



Lower Thames Crossing

5.4.5.5 Final Agreed Statement of Common Ground between (1) National Highways and (2) Thames Chase Trust (Tracked changes version)

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APFP Regulation 5(2)(q)

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Volume 5

DATE: December 2023
DEADLINE: 8

Deleted: July

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Planning Inspectorate Scheme Ref: TR010032
Application Document Ref: TR010032/APP/5.4.5.5

VERSION: 3.0

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Revision history

Version	Date	Submitted at
1.0	31 October 2022	DCO Application
2.0	18 July 2023	Deadline 1
<u>3.0</u>	<u>5 December 2023</u>	<u>Deadline 8</u>

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Status of the Statement of Common Ground

This is the Final Agreed Statement of Common Ground between (1) National Highways (the Applicant) and (2) Thames Chase Trust.

Both parties have reached agreement on the position on the status of all 24 matters. Of the 24 matters contained within, 17 are agreed and 7 are not agreed, leaving no matters outstanding.

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Deleted: agree that this draft Statement of Common Ground is an accurate description of the matters raised and the current status of each matter.

On behalf of the Applicant

Name	[REDACTED]
Position	[REDACTED]
Organisation	National Highways
Signature	[REDACTED]


On behalf of Thames Chase Trust

Name	[REDACTED]
Position	[REDACTED]
Organisation	Thames Chase Trust
Signature	[REDACTED]

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SoCG - Thames Chase Trust

[REDACTED]

 You replied to this message on 28/06/2023 17:57.
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Dear [REDACTED]

Thank you for your email containing the draft SoCG for consideratio

I am pleased to confirm that Thames Chase Trust agrees with the dr
we accept this will be submitted for Examination Deadline 1.

I trust all is in order. Please let me know if you require any further ir

[REDACTED]

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

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Table A.1 Engagement activities between the Applicant and Thames Chase Trust since the DCO Application was submitted on the 31 October 2022 20

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.

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1.1.2 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the Applicant and Thames Chase Trust, and where agreement has not yet been reached.

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1.1.3 This **final** version of the SoCG has been submitted at Examination Deadline **8**.

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1.2 Principal Areas of Disagreement

1.2.1 On the 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 DCO application.

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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 Thames Chase Trust elected not to produce a PADS Tracker, indicating to the Applicant that they were content that the number of outstanding matters within the SoCG was insufficient to warrant the exercise.

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1.3 Terminology

1.3.1 In the **final position on** matters table in Section 2 of this SoCG, "Matter not agreed" indicates agreement on the matter could not be reached following significant engagement. "Matter agreed" indicates where the issue has now been resolved.

Deleted: , 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.

2 Matters

2.1 Final position on matters

2.1.1 A summary of engagement undertaken between the Applicant and Thames Chase Trust is summarised in Appendix A.

1.1.1 the outcome of this engagement is presented in Table 2.1 which details and presents the matters that are either agreed or not agreed between (1) the Applicant and (2) Thames Chase Trust.

2.1.2 In the column 'Item No' in Table 2.1, 'RRE' indicates an existing SoCG matter that was also raised in the Relevant Representation.

1.1.2 Since version 2 of this SoCG was submitted at Deadline 1, the following matter has moved from 'Matter Under Discussion' to 'Matter Agreed':

a. 2.1.5 – Land and compulsory acquisition

2.1.3 At Examination Deadline 8, there are 24 matters in total, of which 17 are agreed and 7 are not agreed.

This is the final Statement of Common Ground between the Applicant and Thames Chase Trust.

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Deleted: further discussions on the outstanding matters have taken place. These discussions are summarised

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The following matters have moved from 'matter under discussion' to 'matter agreed':¶

2.1.6 ¶

2.1.8 ¶

The following matters have moved from 'matter under discussion' to 'matter not agreed':¶

2.1.7 ¶

2.1.13 ¶

Table 2.1

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Deleted: '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,

Deleted: and 'DLX' indicates a new matter added during examination...

