Appendix C: Essex County Council <a href="#">[REP2-057]</a></p>	Matter Not Agreed



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		<p>likely not to reduce capacity, but to provide a different means of slip road access. Essex County Council believes this is a short-sighted move that will cause problems in the future as all models and growth predictors indicate that capacity of three lanes will be required at some point in the future. Concern was expressed about the expense and difficulty of retrofitting, and the lack of capacity even acting as a constraint against local growth. Essex County Council urges a third lane be reconsidered. Essex County Council has requested confirmation that the structures will be able to accommodate a future third lane and consideration of using a third lane for active or sustainable travel.</p> <p>The Council reiterated its concerns in its PADS tracker and Relevant Representation, and LIR recommending passive provision for future widening as a minimum.</p>	<p>changes to the bridge where the road passes over the M25.</p> <p>Under the Planning Act 2008, the Applicant can only seek consent for land which it can evidence as being required to deliver against the Project objectives.</p> <p>The Transport Assessment forecasting has demonstrated that in the period 15 years after road opening, the lane provision provided meets the anticipated traffic flows. Based on government guidance, the traffic forecast includes assumptions around growth and future developments.</p> <p>Government guidance on transport appraisal requires investment decisions to be made on the basis of normal operation of the road network. The traffic model allows for normal operation by taking into account the average condition of the road network and number of traffic incidents expected.</p> <p>Therefore, lane provision has been designed using forecasted traffic flows and has not allowed for futureproofing of additional lanes. Bridge structures have been designed to ensure that the setback (distance from the carriageway edge to an obstruction i.e. safety fence, parapet, etc) complies with required standards for the number of lanes in the design.</p> <p>In its response to the Council's LIR, the Applicant clarified that "the justification for having two lanes southbound from the M25 onto the Lower Thames</p>		



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			Crossing is that this is sufficient for the traffic that wishes to use this part of the Project. The third lane in the opposite direction is justified due to the high proportion of HGVs joining at the junction with the A13 and merging northbound onto the A122, and then traffic moving over to leave the road at the early diverge for M25 junction 29 without joining the M25 mainline."		
Design  A13 access to/from west of A13/A1089/A122 Lower Thames Crossing junction	2.1.7	At 2018 Statutory Consultation, 2020 Supplementary Consultation and 2021 Community Impacts Consultation, Essex County Council opposed the lack of direct connection between the eastbound A13 and the LTC and between the LTC and the A13 westbound. The Council reiterated its concerns in its PADS tracker and LIR.	The proposed A13/A1089/A122 Lower Thames Crossing junction provides vital strategic and local highway connections to the Project, which is why a major junction is required. To reduce its footprint and height and to manage the balance across the local and major routes, certain direct links between the three highways are provided. The inclusion of additional direct links would require a third level to the junction and signalised junctions, increasing congestion, visual impacts and cost. The links that have been provided at the junction are those that would provide the greatest benefits, based on consideration of the traffic modelling and feedback from stakeholders.	N/A	Matter Not Agreed
Junctions  Tilbury Link Road / junction provision	2.1.8 <b>RRE</b>	Essex County Council opposed the lack of a junction at Tilbury. This was stated in the 2018 Statutory Consultation, 2020 Supplementary Consultation, 2021 Community Impacts Consultation and 2022 Local Refinement Consultation. As a minimum Essex County Council	The Tilbury Link Road was not included in the Project proposals consulted on at Statutory Consultation because it did not align sufficiently with the Scheme Objectives agreed with the Department for Transport (DfT), owing to its impacts on the environment and local roads. The Tilbury Link Road has been identified in the pipeline of projects in the National Highways road investment strategies for 2020-2030 (known as	N/A	Matter Not Agreed

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		<p>would at least request some form of assurance that this will be revisited in a future round of the Roads Investment Strategy but would urge a review of the current position and to include a connection to this vital economic resource, especially given the Government’s strong support for Thames Freeport and the opportunity this brings.</p> <p>The Council reiterated its concerns in its PADS tracker, Relevant Representation and LIR. At a meeting on 9/5/23, it requested clarification from the Applicant as to what traffic, in the context of the Thames Freeport, the access point could "potentially accommodate" as part of future development, as stated in its response to date.</p>	<p>RIS2 and RIS3). During the review of the Project undertaken when the Thames Freeport was designated, the Applicant sought direction and received instruction from DfT and Department of Levelling Up, Housing and Communities that the Tilbury Link Road should be delivered through a separate consenting process to the Lower Thames Crossing.</p> <p>The revised design at Tilbury Fields provides an operational and emergency access, with no access for public traffic on or off the Lower Thames Crossing at this location.</p> <p>At a meeting on 4 August 2022, Essex County Council noted agreement on this matter may be possible if the Applicant can clarify whether the operational/emergency access point at the North Portal could be converted to take public traffic as a junction in future with minimal changes. The Applicant confirms the access has not been designed specifically for any particular future connection into the local road network, however if the local authority or a third-party stakeholder is considering any future development they would need to liaise with National Highways Spatial Planning to develop their proposals. The access has been designed to standard and all gradients, loops and distance from the tunnel portal have met the relevant requirements. It could potentially accommodate further development in the future. Any new road connecting to the Lower Thames Crossing at this point would have to follow the relevant planning process at the appropriate time,</p>		

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			including traffic modelling to determine the requirements at the prospective junction and a review of the provision of the operational access to determine whether any gap in provision exists. The access point has been designed to Design Manual for Roads and Bridges (DMRB) standards, and specifically to CD 122 Geometric design of grade separated junctions with type A merges/diverges, two lane circulatory carriageways on the roundabouts and single lanes on all link roads. The Applicant emphasises that the access point has been designed for safe and seamless use by operational and emergency traffic, and not specifically for any particular future connection into the Local Road Network. The capacity of a future connection would be dependent on the nature of the traffic flows and the connecting developments.		
Junctions  Connectivity from the Project and Orsett Cock to A1089	2.1.9	Essex County Council welcomed the new ability to travel from Orsett Cock roundabout onto the A1089 as a way of avoiding Tilbury traffic impacting local roads and providing some connections to the port without requiring a diversion onto the A13, e.g. from Dunton Hills.	Noted.	N/A	Matter Agreed
Design  Connectivity from Orsett	2.1.10	Essex County Council opposed the lack of connection from Orsett Cock roundabout onto LTC at 2020 Supplementary Consultation	Noted. The proposed A13/A1089/A122 Lower Thames Crossing junction provides vital strategic and local highway connections to the Project, which is why a major junction is required. To	N/A	Matter Not Agreed

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Cock to the Project		and 2021 Community Impacts Consultation. The Council reiterated its concerns in its PADS tracker and LIR.	reduce its footprint and height and to manage the balance across the local and major routes, certain direct links between the three highways are provided. The inclusion of additional direct links would require a third level to the junction and signalised junctions, increasing congestion, visual impacts and cost. The links that have been provided at the junction are those that would provide the greatest benefits, based on consideration of the traffic modelling and feedback from stakeholders.		
Junctions  Amendments to A127 westbound to M25 off-slip	2.1.11	In its response to the 2022 Local Refinement Consultation, Essex County Council requested any amendments to the A127 to M25 south slip road need to consider the proximity of the on-slip from the B186 junction to the east.	The Project will not alter the current diverge from the A127 or the distance between this point and the B186 on-slip. Changes will begin partway up the ramp before a new filter lane for the roundabout starts.  Following a meeting on 4 August 2022, Essex County Council was provided with a further copy of the written confirmation of this position. Essex County Council agreed that it was content at a meeting on 9 August 2022.	N/A	Matter Agreed
<b>Construction</b>					
Closures and diversions  Beredens Lane Utility Logistics Hub access	2.1.12  <b>RRE</b>	Essex County Council contested the proposed use of Beredens Lane to access a Utility Logistics Hub (ULH) in its response to the 2021 Community Impacts Consultation. This was on the grounds of it being a single-track dead-end road passing dwellings, which is considered an unsafe	The ULH will be a base for a gas pipeline diversion under the M25 until alternative haul routes are available, with activity anticipated intermittently between April 2026 and November 2027.  The access via Beredens Lane had been identified following consultation with the utility company that will be completing the works.	Outline Traffic Management Plan for Construction (oTMPfC) <a href="#">[REP6-048]</a> Comments on LIRs Appendix C: Essex	Matter Agreed