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Table 2.1 Final Position on Matters

Topic	Item No.	Thames Chase Trust Comment	The Applicant's Response	Application Document Reference	Status
Need for the Project					
Need for the Project	2.1.1	Thames Chase Trust does not support the need for the Project.	Noted	N/A	Matter Not Agreed
Route selection, modal alternatives & assessment of reasonable alternatives					
Route selection Route alignment	2.1.2	Thames Chase Trust does not agree with the proposed route alignment.	Noted	N/A	Matter Not Agreed
Consultation and engagement					
Adequacy of Consultation	2.1.3	Thames Chase Trust is satisfied with the adequacy of consultation on the Project.	Noted	N/A	Matter Agreed
Land and compulsory acquisition					
Infrastructure/ Landscape Integration Land currently occupied by the solar farm	2.1.4	Thames Chase Trust requests that the Project continues to clearly communicate with Forestry England and Thames Chase Trust, with regard to the land currently occupied by the solar farm and identified by the Project as 'replacement land'. Thames Chase Trust understands that the Project will build an access track through this location for the purposes of the scheme, and which will mean that the Thames Chase Forest Centre will not be	The land is owned freehold by Cranham Golf Course Ltd and leased to 'WEL Solar Park 12 Ltd'. It has been identified as 'replacement public open space' land and as such will be transferred to Forestry England free of the solar park which will discontinue in this location. During construction only, there will be a construction access track running north-south along the western edge of the road alignment (i.e. within the	N/A	Matter Agreed

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Topic	Item No.	Thames Chase Trust Comment	<u>The Applicant's</u> Response	Application Document Reference	Status
		used for this purpose, which will clearly not be tolerated by Thames Chase Trust.	current Order Limits) from St Marys Lane all the way down to <u>Ockendon</u> , Road compound in the field to the south of Hobb's Hole pond. This temporary access track therefore goes through Broadfields Farm to the east of the visitor centre, as per the current plans. <u>The Applicant</u> does not intend to retain the track once construction is completed.		
Mitigation Parcel of land to the east of the M25	2.1.5	The parcel of land to the east of the M25 is proposed as environmental mitigation. Thames Chase Trust would like to explore how this land will be used in the future. If it is not suitable for tree planting, could it provide connectivity or another important form of habitat mitigation. <u>National Highways have explained the proposals for this parcel of land, we are content with the proposals and understand that National Highways will continue discussions with experienced stakeholders about the long-term management for this mitigation area.</u>	<u>This parcel of land, Plot 44-97 shown on Sheet 44 of the Land Plans, is proposed for open mosaic/ grassland and Great Crested Newts ponds which form part of our essential mitigation for great crested newts. The type of habitat and its position is appropriate as essential mitigation as it provides optimal habitat to support great crested newts and is positioned to link two existing newt metapopulation. This approach is supported by Natural England. .</u> <u>The Applicant has set out the proposed management of the landscape and ecological elements of this area in Section 7.10 of the outline Landscape and Ecological Mitigation Plan (oLEMP).</u>	<u>General Arrangement Plans (Volume C) [REP7-028]</u> <u>Land Plans Volume C (sheets 21 to 49) [REP7-010]</u> <u>Outline Landscape and Ecological Mitigation Plan [REP7-132]</u>	Matter <u>Agreed</u> ,

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Topic	Item No.	Thames Chase Trust Comment	<u>The Applicant's</u> Response	Application Document Reference	Status
			<p><u>Any parcels outside of the highways operational boundary may be managed by agreement with third-party experienced stakeholders as described in paragraph 4.17 of the oLEMP.</u></p> <p><u>The oLEMP also sets out an advisory group that will be set up to:</u></p> <ul style="list-style-type: none"> <u>inform decision making,</u> <u>assure and oversee the implementation of commitments made to stakeholders,</u> <u>review monitoring outputs,</u> <p><u>ensure successful achievement of objectives and that measures of success have been achieved.</u></p>		
<p>Access</p> <p>Severance of trails</p>	2.1.6	Thames Chase Trust believes that the impact on the site would be reduced if severance of trails were minimised, particularly in the western parcel, which contains the natural play trail, attracting high numbers of visitors. Thames Chase Trust requires public access to be retained between the parcels of land, retaining the existing underpass.	<p><u>The Applicant</u> has requested a plan be provided by Thames Chase Trust, showing the existing trails and any proposed trails for the consideration of the Project at the detailed design stage. <u>The parties believe</u> that this issue is more likely to be resolved at detailed design stage, but is exploring whether this could be included as a 'landowner commitment' at this stage. It is envisaged that some of the trails within the Order Limits and the culvert beneath the M25 will be temporarily</p>	N/A	Matter Agreed