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		<p>and disruptive route for up to 40 HGV movements plus smaller vehicles per day. Essex County Council noted the impact of this access was a small but significant issue within the consultation. The Council reiterated its concerns in its PADS tracker and Relevant Representation. The Council welcomed the progress reported on 25/4/23 and at a meeting on 9/5/23 stated the matter could be agreed once the document has been modified.</p> <p>At a meeting on 30/8/23, the Council acknowledged that the matter was agreed following publication of the document.</p>	<p>Following consultation feedback, the Project continued to work with the utility company checking the need to undertake these works, and the ability to afford safe access and egress to the worksite for both the workforce and the adjoining public. Options under consideration included access directly from the M25 junction 29 clockwise off-slip or via another route on the local road network, such as Codham Hall Lane. Early discussions with the utility company indicated that as a minimum, HGVs could be diverted from Beredens Lane. As of 2 August 2022, the Project and the utility agreed in principle that the road is unfit for HGVs and alternative access should be sought, with an ambition to transfer all vehicle types to it. The utility also stated its intention to move the work site further from the houses if practicable. At a meeting on 4 August 2022, Essex County Council noted agreement may be possible if the change rather than an intention can be fully secured. For technical reasons, it was not possible to secure a commitment at the time of DCO application submission. In a meeting on 25 April 2023 the Applicant confirmed a solution had been found. In response to concerns raised by the Council with regard to the use of Beredens Lane for HGVs accessing Beredens Lane ULH, the Applicant is proposing an HGV ban and limiting the use of Beredens Lane for access to motorway-prohibited traffic and emergency vehicle access only. It is intended HGVs shall</p>	<p>County Council  <a href="#">[REP2-057]</a></p>	

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			<p>access the ULH directly from the M25. This will be secured via, and reflected in the next version of the outline Traffic Management Plan for Construction (oTMPfC) (Version 1 contained within the application).</p> <p>The proposed modifications to the document are:</p> <ul style="list-style-type: none"> <li>• Table 4.1 Illustrative construction compound access routes (HGV Traffic) has Beredens Lane ULH listed on page 50 with the Primary Route as per the intended M25 access route, but includes ‘A127-Hall Lane-Warley Road-Beredens Lane’ as a secondary route. The ‘A127-Hall Lane-Warley Road-Beredens Lane’ secondary route shall be removed from Table 4.1.</li> <li>• Table 4.4 Proposed restrictions for HGVs shall have ‘Beredens Lane – Entire Road – HGV ban for all works’ added.</li> <li>• Additional text shall be added to Section 4.2 Proposed Utility Access Routes stating “Beredens Lane shall be limited as an access to Beredens Lane ULH for emergency vehicle access and by the use of motorway prohibited traffic including pedestrians, holders of provisional motorcycle or car licences, riders of motorcycles under 50cc, cyclists and horse riders.”</li> </ul> <p>In its response to the Council's LIR, the Applicant confirmed that the changes have been secured through changes to the oTMPfC at Examination Deadline 1.</p>		

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<b>Charging</b>					
Charging regime  Variable charging as reactive mitigation	2.1.13	At 2022 Local Refinement Consultation, Essex County Council noted that if the scheme impacts once operational are materially different from those forecast, the options available to the Applicant for addressing adverse impacts are limited. Essex County Council believe that the Applicant should retain some control of the user charging regime at a lower level than the Department for Transport, such that the charges can be adjusted if needed (e.g. between different vehicle types and emission classes, time of day, weekdays and weekends etc), with appropriate controls in place, as a means of influencing usage as a form of mitigation in its own right. The Council reiterated its concerns in its PADS tracker and LIR.	Charging is a tool for traffic management on the crossings at Dartford and the Lower Thames Crossing as a single combined entity. The Applicant works closely with DfT (as the existing charging authority for Dartford Crossing, and the Lower Thames Crossing once it comes into operation) on charging matters. The DCO would permit the Secretary of State to impose road user charges at the tunnel area that are equal to the charges that apply at the Dartford Crossing from the date at which the Project opens for traffic as stated in the Road User Charging Statement. In its response to the Council's LIR, the Applicant clarified the relevant paragraphs of the statement, being 1.4.4 and 1.4.5. The Project is implementing other steps to monitor and manage the wider network impacts of the Project after opening, as discussed in the "Wider Network Impacts" section below.	Road User Charging Statement <a href="#">[APP-517]</a> Comments on LIRs Appendix C: Essex County Council <a href="#">[REP2-057]</a>	Matter Not Agreed
<b>Traffic and economics</b>					
Public Transport  Cross-river bus services	2.1.14  <b>RRE</b>	Essex County Council urges the Applicant to start discussions with bus operators, coach operators, local authorities, and larger businesses about ensuring that	A significant programme of business engagement, including some bus operators, has already begun to build understanding of and potential support for the Project.	Benefits and Outcomes Document <a href="#">[APP-553]</a>	Matter Under Discussion



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and public transport infrastructure		<p>the opportunity to improve cross-river public transport connectivity and capacity provided by the Project is fully realised. Essex County Council appreciates that the Project will primarily benefit strategic trips made by private vehicles, but the scale of the Project and level of investment required is such that it would be a wasted opportunity if a step-change in cross-river public transport is not also achieved. Simply taking a position that the tunnels can be used by public transport services is not sufficient, and as a government-owned company the Applicant should be looking beyond its core remit of managing the strategic road network to how it can work with partners to deliver on wider government objectives around sustainability and public transport. Essex County Council believes there is clear potential for a Fastrack/South Essex Rapid Transit (SERT) type service linking Essex to Kent, with user charge exemptions for public transport, bus lanes through the tunnel, dedicated access routes</p>	<p>Local authorities are, the Project considers, best placed to lead on the development and appraisal of future public transport projects. They also have strong existing relationships and lines of communication with commercial bus operators as part of local transport authority duties. The Applicant is of course willing to work with authorities where appropriate. The Applicant has established a Sustainable Transport Working Group (STWG) in parallel to the Project, as noted in the Benefits and Outcomes Document. Its primary purposes are to maximise the benefits of the new crossing and develop sustainable travel initiatives that could be eligible for National Highways designated funds and to support cases for future investment. Should the Project gain consent, the Applicant will use the STWG 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. The Applicant considers that supporting this collaboration between local authorities on both sides of the River Thames is the most effective and sustainable solution.</p> <p>The opportunity to provide a link for new bus services across the River Thames between North Kent and Thurrock/South Essex, could provide a significant change in public transport connectivity. The positive impact would extend to the Dartford Crossing which is forecast to see journey time</p>		



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		<p>for buses/rapid transit. Essex County Council believes this is a relatively pragmatic solution to limited economic interaction between Kent and Essex, and that that new job opportunities will arise because of the crossing. This should be examined in the light of bus, coach and P&amp;R opportunities since Essex County Council do not want to perpetuate inefficient car trips in the peak hours.</p> <p>Essex County Council is keen to work closely with the Applicant and other stakeholders to develop an appropriate solution as a joint effort and believes The Applicant should commit to developing an evidence-based public transport strategy with stakeholders, with funding set aside towards the delivery of the strategy and secured through the DCO.</p> <p>This has been raised in the 2021 Community Impacts Consultation and 2022 Local Refinement Consultation.</p> <p>The Council reiterated this issue in its Relevant Representation, stating that the lack of public transport provision is a missed</p>	<p>reliability increase, and journey times reduce as a result of the Project. The whole of the Project route is accessible to local and longer-distance public transport routes, if operators choose to make use of it. In common with the Dartford Crossing, registered local bus services would be exempt from charging. Bus lanes are not included within the tunnel due to the good overall capacity provided by the three-lane design.</p> <p>Public transport access to the Lower Thames Crossing using dedicated access points is prevented by design and practical considerations. The emergency access roads, merges and diverges have been specifically designed to optimise emergency service accessibility and response times. However, they have not been designed to a standard for public use. The operation of the emergency access (as designed) is to be supported by the National Highways Regional Operations Centre (ROC) and appropriate interventions. This introduces incompatibility between emergency service operation and bus operations. The portal sites will also see significant activity throughout the day and the coming and going of buses would conflict with day-to-day operations (e.g. maintenance, traffic management and recovery vehicles, potentially at short notice).</p> <p>The Applicant notes the Council's response to the clarifications provided on 1 November 2023 and is content to pursue the proposed engagement</p>		

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		opportunity, and its LIR. The project must engage with bus operators and larger businesses about ensuring that the many newly generated trips between north Kent and South Essex can be managed by bus services. At a meeting on 1 November 2023, the Council agreed that following clarification of the basis of the STWG in the Benefits and Outcomes Document, and that engagement need not be limited to the construction period, this matter could be agreed subject to further discussion after the DCO is granted.	activities through dialogue after the DCO is granted.		
Local modelling requests  Access to modelling data	2.1.15	In the 2022 Local Refinement Consultation, Essex County Council restated points made in their email and letter of 22/12/21 that it was disappointed that the Applicant had not allowed access to the full Lower Thames Area Model. They noted that resulting discussions have required time from all parties. Essex County Council asserts that local authorities should be given access to all modelling data when requested to allow for serious	Extensive discussions have led to a compromise to which both parties are in agreement, on the grounds that its modeller's analysis was that <i>"overall, the results of the updated model versions and runs do not present any major causes for concern for Essex"</i> , and that the Applicant has provided additional modelling data outputs. In its response to Essex County Council of 16 March 2022, the Applicant accepted that access to LTAM remains Thurrock Council and Essex County Council's desired outcome, but the Applicant does not intend to make an exception to its position to restrict access to full Project-specific models. If the model were to be released,	N/A	Matter Agreed

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		consideration of proposals and proper consultation.	<p>it would be able to be modified by third parties, which could result in significant confusion over which outputs were accurate reflections of the Applicant's proposals. Following the conclusion of the DCO statutory process, a finalised version of the LTAM model will be made available to all stakeholders. The Applicant does also have flexibility to share regional models. The letter proposed joint meetings with the two authorities to agree data outputs and information required to gain a full understanding of the Project's traffic impacts.</p> <p>At a meeting on 4 August 2022, the Applicant reported that the remaining outputs requested by Essex County Council would be provided shortly, with the first batch issued that day. The Applicant is open to servicing more requests if required.</p> <p>The Applicant notes that in its latest consultation reply, Essex County Council welcomed the additional modelling outputs provided to date. The Applicant is happy to discuss Essex County Council's findings at the appropriate opportunity.</p>		
<b>Wider Network Impacts</b>					
Local Wider Network Impacts concerns  Modelling impacts on	2.1.16	Essex County Council requested further information on the traffic impacts on the wider road network to understand the cause and scale of any issues. Initial analysis was included in their response to the 2021 Community Impacts Consultation and	Joint meeting held with Essex County Council and Thurrock Council, 27 April 2022 to agree additional analyses required to understand the operational modelling released on 23 July 2021 and the revised operational modelling shared on 27 April 2022, based on a 2030 opening year. Outputs were shared 16 June 2022, 4 July 2022 and 4 August 2022. At a meeting on 9 August	N/A	Matter Agreed

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specific roads and junctions		<p>highlighted a number of junctions and roads experiencing potential negative capacity and flow impacts. The locations affected stretched east and north across the county well beyond the immediate vicinity of the Project, potentially due to major changes in routing choices.</p> <p>At a meeting on 9/5/23, the Council agreed that the provision of data had been sufficient for it to understand the predicted impacts and considered this matter agreed.</p>	<p>2022 Essex County Council noted its modeller's analysis was <i>"overall, the results of the updated model versions and runs do not present any major causes for concern for Essex"</i>. This matter is under discussion pending final analyses by Essex County Council. The Applicant notes that the Council has presented its conclusions from the data in its Relevant Representation and believes the matter of provision of the data itself can be agreed.</p> <p>The Applicant welcomes the Council's confirmation in its LIR that <i>"the proposed LTC is not expected to have any unacceptable impacts to the ECC Highway Network, subject to implementation of the mitigation proposals set out in the submitted TA documents."</i> It notes that this does not negate the request for monitoring listed under item 2.1.31 or its concerns about the approach to mitigation of Wider Network impacts under item 2.1.17. The Applicant's response to these items is set out below.</p>		
<p>Wider Network Impacts approach</p> <p>Mitigation of identified impacts</p>	<p>2.1.17</p> <p><b>RRE</b></p>	<p>Essex County Council requested mitigation by the Applicant for negative traffic impacts identified on the wider road network. Essex County Council seeks accelerated funding and delivery of these mitigations to maximise any consequential opportunities for housing and economic growth. A clear understanding with the Applicant is needed about how</p>	<p>The Applicant notes that while Essex County Council has concerns about the principle that the funding of mitigations identified by future monitoring would rely on existing funding mechanisms and processes, as relayed below, its modeller's analysis as of 9 August 2022 is <i>'overall, the results of the updated model versions and runs do not present any major causes for concern for Essex'</i>. On these grounds, this has led to a potential compromise once a revised</p>	<p>Wider Network Impacts Management and Monitoring Plan  <a href="#">[APP-545]</a>  Schedule 2 of the draft DCO  <a href="#">[REP6-010]</a></p>	<p>Matter Not Agreed</p>

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		<p>the required mitigation will be determined.</p> <p>The Council reiterated this issue in its Relevant Representation. The Council has conducted a review of the traffic data and models. This has shown some areas of concern with increased traffic levels impacting on our network and some areas and junctions that will start to operate over capacity. The locations and analyses have been provided in a separate report. The Applicant has been clear that no mitigation outside of the red line boundary will be considered, this is an unacceptable position to take. We request that appropriate forms of mitigation are formally looked into and implemented, through the DCO if feasible interventions are found to be available.</p> <p>At a meeting on 9/5/23 the Council concluded that this matter would remain not agreed going into examination due to the fixed position of the Applicant. The Council reiterated its concerns in its LIR.</p>	<p>Wider Network Impacts Monitoring and Management Plan (WNIMMP) has been provided. At a meeting on 19 July 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 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>An updated WNIMMP will be included in the application, providing information about the proposed traffic monitoring. The Applicant will also provide a briefing on the changes made to</p>	<p>Transport Assessment  <a href="#">[REP4-148]</a> to  <a href="#">[REP4-152]</a></p>	

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			<p>the WNIMMP since a draft version was shared in the July 2021 Community Impacts Consultation. The traffic impact monitoring scheme will be secured in Schedule 2 of the draft DCO 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 (DfT, 2015)). The Applicant will continue to deliver against this obligation in its collaborative work with local authorities.</p>		
<b>Socio-economics</b>					
SEE strategy and supply chain  Local targeting of provision	2.1.18  <b>RRE</b>	From 2018 Statutory Consultation, 2020 Supplementary Consultation and its comments on the draft Skills, Employment and Education (SEE) Strategy, Essex County Council has been clear that it encourages early engagement on SEE and securing benefits for the county. It is keen to secure a coordinated strategic approach between major highway projects in the county given the number of	<p>Early engagement on SEE began with Essex County Council in March 2019, when the SEE lead was mobilised onto the programme. The SEE lead worked alongside Essex Skills Commissioners to develop the Project’s Skills and Employment Working Group, which provided the local authority a platform to feed into the development of the Project’s SEE strategy while also providing regular updates on engagement in Essex.</p> <p>In October 2021 a SEE Advisor was appointed to start engagement on the ground with local stakeholders and regularly attends meetings with</p>	N/A	Matter Agreed

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		<p>simultaneous schemes, which could lead to a pinch-point. In the 2022 Local Refinement Consultation, Essex County Council recognised the scale of the Project is such that it presents a huge opportunity to provide positive benefits to local people in the form of apprenticeships, training, skills development, jobs and engagement with local schools and colleges particularly around STEM subjects. It welcomed further engagement and discussion on this prior to the DCO submission in order to share ideas from the Economic Growth team to maximise opportunities. At the meeting with the Applicant on 5/5/23, Essex County Council noted it was content with the measures being taken so far with the SEE Strategy, and the plans to develop and enact it in future. The Council reiterated its position in its LIR.</p>	<p>Council officers, colleges, schools and training providers to provide regular updates on skills requirements. Most recently the SEE Advisor has been working closely with the Essex skills team to promote the opportunities through Essex platforms such as Essex Opportunities, and Essex Careers Magazine, and is now a member of the Essex Opportunities steering group. The Applicant agrees with Essex County Council's statement around making sure there is a joined-up approach to developing skills across the region. The programme is currently a member of the South East Local Enterprise Partnership (SELEP) Major Projects Group. This working group brings all the large infrastructure projects across the South East together in one forum to strategically plan opportunities and minimise skills shortages in the communities within construction and engineering. In addition, the Applicant will maintain continuous engagement with other regional major projects such as Thames Freeport. The programme is also a cornerstone employer for the Greater Essex Career Hub, to engage with schools and colleges in Thurrock and Essex to strategically plan school engagement with other employers.</p> <p>A paper was also shared by the Applicant on 22 June 2022 to update stakeholders who have raised comments/issues relating to skills, employment and supply-chain effects, and proposals for measures to enhance benefits and avoid adverse effects related to the Project as</p>		



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			part of the SEE Strategy, which provides further information. The Applicant provided final clarifications on this matter at a meeting on 5 May 2023.		
SEE strategy and supply chain  Local targeting of provision	2.1.19  <b>RRE</b>	Essex County Council has supplied the Applicant with a number of local best practice guides for SEE principles around major projects. In its comments on the draft Strategy, Essex County Council wished to see a clear emphasis on Essex-based businesses benefitting from supply chains as opposed to general small and medium-sized enterprises (SMEs). More local focus in terms of reports on workforce origin and the local economic backdrop was requested. A proposal was put forward regarding a Skills and Supply Chain Alliance. The Council reiterated this issue in its Relevant Representation. At the meeting with the Applicant on 5/5/23, Essex County Council noted it was content with the measures being taken so far with the SEE Strategy, and the plans to develop and enact it in future. It agreed to review its position on	The SEE team welcomes the engagement from Essex County Council's team to maximise opportunities in their authority and refers to best practices provided through the Project’s Skills and Employment Working Group. In relation to supporting local businesses, the feedback on the previous ‘SME Directory’ was taken on board and the Applicant has revised the document to a ‘Supply chain directory’ in order to capture those larger local businesses in the area. In terms of engagement, the Project’s Supplier Team actively engages with regional partners (local authorities, industry bodies, government departments etc.) to harness existing supplier communities, utilise effective and mature communications channels, and raise awareness of the Project among suppliers in the local area. Meet the Bidder events in Essex and Kent in September 2022 provided local businesses (particularly SMEs) with the chance to network with Main Works contract bidders and the Project’s Executive Team to find out more about the Programme and potential contractual opportunities. Supplier development is also encouraged through the Supply Chain Sustainability School and through the promotion of National Highways’ Supplier Development	Workers Accommodation Report <a href="#">[APP-551]</a>	Matter Agreed