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Topic	Item No.	Thames Chase Trust Comment	<u>The Applicant's</u> Response	Application Document Reference	Status
			<p>restricted for access by users at differing periods of the construction phase for varying amounts of time, depending on the type of works that impedes their use. For example, the trail that passes beneath the existing overhead powerlines and adjoins the western connection point of the proposed footbridge will need to be closed while each of those works are completed. However, the schedule of when the works are undertaken may present a period in which the route could be re-opened. During these works, the temporary access route will be considered by <u>the Applicant</u> and, if available without having detrimental effect to something else, such as requiring the removal of other vegetation, further discussions with Thames Chase Trust would need to take place to find an alternative arrangement.</p> <p>The Applicant does not propose to permanently restrict the use of the trails and the culvert for the users of Thames Chase Forest Centre once the works are completed. Some of those existing affected trails would be replaced or modified as part of the Project's design. Some of these trails,</p>		

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Topic	Item No.	Thames Chase Trust Comment	<u>The Applicant's</u> Response	Application Document Reference	Status
			such as the route from the Thames Chase Forest Centre to the culvert, will be used as maintenance routes during routine operation, maintenance and inspection of the culvert and may be subject to restrictions on their use for safety reasons during those infrequent periods. <u>The Applicant</u> will continue to engage with Thames Chase Trust during the detailed design and construction planning stage.		
Impacts Impact on strategic opportunities	2.1.7 RRE	The proposed route north of the river will have an impact on the vision, objectives and 13 strategic opportunities identified within the Thames Chase Plan. This is the overarching strategy for the continued creation and protection of the area known as Thames Chase Community Forest. This covers 70 square miles and Thames Chase Trust is concerned that the proposed route north of the river will have an adverse impact on the Community Forest landscape, particularly the potential to reverse progress achieved since its inception in 1990.	<u>The Applicant</u> and Thames Chase Trust have agreed to change the status of this matter to 'Matter Not Agreed' on the basis that the examination of the development consent order is progressing. However, <u>the Applicant</u> will continue to engage with Thames Chase Trust to identify potential opportunities to mitigate where possible.	N/A	Matter Not Agreed
Impacts Impact on the <u>Community</u>	2.1.8	Thames Chase Trust requests more information regarding impact on <u>the Community Forest landscape</u> , stating that the Mardyke project footpath 136 will be	There will be a section of footpath 136 that would be realigned during the works. A number of other footpaths will also need to be closed temporarily in	<u>Design Principles</u> <u>Document</u>	Matter Agreed

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<u>Forest landscape</u>		severed during the construction of Lower Thames Crossing.	order to upgrade them or realign them. Once works are complete, footpath 136 will be reconnected via an equestrian standard bridge over the Project alignment. This can be found in the Design Principles and the Project Design Report, Part B: Policy Context and Project Design Process, Chapter 5; Part C: Design Rationale; and Part D: General Design North of the River – North of the A13 Junction to the M25.	<u>Reference 7.5 (6)</u> <u>Project Design Report Part B [APP-507], Part C[APP-508], Part D: General Design North of the River – North of the A13 Junction to the M25 [APP-510]</u>	
Construction					
Mitigation Construction phase impacts – general	2.1.9	Thames Chase Trust has concerns about the environmental impacts of the construction phase, particularly dust pollution and noise levels. Thames Chase Trust are content with the engagement National Highways has carried out on the environmental impacts to date. Thames Chase Trust has accepted this approach to environmental impacts as presented in the Environmental Statement and is content with the mitigation provided and will await for the approach to be assessed via the Development Consent Order process.	<u>The Applicant</u> refers Thames Chase Trust to Environmental Statement Chapter 5: Air Quality, which presents a full assessment of air quality, and Environmental Statement Chapter 12: Noise and Vibration, which presents a full assessment of noise and vibration. Information is also provided in the Register of Environmental Actions and Commitments on how potentially significant adverse effects will be mitigated.	Environmental Statement Chapter 5: Air Quality [<u>APP-143</u>] Environmental Statement Chapter 12: Noise and Vibration [<u>APP-150</u>]	Matter Agreed

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Project Design Report Part B [Application Document APP-507], Part C [Application Document APP-508], Part D: General Design North of the River – North of the A13 Junction to the M25 [Application Document APP-510]