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		<p>the skills and supply chain alliance before reporting back to the Applicant to resolve this matter.</p> <p>The Council reiterated its position in its LIR.</p> <p>The Council confirmed this matter was agreed on 16 October 2023, following review by skills specialists.</p>	<p>Scheme. Businesses who register on the Supply Chain Directory will receive the Project Supply Chain Newsletter to learn more about the Programme, the Applicant's ambitions, requirements and development opportunities.</p> <p>Breakdown of workforce requirements in relation to skills has been provided through the Project's Skills and Employment Working Group (including peak workforce numbers, skill breakdown across the six years, and tunnel matrix of bespoke skill requirements). Further information on the workforce origin for the Project can be found in the Workers Accommodation Report.</p> <p>The alliance proposal was proposed prior to the Project's Skills and Employment Working Group, and SELEP Major Projects Group. Many of the principles in the proposal are being delivered in these two groups. If Essex County Council wishes to continue with the Essex Skills &amp; Supply Chain Alliance, the Project will welcome working with them to maximise opportunities in their area, however a discussion would be required in advance to avoid duplication of work.</p> <p>A paper was also shared by the Applicant on 22 June 2022 to update stakeholders who have raised comments/issues relating to skills, employment and supply chain effects, and proposals for measures to enhance benefits and avoid adverse effects related to the Project as part of the SEE Strategy, which provides further information.</p>		

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			The Applicant provided clarifications on this matter at a meeting on 5 May 2023. This matter is under discussion pending the Council's position on the skills and supply chain alliance. A further meeting will be convened to clarify positions regarding SEE matters and their security under the Section 106 agreement heads of terms.		
SEE strategy and supply chain  Procurement and delivery	2.1.20  <b>RRE</b>	Essex County Council noted that the draft Strategy focused on employer-based activity rather than employability. Essex County Council requested a sharper explanation of targets and how they would be monitored as opposed to ambitions. Essex County Council flagged that urgent skills and supply chain issues required work to start as soon as possible to mitigate risks to the Project. Essex County Council suggested a range of practical targets, initiatives, financial contributions (including Designated Funds) and minimum standards that should be implemented in all aspects of SEE across the Project. The Council reiterated this issue in its Relevant Representation. At the meeting with the Applicant on 5/5/23, Essex County Council	The Project’s Skills and Employment Working Group agreed with the Applicant’s approach to have a biannual (two-yearly) revised strategy in order to continue to reflect the work being developed across the local region. The first Strategy has a heavy focus on employer-based activity in order to maximise additional commitments from the delivery partners in the tender stages. The next revision will have a focus on partnerships and move into the employability space. Feedback was taken onboard and a section in the SEE strategy technical document outlines the definition of each target and monitoring requirements. Monitoring will take place in multiple forms from monthly and quarterly Project reporting. The Applicant agrees that there are skills and supply chain skill shortages and the team is currently working with local training providers and colleges to develop course requirements to support the delivery of the Project (examples can be provided). This also showcases the importance of the SELEP’s Major Projects Group	N/A	Matter Under Discussion

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		<p>welcomed the proposed principles for reporting and targets, but will await further details of the proposals to be shared with the skills working group before reporting back to the Applicant to resolve this matter.                      The Council reiterated its position in its LIR.</p>	<p>to look at how skills demand is strategically managed across the programmes.                      The programme is working closely with local stakeholders to utilise multiple funding streams, whether this be designated funds or the new community fund pilot.                      In February 2023 the programme launched the ‘Lower Thames Crossing Community Fund pilot’ to support local charities and community groups impacted by the Project. This funding consists of a £10,000 grant and has six criteria including skills and employment. This is a pilot scheme to support the main community fund which will be granted through the construction phase.                      A paper was also shared by the Applicant on 22 June 2022 to update stakeholders who have raised comments/issues relating to skills, employment and supply chain effects, and proposals for measures to enhance benefits and avoid adverse effects related to the Project as part of the SEE Strategy, which provides further information.                      The Applicant provided clarifications on this matter at a meeting on 5 May 2023 and advised that it would issue more information on reporting and targets via the skills working group, following input from partners including the Construction Industry Training Board National Skills Academy.                      On 26 October 2023, the Applicant shared draft revised terms of reference to be discussed at the Employment and Skills Working Group (North) on</p>		

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			<p>8 November 2023. These explain the nature of the annual and quarterly reporting proposed to come from the Project and the National Skills Academy. This matter is under discussion pending the Council's consideration of these terms and the conclusion of negotiations of the Section 106 agreement heads of terms to secure the SEE Strategy.</p>		
<p>SEE strategy and supply chain</p> <p>Future skills/work pipeline</p>	<p>2.1.21</p> <p><b>RRE</b></p>	<p>Essex County Council is keen to understand and maximise the legacy of skills, training, employment, directly and indirectly (e.g. through wellbeing from employment). The legacy aspect of the draft Strategy was perceived to lack emphasis. Essex County Council proposed initiatives that are sustainable in the long term and also inspire progression. Construction sector capacity and productivity should be permanently enhanced and direct financial contributions from the Applicant towards gaps in physical and social infrastructure were recommended. The Council reiterated this issue in its Relevant Representation. At the meeting with the Applicant on 5/5/23, Essex County Council noted it was content that the</p>	<p>The current SEE strategy outlines how a legacy will be left, encouraging a wide and diverse social / economic group to consider careers in the built environment and supporting industries, through engagement with the Project's SEE team and STEM (Science Technologies Engineering and Maths) Ambassadors. It will also do this by delivering the Project's SEE objectives, training and leaving behind a skilled workforce that will have skills, qualifications and experiences that are in demand in the construction and engineering sectors for years to come. As the Applicant has designated the Project a 'pathfinder' for carbon reduction, it will seek to inspire and help drive through new technologies, new methods of construction and build new skills that will work towards delivering sustainable construction and operation. A community fund to be provided through construction, and grants, will be awarded to eligible community-led initiatives across four key themes which have been identified based on the impacts/opportunities arising from the</p>	<p>N/A</p>	<p>Matter Agreed</p>

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		<p>comments related to an earlier version of the SEE Strategy, and that the new strategy addresses legacy including wellbeing aspects. Residual concerns about data to demonstrate closure of skills gaps are being addressed under new item 2.1.32 "SEE reporting and evidence development".</p>	<p>development. These are: mental health and wellbeing; local skills and employment support; connecting communities; and environment. A paper was shared by the Applicant on 22 June 2022 to update stakeholders who have raised comments/issues relating to skills, employment and supply chain effects, and proposals for measures to enhance benefits and avoid adverse effects related to the Project as part of the SEE Strategy, which provides further information. The Applicant provided final clarifications on this matter at a meeting on 5 May 2023.</p>		
<p>SEE strategy and supply chain  Evidence base for the Project</p>	2.1.22	<p>Essex County Council requires a comprehensive socio-economics evidence base on the project from the Applicant to inform its position on the Skills, Education and Employment Strategy. The Council reiterated this issue in its Relevant Representation. At the meeting with the Applicant on 5/5/23, Essex County Council noted it was content with the principles of evidence to be provided regarding the impact of the project and its SEE Strategy. Residual concerns about the need to scrutinise data and output proposals as they are released with the employment and skills plan for Roads North of the</p>	<p>The Project submitted a Wider Economic Impacts Report with the DCO application, which assesses the wider impact of the Project on skills and employment within the regional and local economy, drawing on public datasets, engagement and policy to identify a comprehensive and robust baseline position against which to assess the Project’s impacts and benefits. Additionally, in developing the SEE Strategy, the Project has collaborated with the SELEP in the development of its report, 'Major Projects in the SELEP Area - Skills and Employment - November 2021'. When complete this will identify challenges and opportunities for jobs and skills across all sectors in the region over the next 15 years, including demands from the Project. This will contribute to the comprehensive socio-economic evidence base.</p>	<p>Combined Modelling and Appraisal Report Appendix D: Economic Appraisal Package: Level 3 Wider Economic Impacts Report <a href="#">[APP-527]</a></p>	Matter Agreed

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		Thames later this year are being addressed under new item 2.1.32 "SEE reporting and evidence development".	The Applicant provided final clarifications on this matter at a meeting on 5 May 2023. A dedication to transparent reporting was reaffirmed and the Project will demonstrate this through the employment and skills plan released later this year following input from the recently appointed Delivery Partner.		
SEE strategy and supply chain  SEE reporting and evidence development	2.1.32  <b>DL1</b>	At the meeting with the Applicant on 5/5/23, Essex County Council requested further information on the proposed data reporting and transparency arrangements to address residual concerns about the need for appropriate demonstration of closure of skills gaps and an ability to scrutinise data and output proposals as they are released with the employment and skills plan for Roads North of the Thames later this year.	The Applicant will continue to liaise with Essex County Council directly and through the skills working group to seek to agree ECC's residual concerns in respect of this matter. On 26 October 2023, the Applicant shared draft revised terms of reference to be discussed at the Employment and Skills Working Group (North) on 8 November 2023. These explain the nature of the annual and quarterly reporting proposed to come from the Project and the National Skills Academy. This matter is under discussion pending the Council's consideration of these terms and the conclusion of negotiations of the Section 106 agreement heads of terms to secure the SEE Strategy.	N/A	Matter Under Discussion
<b>Cultural heritage</b>					
Archaeology  Hole Farm archaeology	2.1.23  <b>RRE</b>	Essex County Council requested clarification of the Applicant's plans for archaeological investigation work at the site of Hole Farm. This is in recognition of the expansion of the proposed order limits to include this site for	The Applicant provided a general update briefing to local authorities north of the River Thames on 6 June 2022. At a meeting on 3 April 2023, the Applicant confirmed to Essex County Council that the land affected by the DCO application at Hole Farm was being treated in line with Essex County Council's expectations.	ES Appendix 6.9: Draft Archaeological Mitigation Strategy and Outline Written Scheme of	Matter Agreed

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		<p>environmental mitigation purposes. Essex County Council accepts the clarification of no archaeological investigation being undertaken at Hole Farm where the DCO application proposes purely tree planting and no infrastructure. The archaeological assessment has since been updated. The Council accepts that work on the buildings, access tracks and drainage ponds is subject to a Town and Country Planning Act application and archaeological work has been recommended on these, but this is without the DCO.</p> <p>For the compound area to the south of Beredens Lane the impact of the same on the historic environment is not proven at this time.</p> <p>Essex County Council considers this matter agreed on the basis of the clear programmes of work communicated by the Applicant.</p>	<p>Planting and habitat creation on land at Hole Farm that falls within the DCO application’s mitigation proposals is not subject to archaeological investigation, in line with Forestry England’s policy for where there is no known archaeology. Work to create visitor facilities, parking and ponds at Hole Farm is not part of the DCO application. Archaeological investigations for these activities would be controlled under the separate Town and Country Planning Act 1990 application being pursued. The Applicant supports the archaeological recommendations from the relevant desk-based assessment in relation to these activities.</p> <p>Work at the proposed Utility Logistics Hub at Beredens Lane is required to be subject to its own archaeological assessment in advance of works taking place at this location, in accordance with the draft Archaeological Mitigation Strategy and Outline Written Scheme of Investigation.</p>	<p>Investigation  <a href="#">[REP6-044]</a></p>	
<b>Terrestrial biodiversity</b>					
Mitigation	2.1.24	Essex County Council welcomes the engagement from the Applicant in parallel to the Project	The Applicant notes that in parallel with the Project, it is in active negotiation with Essex County Council regarding bids to access £30	Benefits and Outcomes	Matter Agreed



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Designated funds: biodiversity		DCO process regarding the use of National Highways designated funds to benefit the region. Examples include habitat restoration at Weald and Thorndon country parks and species translocation from Marsh Farm to nurture water vole populations in south-west Essex.	million of National Highways designated funds allocated to stakeholders along the Project route to enable biodiversity enhancement, walking, cycling and horse-riding (WCH) improvements in the local area and to benefit communities in proximity to the strategic road network. The Applicant is grateful for Essex County Council's support to date and looks forward to continuing this work. An account of progress is included in a Benefits and Outcomes Document within the DCO application.	Document <a href="#">[APP-553]</a>	
<b>Population and human health</b>					
WCH/active travel – design  Cycle provision standards compliance	2.1.25  <b>RRE</b>	Essex County Council expressed concern about the Project's compliance with LTN 1/20 in its new and upgraded cycling provision in its response to the 2021 Community Impacts Consultation.  In its Relevant Representation, the Council recognised that there has been an improvement in the limited cycle facilities that the project is implementing, with the Applicant accepting the need to try and meet LTN 1/20 standards.	Following the discussions outlined below, the Applicant notes that in its response to the 2022 Local Refinement Consultation, Essex County Council welcomed the general improvements for cyclists and clarified that it would seek justification if circumstances emerge in the DCO application where the walking and cycling provision does not meet the LTN 1/20 standards the Project has stated it meets.  The Applicant met Essex County Council on 10 November 2021 to explain that the Project works within the LTN 1/20 standards at the appropriate grades based on predicted use. Some of the highest-grade designs are for 1,000+ movements/hour. LTN 1/20 complements DMRB and the standards being referred to by Essex County Council focus on busy urban shared paths. Significant changes to the requirements are made at 300 cycle movements per hour, but	N/A	Matter Agreed



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			<p>surveys have shown around 20 per hour at Project locations with no evidence to support a large increase. Improvements also need to account for standards on the bordering networks and value they add. The Project will use 3.5m wide shared pedestrian/cycle paths, exceeding the required 3m.</p> <p>The Project is prepared to consider higher flows where evidence is supplied. Following discussion at a meeting on 25/5/22 with Essex County Council, no examples have been reported by the Essex County Council active travel team.</p>		
<p>WCH/active travel – design</p> <p>Cycle network enhancements</p>	<p>2.1.26</p> <p><b>RRE</b></p>	<p>Essex County Council requested a comprehensive and coherent cycling network linking south Essex authority areas as part of the Project, or the ability to pursue these via designated funds, in its response to the 2021 Community Impacts Consultation. The Council reiterated this issue in its Relevant Representation and LIR.</p> <p>On 2 November 2023, the Council noted the Project’s integrated WCH provision and the separate designated fund investments to date. It advised that this matter could be agreed subject to further discussion of any future funding</p>	<p>The WCH provision in the Project is set out in application documents, specifically the Rights of Way &amp; Access Plans and Schedule 5 of the draft DCO. Further information on the provision is set out in the Project Design Report. It adheres to guidance provided within standard LTN 1/20 and will provide an improved and connected network for WCH. The Applicant notes that in its response to the 2022 Local Refinement Consultation, Essex County Council welcomed the general improvements for cyclists.</p> <p>The Project WCH provision has been developed to support the wider aspirations of stakeholders for regional provision. In parallel with the Project, the Applicant has held negotiations with Essex County Council regarding bids to access £30 million of National Highways designated funds allocated to stakeholders along the Project route</p>	<p>Rights of Way and Access Plans  <a href="#">[REP4-046]</a> to <a href="#">[REP4-050]</a>  Schedule 5 of the draft DCO  <a href="#">[REP6-010]</a>  Project Design Report Part E: Design for Walkers, Cyclists and Horse Riders  <a href="#">[APP-512]</a></p>	<p>Matter Under Discussion</p>

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		opportunities that may arise after the DCO is granted.	<p>as detailed under 3.1.26 "Designated funds: WCH and community" below.</p> <p>Current investments including cycling benefits were reported at a meeting on 13 September 2023:</p> <ul style="list-style-type: none"> <li>• £265k for Thameside Nature Discovery Park</li> <li>• £TBC for Hole Farm–Folkes Lane M25 WCH bridge parapet upgrade to meet latest equestrian standards</li> <li>• Coastal path (with the Association of South Essex Local Authorities)</li> </ul> <p>The bidding process for the current round of designated funds for projects delivered through to March 2025 has now concluded and received a high number of applications. The Applicant will engage with Essex County Council regarding any future opportunities that may arise. The Applicant notes the Council's response provided on 2 November 2023 and is content to pursue dialogue after the DCO is granted.</p>		
WCH/active travel – design  Designated funds: WCH and community	2.1.27	Essex County Council welcomes the engagement from the Applicant in parallel to the Project DCO process regarding the use of National Highways designated funds to benefit the region. Examples include a feasibility study for a WCH bridge over the A127 to connect Thorndon Country Park and Langdon Hills via West Horndon, facilitation of	The Applicant notes that in parallel with the Project, it is in active negotiation with Essex County Council regarding bids to access £30 million of National Highways designated funds allocated to stakeholders along the Project route to enable biodiversity enhancement, WCH improvements in the local area and to benefit communities in proximity to the strategic road network. The Applicant notes Essex County Council's support to date and looks forward to continuing this work. An account of progress is	Benefits and Outcomes Document <a href="#">[APP-553]</a>	Matter Agreed