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Topic	Item No.	Thames Chase Trust Comment	The Applicant's Response	Application Document Reference	Status
Mitigation Construction phase impacts – landscaping	2.1.10	<p>Thames Chase Trust is concerned that the construction phase will have a detrimental impact on landscape, people and wildlife. Thames Chase Trust stated that the area has suffered greatly from excessive levels of heavy goods vehicles traffic associated with the gravel extraction and landfill industries. This will be extended and exacerbated during the additional construction works associated with the Project.</p> <p>Thames Chase Trust are content with the engagement National Highways have provided on construction impacts to date. Thames Chase Trust has accepted this approach to construction impacts as presented in environmental statement and Register of Environmental Action and Commitments and is content with the mitigation provided and will await for the approach to be assessed via Development Consent Order process.</p>	<p>The Environmental Statement outlines potential impact and proposed mitigation measures for works that may affect landscape, people and wildlife in the Thames Chase area.</p> <p><u>The Applicant</u> is aware that Thames Chase Trust's concerns stem from previous nuisances from gravel pits, landfill, etc.</p> <p>The Register of Environmental Actions and Commitments will provide detail on committed mitigation such as location of stockpiles to act as noise and visual barriers.</p> <p>The Applicant would maintain continued dialogue with Thames Chase Trust during the construction phase to deal with any issues and monitor the effectiveness of any mitigation measures as part of the SoCG.</p>	<p>Environmental Statement Appendix 2.2: Code of Construction Practice</p> <p>[Document Reference 6.3 ES Appendix 2.2 (8)]</p> <p>Environmental Statement Chapter 5: Air Quality [APP-143]</p> <p>Environmental Statement Chapter 12: Noise and Vibration [APP-150]</p>	Matter Agreed
Road alteration and maintenance Access to the Broadfields site	2.1.11	<p>Access to the eastern side of the Broadfields site needs to be maintained during the Projects works.</p>	<p><u>The Applicant</u> confirms that access to the Broadfield site will be always maintained.</p> <p><u>The Applicant</u>, as agreed with Thames Chase Trust, needs to close the culvert that is currently used to provide access under the M25 during the construction phase for safety reasons. This is to</p>	N/A	Matter Agreed

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Topic	Item No.	Thames Chase Trust Comment	The Applicant's Response	Application Document Reference	Status
			<p>allow the existing culvert structure and M25 embankment to be extended and a new bridge structure installed.</p> <p>A temporary access route from St Marys Lane is proposed to maintain access to the eastern side of the M25 during the construction phase. As part of the Lower Thames Crossing works a new bridge is proposed to provide access for walkers, cyclists and horse riders over the M25.</p> <p>The Applicant is also looking at options to bring construction of the new bridge forward so that this can be made available earlier in the programme and thus minimise the period the temporary diversion is required.</p>		
<p>Construction traffic impacts</p> <p>Construction routes</p>	2.1.12	<p>One of the main concerns for the Thames Chase Trust at the Forest Centre is the reassurance that works traffic will not use Pike Lane, Broadfields Drive, Thames Chase Car Park, and the track past the Forest Centre complex of buildings. Thames Chase Trust believes that access for the Project's works needs to be either directly from St. Mary's Lane or Ockendon Road and not Pike Lane or the Thames Chase Forest Centre.</p> <p>Thames Chase Trust notes the change to access and agrees this item.</p>	<p>The Applicant has amended the construction access routes following feedback. The construction works are now proposed to be accessed from a combination of Ockendon Road, St Marys Lane, temporary slip roads providing the site with direct access to the M25 and haul routes within the Project site boundary.</p> <p>While the Applicant does not propose to use Broadfields Drive and the Thames Chase Car Park, some vehicles will need to travel along the</p>	<p>outline Traffic Management Plan for Construction [Document Reference 7.14 (8)].</p>	Matter Agreed