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		full fibre broadband between Warley and South Ockendon and feasibility studies for supplies to electric vehicle charging in country parks.	included in a Benefits and Outcomes Document within the DCO application. The Applicant is proposing to either upgrade or provide new WCH routes across the Project route, providing almost 3km for every 1km of new road, designed to encourage active travel and promote health and wellbeing across the region. Details of these were set out in a series of community engagement events in February and March 2022. This includes provision to the north of the River Thames where the Project may otherwise have an effect on accessibility, but also in order to improve and promote access, e.g. to Tilbury Fields.		
Cross-river WCH and sustainable travel  Cross-river cycling provision	2.1.28  <b>RRE</b>	Essex County Council asked the Project to commit to facilitating bicycle travel through the tunnel in the 2021 Community Impacts Consultation and clarified its position in the 2022 Local Refinement Consultation. It noted that the Thames is a barrier to local travel and a practical option for allowing cyclists to cross the river in the vicinity of the tunnels should be provided. It was proposed that in the absence of a new ferry crossing, a minimum provision should be a dedicated cycle shuttle through the LTC, secured	The Applicant retains its position that cross-river provision for walking and cycling via the tunnel is prohibited by design standards, safety concerns, logistics and access, emergency evacuation requirements and a lack of demand (with little benefit to commuters and local leisure walkers/cyclists compared to alternative provision at Dartford and Gravesend-Tilbury Ferry). The Applicant considers that the existing provision for cross-river transport for cyclists via the Gravesend-Tilbury Ferry is appropriate and well-used, with services for 20 bicycles every 30 minutes between about 6am and 7pm from Monday to Saturday. The Applicant does not consider there to be a justification to include further proposals for cross-river WCH provision within the Project’s DCO	ES Chapter 13: Population and Human Health <a href="#">[APP-151]</a> Appendix A to the Planning Statement NPSNN Accordance Table <a href="#">[APP-496]</a> Sustainability Statement <a href="#">[APP-544]</a>	Matter Not Agreed

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		<p>by the DCO. There is an existing facility for cyclists at Dartford Crossing and one planned for Silvertown. Essex County Council would expect any provision to be more accessible and better advertised than the present Dartford arrangement.</p> <p>At a meeting on 9/8/22, Essex County Council expressed disappointment that the proposed provision would be less than at Dartford and felt this ran contrary to the spirit of the agenda to make cycling a safe and attractive journey choice.</p> <p>The Council reiterated its concerns in its PADS tracker, Relevant Representation and LIR.</p>	<p>application. The Applicant recognises the importance of the opportunity to improve sustainable transport provision across and along the river, but as complementary measures to the Project which provides the infrastructure improvements that may facilitate measures.</p> <p>As part of the Project, the Applicant has also set up a Sustainable Transport Working Group involving local authority stakeholders to investigate sustainable travel and cross-river connectivity enhancements that could be delivered in future to complement the Project. The Group has proposed several local priorities and opportunities for feasibility studies for future funding applications (as stated in the Sustainable Transport Complementary Measures report of March 2021).</p> <p>The report includes nine stakeholder priority measures including ferry service improvements, feasibility studies for cycling and e-bike initiatives, and a walking, cycling and public realm action plan for Tilbury that may be of relevance.</p> <p>Designated funds are very much considered the appropriate mechanism for providing these measures, which fall outside the remit of the DCO, but may be facilitated by it.</p> <p>A list of additional WCH routes to extend the Project's provision and facilitate better and safer active travel journeys around the strategic road network has been developed. The Applicant has secured funding to assess the feasibility of these</p>	<p>Project Design Report Part G  <a href="#">[APP-514]</a>  Comments on LIRs Appendix C: Essex County Council  <a href="#">[REP2-057]</a></p>	

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			<p>routes. Applications for design and delivery will be supported for proposals scored as deliverable and good value for money.</p> <p>In its response to the Council's LIR, the Applicant advised that in addition to built-in mitigation, the Project makes considerable additional provision in the form of enhancements for non-motorised modes as identified in paragraph 13.5.39 and Table 13.54 of ES Chapter 13: Population and Human Health. See also the Applicant's response to paragraph 3.17 of the NPSNN, on page 22 of Appendix A to the Planning Statement NPSNN Accordance Table; and Section 9.2 (paragraph 9.2.11) of the Sustainability Statement.</p> <p>Page 48 of the Project Design Report Part G, relates to connections north of the River Thames, in particular the concerns raised over the lack of a pedestrian and cycle crossing under the river. The Applicant considered that using the void beneath the roadway within the tunnels for modal alternatives would raise safety concerns. A cycle shuttle service through the tunnel similar to that at Dartford was also considered. As outlined on page 48 of the Project Design Report, these options were shown to be unfeasible for various reasons including safety concerns, lack of demand, cost, engineering constraints and also the remote location of the North Portal).</p>		

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<p>WCH/active travel – design</p> <p>WCH access to Brentwood Enterprise Park</p>	<p>2.1.29</p>	<p>In its response to the 2022 Local Refinement Consultation, Essex County Council requested that any altered or new bridge to the east of the M25 will need to give consideration to the new structures proposed for the Brentwood Enterprise Park (BEP) development, and maintain Public Rights of Way (PROW) connections as appropriate. Essex County Council's 2022 Local Refinement Consultation reply supported the proposed WCH bridge.</p> <p>Essex County Council welcomes the ongoing discussion and indicated at a meeting on 12/5/22 that its overall position about BEP will be influenced by Brentwood Borough Council's satisfaction. Essex County Council has requested that this matter remains under discussion pending this and evidence that the DCO accounts for all scenarios.</p> <p>The Council reiterated its position in its Relevant Representation and at a meeting on 9 May 2023. It requested a joint meeting with Brentwood Borough Council in</p>	<p>A full update was provided to Essex County Council and Brentwood Borough Council about BEP matters at a meeting with the Project Land &amp; Property team on 25 March 2022. The Applicant and St Modwen (BEP developer) have worked closely since the announcement of the preferred route in 2018 and are progressing legal agreements as to the mechanics of how the two projects will work together to manage their interfaces. 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 PROW connectivity around BEP and enhance its safety. The Applicant has presented and consulted on plans for a new WCH bridge over the A127 east of the existing single-track road bridge into the BEP site to provide these connections and facilitate access from the westbound A127 footway to the eastbound side in order to use the planned upgraded crossings on the north side of M25 junction 29 for connections to/from Havering.</p> <p>The Applicant's negotiations with St Modwen account for the intention to build a northern access road over the A127 connecting to Codham Hall Lane, M25 junction 29 and the B186 Warley interchange to provide further access options into the site following removal of the junction 29</p>	<p>Design Principles  <a href="#">[REP6-046]</a>  Interrelationship with other Nationally Significant Infrastructure Projects and Major Development Schemes  <a href="#">[APP-550]</a>  Comments on LIRs Appendix C: Essex County Council  <a href="#">[REP2-057]</a></p>	<p>Matter Agreed</p>

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		<p>the near future to give confidence regarding this site. The meeting took place on 12 June 2023 and the Council requested further information on the scenario where the Project has to build its bridge and a demonstration that St Modwen could add their bridge alongside at a later date.</p> <p>The Council reiterated its position in its LIR.</p> <p>At a meeting on 1 November 2023, the Council stated that this matter was now agreed following the positive feedback from Brentwood Borough Council.</p>	<p>access. This would potentially occupy the space of a proposed WCH bridge over the A127; and the existing single-track road bridge would be converted for WCH use with connections to the A127 footways and upgraded crossings at junction 29 for connections to/from Havering.</p> <p>The Project proposes a new WCH bridge over the A127 (Work No 9Z) to accommodate the diverted Bridleway 183. This would conflict with the BEP phase 1 link road bridge, should it be delivered. In the event both projects come forward, the new phase 1 link road and enhanced WCH A127 crossing would be constructed by St Modwen as part of the BEP development.</p> <p>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 in the event that BEP does not proceed.</p> <p>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 functionality as the new WCH bridge (Work No 9Z). The width of the existing</p>		



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			<p>bridge allows it to be retained as a bridleway because the line of travel is more than 2m from the parapet, as recommended by the British Horse Society Guidance. The feasibility of increasing the height of the bridge and infilling the parapets will be looked at by St Modwen at the detailed design.</p> <p>At a meeting on 1 January 2023, the Applicant demonstrated the DCO provisions and design principles facilitating the minimum required PRow access.</p> <p>In its response to the Council's LIR, the Applicant provided an update on its core position:  <i>"The Applicant and St Modwen continue to work collaboratively to address the outstanding interfaces between the two projects. [...] Should BEP obtain consent and be developed ahead of the Project, the proposed BEP vehicular bridge over the A127, combined with the existing structure, would provide equivalent Walkers, Cyclists and Horse Riders (WCH) connectivity to that proposed by the Applicant. In this circumstance the Applicant would not construct the WCH structure to the east of M25 junction 29 proposed in the draft DCO [REP1-042]. This is stated in the Design Principles [APP-516] (Design Principle S14.22).</i></p> <p><i>The alternative circumstance is that the WCH structure to the east of M25 junction 29 proposed in the draft DCO is constructed prior to the development of BEP. The Applicant is continuing</i></p>		

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			<p><i>to engage with St Modwen regarding potential design solutions which would accommodate the BEP access proposals in this scenario. [...] A Land and Works Agreement between the Applicant, St Modwen and the landowner (Mr Padfield) to resolve project interfaces is being actively progressed."</i></p> <p>Further information was presented to Essex County Council and Brentwood Borough Council at joint meetings on 12 June 2023 and 30 August 2023. In the most recent meeting, images and plans were presented demonstrating how BEP and the Project will both be designed for either scheme to be able to proceed independently. The Applicant notes that Brentwood Borough Council confirmed at a meeting on 16 March 2023 that from their perspective this matter was agreed with the Applicant. Essex County Council's resultant contentment regarding this matter is noted.</p>		
WCH/active travel – design  WCH access around M25 junction 29	2.1.30	Essex County Council requested improvement to WCH facilities including in all directions around junction 29 in accordance with Department for Transport guidance in its response to the 2022 Local Refinement Consultation.	The existing uncontrolled low-quality crossing arrangements around the junction 29 roundabout will be replaced with a safe route using controlled crossings on the north side of the roundabout. The new facilities (notably the A127 WCH bridges either side of the junction) and connections to the existing network will meet or exceed the relevant standards.	N/A	Matter Agreed
Monitoring	2.1.31	Key to the ability to identify scheme effects – be they positive or negative – is having a robust	The Applicant shares the view that a major infrastructure project like this should consider robust and thorough monitoring where relevant	ES Appendix 2.2: Code of Construction	Matter Under Discussion

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Impact monitoring – multiple topics		<p>monitoring plan in place which considers not just traffic impacts but also the scheme’s effects on air quality, noise and socio-economic factors. This monitoring plan needs to cover a sufficiently large area in sufficient depth to ensure the impacts of this Project can be properly identified and understood. Essex County Council believe this will be helpful to any future post-opening evaluation work undertaken by the Applicant and consider that a robust monitoring plan with input from affected stakeholders should be a requirement of the DCO for the scheme.</p> <p>At a meeting on 9/5/23, the Council requested a briefing from specialists to demonstrate the principles stated by the Applicant, how they have informed decisions about monitoring impacts including air quality in Essex, and provide confidence that the baseline data used remains valid despite the two year rephasing of construction announced by the Secretary of State.</p>	<p>and linked to potential effects, and as guided by relevant policy, legislation and standards. In each case, the consideration for monitoring of environmental effects has been included by each ES topic throughout the EIA, having regard to the relevant scope, methodology, professional standards and in line with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, adopted policy and legislation. The Applicant is content that by applying this approach, the Project has met its requirements to undertake a full detailed assessment of likely significant effects, and identified mitigation to address them where reasonable and practicable. Where mitigation and/or monitoring is considered necessary, this has been secured either through the DCO itself (as part of the Register of Environmental Actions and Commitments (REAC) or Code of Construction Practice (CoCP)).</p> <p>The Applicant provided additional information concerning noise and air quality monitoring in its response to the Council's LIR:</p> <p><b>"Noise</b>  <i>With respect to operational noise monitoring, as set out in Section 12.8 of ES Chapter 12: Noise and Vibration [APP 150], for the reasons stated, it is not intended to undertake post-completion noise monitoring in lieu of other mechanisms for compliance monitoring.</i>  <i>The assessment completed for the Environmental Statement, set out in ES Chapter 12: Noise and</i></p>	<p>Practice <a href="#">[REP6-038]</a>  Wider Network Impacts Management and Monitoring Plan  <a href="#">[APP-545]</a>  ES Chapter 12: Noise and Vibration  <a href="#">[APP-150]</a>  ES Chapter 5: Air Quality  <a href="#">[APP-143]</a>  ES Appendix 5.6: Project Air Quality Action Plan  <a href="#">[APP-350]</a>  Draft DCO  <a href="#">[REP6-010]</a>  Comments on LIRs Appendix C: Essex County Council  <a href="#">[REP2-057]</a>  Transport Assessment</p>	

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		<p>These concerns were reiterated in the Council's LIR, where it additionally requested that at sensitive junctions identified by its traffic modelling analysis, it would "seek suitable provision to be made for monitoring of both the key junctions in the A12, A13 and M25 corridors, and at the "hotspot" locations, before and after the scheme is constructed and opened to traffic."</p>	<p><i>Vibration [APP 150], is based on calculated annual average road traffic noise levels with and without the Project to ensure a like for like comparison. Ambient noise levels are not constant and vary on a day-to-day basis depending on the contributions to the noise climate from factors such as traffic, railways, agriculture, industry, human activity and weather conditions. To account for the varying nature of environmental noise, any monitoring would need to be over a very long period to gain average levels; additionally, any noise measurement captured as part of the monitoring would likely be influenced by contributions from extraneous sources such as people, agriculture activities and rail. For these reasons, the comparison of a measured noise level with that predicted in a model space scenario is considered to provide an unreliable indication of Project performance and cannot therefore be reasonably relied upon. Section 4.2 of the Design Manual for Roads and Bridges (DMRB) LA 111, as referenced in Section 12.8 of the ES, states that routine operational noise monitoring 'cannot provide a reliable gauge for whether the predicted magnitude and extent of operational adverse impacts are greater or less than those predicted in the assessment' citing the reasons stated in the paragraph above. Checking that mitigation measures will perform as they should is best undertaken prior to or during installation. This would be undertaken through checks on the performance specification</i></p>	<p><a href="#">[REP4-148 to REP4-152]</a></p>	

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			<p><i>sheets of the products being supplied, confirmations of lateral extents and locations of mitigation and onsite checks during installation. This way any deviation can be identified early while there is still time to change, and any costly rectification is avoided.</i></p> <p><i>The product performance specification of operational mitigation measures (e.g. low noise surfacing, noise barriers) would be confirmed at the detailed design stage to ensure the chosen product used meets the performance assumed in the noise assessment.</i></p> <p><i>The ExA on other DCO applications, including the A428 Black Cat to Caxton Gibbet, A1 Birtley to Coal House and A1 Morpeth to Ellingham accepted that, through similar mechanisms inherent within their First Iteration EMPs, to those for the Project within ES Appendix 2.2: Code of Construction Practice, First Iteration of Environmental Management Plan <a href="#">[REP1-157]</a>, mitigation measures would be delivered to required design standards ensuring their effectiveness and the subsequent retention. In these cases the ExA was satisfied that no operational noise monitoring would be necessary whilst ensuring mitigation as secured is both delivered and effective.</i></p> <p><i>It is therefore considered that these arguments from the A428, and other schemes quoted, relate to similar major road projects where the demands and expectations from stakeholders would be similar. As such the mechanisms proposed in</i></p>		

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			<p><i>Section 12.8 of ES Chapter 12: Noise and Vibration [APP 150] and advocated by the DMRB LA 111 are concluded to represent a balanced and proportionate view on the issue of long-term noise monitoring in the conclusion of the performance of the mitigation proposed.</i></p> <p><b>Air Quality</b></p> <p><i>As described in ES Chapter 5 Air Quality [APP-143] there are expected to be no significant air quality effects in relation to human health receptors and compliance with Limit Values, and therefore in line with the advice of DMRB LA 105 (Highways England, 2019), mitigation and monitoring is not required for the Project in relation to these effects. Significant air quality effects have been predicted as a result of nitrogen deposition in biodiversity sites, and the mitigation and compensation measures identified are described in ES Appendix 5.6: Project Air Quality Action Plan [APP-350]. Whilst there are significant effects predicted on the biodiversity sites, it is not appropriate to undertake nitrogen deposition monitoring. Monitoring will not aid in determining whether mitigation is effective as there is no ability to monitor conditions with and without the Project. Given that the impacts are as a result of the change in nitrogen deposition rather than for example absolute concentrations against Air Quality Strategy objectives, monitoring would only provide information related to the conditions at the time the monitoring was</i></p>		

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			<p><i>undertaken. An ongoing monitoring strategy is not therefore proposed in relation to air quality.</i></p> <p>The Applicant provided a reply to the request for traffic ‘hotspot’ monitoring in its response to the Council's LIR, as follows:</p> <p><i>"The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks as set out in the WNIMMP [APP-545]. The monitoring locations set out in the WNIMMP were selected on the following basis:</i></p> <ul style="list-style-type: none"> <li><i>• Locations situated on the SRN that are geographically close to the A122 junctions as informed by the ‘scale of impacts’ analysis in the Transport Assessment [APP-529] (the nearest and second nearest junctions on the SRN and major road network (MRN) located adjacent to the junctions with the A122, the A2, the A13 and the M25)</i></li> <li><i>• Locations requested for monitoring from local highway authorities following a review of the consultation feedback</i></li> </ul> <p><i>The current locations include M25 junction 28 (A12) and the A13 junctions listed by ECC, as set out on page 18 (Plate 5.1) of the WNIMMP.</i></p> <p><i>A mechanism allowing for review of the proposed monitoring locations is provided through Requirement 14 in Schedule 2 of the draft DCO [REP1-042], whereby the traffic monitoring plan must be approved by the Secretary of State following consultation with the relevant highways</i></p>		



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			<p><i>authorities (which includes ECC). Relevant highways authorities will be able to propose locations for inclusion, which will be considered by the Applicant during the development of the operational traffic monitoring plan. The final decision on inclusion will be made by the Secretary of State through the approval process, as set out in Part 2 of Schedule 2 of the draft DCO [REP1-042]."</i></p> <p>This matter is under discussion pending further negotiations between the Applicant and Essex County Council after considering the contents of the requested briefing that was given on 26 May 2023 and the LIR response.</p>		
<b>Road drainage and water environment</b>					
<p>Assessment of likely significant effects</p> <p>Management of flood risk issues</p>	<p>2.1.33</p> <p><b>Rule 6</b></p>	<p>The Council consulted with its flood risk specialists to understand what effect it considers the Project to have. The Council confirmed this matter was agreed on 20 October 2023, following review by internal specialists who were content with the management of flood risk and arrangements for Protective Provisions.</p>	<p>In its rule 6 letter dated 25 April 2023, the Examining Authority requested that the Applicant obtains comment from Essex County Council regarding the effect of the Project on the Council's role as Lead Local Flood Authority and its management of flood risk issues.</p> <p>The Applicant also requested confirmation that the Council is content with the Protective Provisions for the Protection of Drainage Authorities as set out in the draft DCO.</p> <p>The Applicant notes the Council's contentment regarding this matter.</p>	<p>Rule 6 letter [PD-013]  Draft DCO [REP6-010]</p>	<p>Matter Agreed</p>