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Topic	Item No.	Thames Chase Trust Comment	<u>The Applicant's</u> Response	Application Document Reference	Status
			southern section of Pike Lane from Ockendon Road for a brief period to access the area west of the Upminster and Grays railway line for installation of a water pipeline. For further details please refer to the outline Traffic Management Plan for Construction, which sets out the roads to be used for access for construction. These are Warley Street, St Marys Lane, Clay Tye Road, Ockendon Road, North Road, and direct access off M25.		
Traffic and economics					
Modelling Wider Network Impacts Concerns regarding impacts to the M25 and A13	2.1.13	Thames Chase Trust is concerned that the existing M25 and A13 routes already experience numerous problems, currently placing major pressure on local roads. Increased traffic associated with the Project will potentially further delays and local gridlock.	The Applicant has recognised that, as a result of the Project, there will be changes across the Lower Thames region as traffic re-routes to take advantage of the additional and reliable capacity that the Project would bring. This would mean that on some roads traffic flows would reduce, while on others traffic would increase.	<u>Transport Assessment [REP4-148 to REP4-152]</u> Wider Network Impacts Management and Monitoring Plan <u>[APP-545]</u>	Matter Not Agreed
Air quality					
Assessment of likely significant effects Air quality impacts	2.1.14	Thames Chase Trust is concerned about the impact the Project will have on air quality in the area. Thames Chase Trust are content with the engagement National Highways have provided on air quality in the area.	<u>The Applicant</u> has engaged with Thames Chase Trust about the air quality in the area, and as a result Thames Chase Trust understands that it is unlikely that the Project will have significant impacts on air quality in the	Environmental Statement Chapter 13: Population and Human Health <u>[APP-151]</u>	Matter Agreed

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Topic	Item No.	Thames Chase Trust Comment	<u>The Applicant's</u> Response	Application Document Reference	Status
		Thames Chase Trust has accepted this approach to air quality and environmental impacts as presented in the Environmental Statement and Register of Environmental Actions and Commitments and is content with the mitigation provided and will await for the approach to be assessed via the Development Consent Order process.	<p>area. <u>The Applicant</u> will continue to engage with Thames Chase Trust throughout the construction of the Project.</p> <p><u>The Applicant</u> has clarified that the Thames Chase Community Forest is located within Havering Air Quality Management Area. <u>The Applicant's</u> preliminary air quality assessment suggests that there are unlikely to be significant air quality effects from the Project during construction and operation. Receptors located within 200m of construction activities (i.e. on the western side of Thames Chase Community Forest) may experience air quality impacts as a result of dust and plant emissions. These impacts will be controlled and minimised through the wide range of measures outlined in the Code of Construction Practice. Air quality monitoring would be undertaken, in line with the Register of Environmental Actions and Commitments, to ensure that the mitigation measures effectively control dust emissions. The air quality effects of the Project will be fully considered and presented in the Environmental Statement. Other community and footpath network impacts on Thames</p>	Environmental Statement Appendix 2.2: Code of Construction Practice <u>[Document Reference 6.3 ES Appendix 2.2 (8)]</u>	

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Topic	Item No.	Thames Chase Trust Comment	<u>The Applicant's</u> Response	Application Document Reference	Status
			Chase Community Forest are assessed within Environmental Statement Chapter 13: Population and Human Health.		
Landscape and visual					
Plants and woodlands Re-planting	2.1.15	Thames Chase Trust requires any planting lost as a result of the delivery of the Project, including memorial trees and those planted by the local community since the 1990s, to be replaced within the Forest Centre. Thames Chase Trust notes the addition to the Design Principles and accepts this item.	The Project's replacement planting is shown within the Order Limits within Thames Chase Community Forest. As agreed with Thames Chase Trust, replacement planting will be provided in the land parcel south of Thames Chase Community Forest in the open space replacement parcel. The location of the culvert access track/water mains diversion will be designed to limit tree loss within Thames Chase Community Forest as far as reasonably practicable. The Project has now added to the Design Principles that the design of the new areas of the woodland planting south of the Thames Chase Community Forest, including the location of the memorial tree planting and replacement trees, will be developed in collaboration with Thames Chase Trust and Forestry England. Please refer to the Design Principles and the Project Design Report, Part D:	<u>Design Principles [Document Reference 7.5 (6)]</u> , Project Design Report Part D: General Design North of the River – North of the A13 Junction to the M25 <u>[APP-510]</u>	Matter Agreed