## Appendix A Engagement activity

**Table A.1 Engagement activities between the Applicant and Essex County Council since the DCO Application was submitted on 31 October 2022**

Date	Overview of Engagement Activities
14 and 16 November 2022	DCO Briefing
25 November 2022	Ecology and biodiversity briefing for local authorities
1 December 2023	Side agreement meeting to introduce asset protection and handover proposals
8 December 2023	Gas diversion work meeting to resolve SoCG matters concerning access at Beredens Lane
9 December 2023	Orsett Cock traffic briefing to resolve SoCG matters
11 January 2023 to 1 November 2023 (5 instances)	Regular approximately monthly meetings to discuss general progress and selected SoCG issues
3 April 2023	Cultural Heritage meeting to resolve SoCG matters
5 May 2023	Skills, education and employment meeting to resolve SoCG matters
9 May 2023	Meeting to review draft SoCG wording and status of matters
26 May 2023	Meeting to resolve environmental monitoring and land and property SoCG matters
12 June 2023	Joint briefing to Essex County Council and Brentwood Borough Council to address SoCG matters regarding Brentwood Enterprise Park
26 June 2023	Meeting to review draft SoCG wording and status of matters
30 August 2023	Meeting to review Section 106 agreement and status of SoCG matters
30 August 2023	Joint briefing to Essex County Council and Brentwood Borough Council to address SoCG matters regarding Brentwood Enterprise Park
13 September 2023	Meeting to review Section 106 agreement and SEE SoCG matters
20 October 2023	Meeting to review Section 106 agreement and status of SoCG matters

## 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	Control document that sets out the essential mitigation for Heritage Assets identified within ES Chapter 6: Cultural Heritage.
Biodiversity Net Gain	BNG	Ecological enhancements introduced by the Project which leave the natural environment and the number of species present in it, in a measurably better state than before construction.
Community Engagement Plan	CEP	A detailed programme of community engagement for specific stakeholder groups, including schools, identifying proposed methods and likely timing of consultation activities during the construction period.
Community Impacts and Public Health Advisory Group	CIPHAG	An advisory group established by National Highways to understand local knowledge and understanding to feed into the relevant technical assessments.
Department for Communities and Local Government	CLG	The former name of the Ministry of Housing, Communities and Local Government, now the Department for Levelling Up, Housing and Communities.
Code of Construction Practice	CoCP	Contains control measures and standards to be implemented by the Project, including those to avoid or reduce environmental effects.
Combined Modelling and Appraisal Report	ComMA	The purpose of the Combined Modelling and Appraisal Report is to inform decision makers and stakeholders on how the evidence underpinning the business case has been developed, from the initial identification of the underlying problem through the collection of data and the production of any supporting traffic models and forecast impacts of the Project on traffic to the eventual economic appraisal.
Dartford Crossing	DC	Road crossing of the River Thames in England, carrying the A282 road between Dartford in Kent to the south with Thurrock in Essex to the north. It consists of two bored tunnels and the cable-stayed Queen Elizabeth II Bridge.
Department for 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.

<b>Term</b>	<b>Abbreviation</b>	<b>Explanation</b>
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'.
Electric Vehicle	EV	Electric vehicles are vehicles that are either partially or fully powered by electricity.
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 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

Term	Abbreviation	Explanation
		(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, to 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 Mayoralty (currently led by Sadiq Khan) and the 25-member London Assembly, which serves as a means of checks and balances on the former. Since May 2016, both branches have been under the control of the London Labour Party. The authority was established in 2000, following a local referendum, and derives most of its powers from the Greater London Authority Act 1999 and the Greater London Authority Act 2007.
Good practice	n/a	In the context of the Project, standard approaches and actions commonly used to avoid or reduce environmental impacts of infrastructure development. These are typically applicable across the whole Project.
Greenspace information for Greater London	GiGL	GiGL is a Community Interest Company that acts as the official custodian of environmental records for London boroughs and the City of London.
Greater London Archaeological Advisory Service	GLAAS	Part of Historic England's London Local Office, providing advice for the whole of Greater London, with the exception of the City of London and the London Borough of Southwark who have their own archaeological planning advisers.

<b>Term</b>	<b>Abbreviation</b>	<b>Explanation</b>
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.
Local Impact Report	LIR	A report in writing giving details of the likely impact of the proposed development on the local authority’s area (or any part of that area).
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.

Term	Abbreviation	Explanation
Local Road Network	LRN	The Local Road Network is that portion of the road network for which local government is responsible and eligible for funding from the 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.
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. These routes are promoted for both recreational and active travel purposes.
National Grid Electricity Transmission	NGET	A UK company that builds and maintains the electricity transmission network in England and Wales.
Nitrogen dioxide	NO <sub>2</sub>	A reactive gas introduced into the environment by natural causes, including entry from the stratosphere, bacterial respiration, volcanos, and lightning. It is also introduced by the emissions of internal combustion engines burning fossil fuels.
National Planning Policy Framework	NPPF	The National Planning Policy Framework sets out the government’s planning policies for England and how these are expected to be applied.
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 1991	NRSWA	n/a



Term	Abbreviation	Explanation
Nationally Significant Infrastructure Project	NSIP	Major infrastructure developments in England and Wales, such as proposals for power plants, large renewable energy projects, new airports and airport extensions, major road projects, etc. that require a development consent under the Planning Act 2008.
Non-hazardous waste	n/a	Any waste not defined as 'hazardous' under the Hazardous Waste Directive (91/689/EEC).
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	Outline version of the Traffic Management Plan for Construction
Open space	n/a	Open space is defined in section 19 of the Acquisition of Land Act 1981 as ' <i>any land laid out as a public garden, or used for the purposes of public recreation, or land being a disused burial ground</i> '.
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. PCU factors used within the Project's transport model are: 1 for a car or Light Goods Vehicle; 2 for a bus, 2.5 for a Heavy Goods Vehicle.
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.

<b>Term</b>	<b>Abbreviation</b>	<b>Explanation</b>
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 ES Appendix 2.2: Code of Construction Practice.
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. See also: Third Road Investment Strategy.
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 for 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.

<b>Term</b>	<b>Abbreviation</b>	<b>Explanation</b>
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 Social Value framework is reflective of local needs and priorities and sets out the wider opportunities that are realised through the way the crossing is designed and built. It also aligns with the Government's Social Value Model, published December 2020.
South East Local Enterprise Partnership	SELEP	Non-statutory body responsible for local economic development, encompassing a group of local authorities including Essex County Council.
Statement of Common Ground	SoCG	A Statement of Common Ground is a written statement containing factual information about the proposal which is the subject of the appeal that the appellant reasonably considers will not be disputed by the local planning authority.
Strategic Outline Business Case	SOBC	First stage of drawing together evidence pertaining to a transport scheme, focusing on the strategy or reasons why change may be required.
Strategic road network	SRN	The core road network in England managed by National Highways.
Supplementary Planning Guidance	SPG	Documents which provide supplementary information in respect of the policies in current or emerging Local Plans or national policy.
Sustainable Drainage System	SuDS	A drainage system designed to reduce the potential impact of new and existing developments with respect to surface water drainage discharges.
Sustainable Travel: Active, Responsible, Safe	STARS	TfL's accreditation scheme for London schools and nurseries. STARS inspires young Londoners to travel to school sustainably, actively, responsibly and safely by championing walking, scooting and cycling.
Sustainable Transport Working Group	STWG	A stakeholder group set up by National Highways to develop and deliver improvements to integrated sustainable transport infrastructure, including maximising use of the River Thames and improving connectivity and accessibility for walkers, cyclists and horse riders.

<b>Term</b>	<b>Abbreviation</b>	<b>Explanation</b>
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.
Third Road Investment Strategy	RIS3	RIS3 sets out the government's aims and proposals for investment in the strategic road network from 2025 to 2030.
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 the Preferred Route Announcement, in developing the preliminary design for Statutory Consultation.
Tonnes of carbon dioxide equivalent	tCO <sub>2</sub> e	A metric adopted by the UN, relating to emissions of carbon dioxide and the resultant climate change impact.
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 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 the forecast impacts of the Project on the performance of the transport system.
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.

<b>Term</b>	<b>Abbreviation</b>	<b>Explanation</b>
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; also walking, cycling and horse riding.
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.
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.
Workers Accommodation Report	WAR	The Workers Accommodation Report 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.
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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