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Topic	Item No.	Thames Chase Trust Comment	<u>The Applicant's</u> Response	Application Document Reference	Status
			General Design North of the River – North of the A13 Junction to the M25, Section 9.3.		
Infrastructure/ landscape integration Acoustic bunding	2.1.16	Thames Chase Trust states that acoustic bund earthworks at the Forest Centre should extend and be positioned along the entire length of the eastern edge of the western land parcel, adjacent to the M25, to reduce noise and visual impact.	<u>The Applicant</u> states that acoustic bund earthworks are located along the eastern edge of the Forest Centre to provide visual and noise screening and transition south until the adjacent carriageways are in cutting at the depth equivalent to the acoustic bund. The acoustic bund extends north to the culvert beneath the M25.	N/A	Matter Agreed
Impacts Biodiversity commitment	2.1.17	Thames Chase Trust would like a clear understanding of what the Project's biodiversity commitment is.	The Project design has been developed with a view to increasing the biodiversity value wherever possible across the Project and has sought to deliver a landscape scale approach to habitat mitigation through improved connectivity and links with areas of retained habitats as well as new areas of habitat creation associated with other projects. This aligns with the advice provided by Natural England. Details of the habitats proposed, areas of landscaping, ecological mitigation and compensation, and flood compensation are shown on the Environmental Masterplan and in the planting specifications. The objectives	<u>Environmental Statement Figure 2.4: Environmental Masterplan [REP4-124, REP7-116, REP7-118, APP-162, REP7-120, REP4-129, REP2-024 to REP2-031]</u> outline Landscape and Ecology Management	Matter Not Agreed

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Topic	Item No.	Thames Chase Trust Comment	The Applicant's Response	Application Document Reference	Status
			of these habitats, including management and monitoring proposals, are detailed in the outline Landscape and Ecology Management Plan and in the Design Principles.	Plan [REP7-132] Design Principles [Document Reference 7.5 (6)],	
Impacts Loss of habitats/impacts at tunnel portals	2.1.18	At the location of the North/South tunnel entrances, Thames Chase Trust is extremely concerned at the prospect of notable loss of habitat, loss of access routes and adverse impact on heritage assets.	Through engagement with Thames Chase Trust, the Applicant has agreed the following approach to mitigation. The Project will be designed following the mitigation hierarchy of avoid, mitigate and then compensate. All efforts have been made to avoid impacting on environmental receptors, and where this has not been possible compensation has been proposed. In the North and South Portal areas, extensive survey, ground investigation and archaeological investigation has been undertaken to understand the likely level of impacts from the Project.	N/A	Matter Agreed
Mitigation Impact of utility diversions – general	2.1.19	Thames Chase Trust states that parts of the land-use plans appear to show that some of the proposed acquisition is for temporary use, and for the diversion of utilities. Thames Chase Trust states that provided such utilities are located underground, and land subject to	The Applicant considers that the routing of utilities in this area is the best viable option. The Applicant has engaged with Thames Chase Trust to explain the constraints to the utilities routing and welcomes Thames Chase Trust's acceptance of the necessity of	N/A	Matter Not Agreed

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Topic	Item No.	Thames Chase Trust Comment	<u>The Applicant's</u> Response	Application Document Reference	Status
		temporary use is appropriately restored, impact will be reduced.	<p>rerouting the utilities, without undergrounding.</p> <p><u>The Applicant</u> acknowledges that Thames Chase Trust's preference remains for all utilities to be undergrounded. <u>The Applicant</u> cannot deliver this under the instruction of the asset owner.</p> <p>The latest proposals were shown at Local Refinement Consultation. Alignments were represented in Map Book 1: General Arrangements, and the associated land use shown in Map Book 2: Land Use Plans.</p> <p>At the Local Refinement Consultation (2022), an amended proposal for the existing overhead lines was consulted upon, whereby the existing 132kV overhead lines crossing through the site and over the M25 are to be diverted north of its current alignment via the construction of two taller pylons, one each side of the M25.</p> <p>The overhead lines on wooden poles are proposed to be diverted underground for the spans that cross the M25, via the new footbridge.</p> <p>There is no change to the proposals for the water pipeline that runs north–</p>		

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			<p>south, west of the M25/A122 embankments.</p> <p>The Land Use Plans represent the limits of deviation and the associated land for the acquisition of rights. It is envisaged that there will be a further reduction in the extent of the 'blue land', once the pipeline alignment is known, which will be developed within the detailed design stage.</p>		
<p>Impacts</p> <p>Impact of utility diversions – Community Tree Nursery</p>	2.1.20	<p>Thames Chase Trust seeks agreement that the proposed Community Tree Nursery extension site will not be used for utilities work or the Project works.</p> <p>Thames Chase Trust are content with the engagement National Highways has provided on the Community Tree Nursey extension to date.</p> <p>Thames Chase Trust has accepted the approach to utility works being carried out and will await for the approach to be assessed via the Development Consent Order process.</p>	<p>The Community Tree Nursery, located at the north-eastern corner of the Visitors Centre, only has one element of proposed works in proximity, which is the undergrounding and diverting of a section of the overhead line heading east. It is extremely unlikely, with the proposals as known, that there will be utility works within an extension of this site because the extension site does not envelope the existing infrastructure.</p>	N/A	Matter Agreed
Population and human health					
<p>Maintenance</p> <p>Management of bridleways</p>	2.1.21	<p>Thames Chase Trust requires clarification on the management of the new bridleway paths in Thames Chase created by the Project once the Project is completed.</p>	<p><u>The Applicant</u>, states that the new bridleways will remain within the permanent boundary of the Project. However, the Applicant shall be looking to enter into agreement(s) with</p>	N/A	Matter Agreed

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following Project completion			local authorities and other partners to ensure the management and maintenance of these routes.		
Bridges and structures Temporary closures of the underpass	2.1.22	Thames Chase Trust requires more detail regarding, <i>“During the construction of the Project there will be a temporary access closure through the existing underpass under the M25 to their eastern site.”</i>	<u>The Applicant</u> has provided further information, as below, which Thames Chase Trust has since confirmed is sufficient. The culvert that is used as an underpass between the two parts of Thames Chase Community Forest Centre is retained in the proposal, although this will need to be closed during works to widen the M25. In the proposal, a new bridge is provided across the M25 and slip roads to improve connectivity between the two land parcels. A temporary route that crosses the M25 at St Marys Lane will ensure connectivity while neither the underpass nor new bridge are available, so connectivity will remain at all times.	N/A	Matter Agreed
Bridges and structures Pedestrian footbridge design	2.1.23	Thames Chase Trust supports the proposed new pedestrian footbridge, however Thames Chase Trust would need this to be created to bridleway specification as a minimum to allow access for walkers, horse riders and cyclists.	<u>The Applicant</u> confirms that the proposed new pedestrian bridge will allow for walkers, cyclists and horse riders as stated in Design Principles. The bridge at Thames Chase Community Forest will be to equestrian and cycle standard. The bridge at Thames Chase Community Forest has	<u>Design Principles [Document Reference 7.5 (6)] Project Design Report Part B [APP-507], Part</u>	Matter Agreed

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Topic	Item No.	Thames Chase Trust Comment	<u>The Applicant's</u> Response	Application Document Reference	Status
			<p>been designed to meet the Design Manual for Roads and Bridges (DMRB) standards for width of a cycle-equestrian bridge. Although in the context of the relatively large span it looks narrow, it has a clear width of 4.5m.</p> <p><u>The Applicant</u> refers Thames Chase Trust to the Design Principles and the Project Design Report, Part B: Policy Context and Project Design Process, Chapter 5; Part C: Design Rationale; and Part D: General Design North of the River – North of the A13 Junction to the M25.</p>	<p><u>C [APP-508], Part D: General Design North of the River – North of the A13 Junction to the M25 [APP-510],</u></p>	
<p>Bridges and structures</p> <p>Pedestrian footbridge design</p>	2.1.24	<p>Thames Chase Trust (principally, for the benefit of Forestry England) would ideally like to see the accommodation of vehicular access for monitoring and maintenance of the Forestry England estate either side of the Lower Thames Crossing route. It is of strategic importance to link the Forest Centre with longer distance pedestrian routes and public rights of way. Forestry England requires operational vehicle access for their land parcel to the east of the Lower Thames Crossing route and Thames Chase Trust would support this. The footbridge is a significant length and comparatively narrow as it extends over the existing M25 and the proposed new</p>	<p><u>The Applicant</u> recognises the strategic importance of Thames Chase Community Forest in developing the Public Rights of Way network in this area and improving access to the countryside east of the M25, principally by forming connections between Thames Chase Community Forest and South Ockendon/footpath 135 and footpath 232.</p> <p>However, <u>the Applicant</u> considers vehicle access to the eastern side of Thames Chase Community Forest sufficient and will remain as existing via the track from Ockendon Road.</p>	<p><u>Design Principles [Document Reference 7.5 (6)]</u></p> <p><u>Project Design Report Part B [APP-507], Part C [APP-508], Part D: General Design North of the River – North of the A13 Junction to</u></p>	Matter Not Agreed

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~~Deleted: Design Principles [Application Document APP-516] Project Design Report Part B [Application Document APP-507], Part C [Application Document APP-508], Part D: General Design North of the River – North of the A13 Junction to the M25 [Application Document APP-510]~~

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Topic	Item No.	Thames Chase Trust Comment	<u>The Applicant's</u> Response	Application Document Reference	Status
		slip roads. The experience is likely to be unpleasant when exposed to the climate and environment above multiple lanes of traffic. Other design options should be considered to improve the user experience. Thames Chase Trust's preference is for the footbridge to be upgraded to enable vehicular access, to improve operational access between both land parcels on either side of the motorway.	The Applicant refers Thames Chase Trust to the Design Principles and the Project Design Report, Part B: Policy Context and Project Design Process, Chapter 5; Part C: Design Rationale; and Part D: General Design North of the River – North of the A13 Junction to the M25.	the M25 [APP-510]	

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~~Deleted: Design Principles [Application Document APP-516]¶
 Project Design Report Part B [Application Document APP-507], Part C [Application Document APP-508], Part D: General Design North of the River – North of the A13 Junction to the M25 [Application Document APP-510]~~

Appendix A Engagement activity

Table A.1 Engagement activities between the Applicant and Thames Chase Trust since the DCO Application was submitted on 31 October 2022

Date	Overview of Engagement Activities
12 January 2023	The Applicant emailed Thames Chase Trust about PADS Tracker request and received confirmation from Thames Chase Trust that they do not see the need for a PADS Tracker.
09 February 2023	Thames Chase Trust emailed the Applicant requesting latest SoCG document, information about the Community Fund and details of new Chair and Vice Chair of Thames Chase Trust. The Applicant responded with the requested information and a request about availability for a meeting.
02 March 2023	The Applicant emailed Thames Chase Trust about organising a meeting and shared some updates and signposts for the outstanding Matters Under Discussion. Thames Chase replied to the Applicant with a meeting set up for April 2023.
19 April 2023	Thames Chase Trust and the Applicant met in person at the Thames Chase Visitor Centre to welcome new Chair of the Trust and new Visitor Centre manager. A general project update was provided, discussion about the two year rephase and SoCG Matters Under Discussion were reviewed. Both parties agreed that four items would change status.
26 April 2023	Communication from Thames Chase Trust to confirm matters from previous meeting and provide text relating to item 2.1.7 in SoCG.
28 April 2023	The Applicant shared latest SoCG for review by Thames Chase Trust with some suggested amends to text to clarify the position of the trust. Thames Chase Trust responded accepting the suggested amendments.
<u>26 September 2023</u>	<u>Meeting to discuss outstanding Matter Under Discussion and agree final SoCG iteration.</u>
<u>14 November 2023</u>	<u>Meeting with the Applicant's ecologist to discuss remaining matter under discussion and agree position.</u>

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Appendix B Glossary

Term	Abbreviation	Explanation
Code of Construction Practice	CoCP	Contains control measures and standards to be implemented by the Project, including those to avoid or reduce environmental effects.
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.
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.
Forestry England		A division of the Forestry Commission, responsible for managing and promoting publicly owned forests in England.
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.
National Grid Electricity Transmission	NGET	A UK company that builds and maintains the electricity transmission network in England and Wales.
National Highways		A UK government-owned company with responsibility for managing the motorways and major roads in England. Formerly known as Highways England.
Public Right of Way	PRoW	A right possessed by the public to pass along routes over land at all times. Although the land may be owned by a private individual, the public may still gain access across that land along a specific route. The mode of transport allowed differs according to the type of Public Right of Way, which can consist of footpaths, bridleways and open and restricted byways.
Register of Environmental Actions and Commitments	REAC	The REAC identifies the environmental commitments that would be implemented during the construction and operational phases of the Project if the Development Consent Order is granted, and forms part of the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2).

Term	Abbreviation	Explanation
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.
Thames Chase Trust		The Thames Chase Trust is an environmental charity managing and promoting the Thames Chase Community Forest.
United Kingdom Power Networks	UKPN	An energy network operator. Owns and maintains the electricity cables in South East England, the East of England and London.
Utility Logistics Hub	ULH	Temporary compounds required for specific utility works. They would receive, store and distribute the plant machinery and materials for specific utility works. They may include offices, welfare facilities, refuelling stations, security hubs, vehicle/wheel washing sites and parking areas similar in size to the main works satellite compounds.

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