

Lower Thames Crossing

9.156 Final Statement of Common Ground between (1) National Highways and (2) Morzine Limited (Clean version)

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Version	Date	Submitted
1.0	31 October 2023	Deadline 6
2.0	15 December 2023	Deadline 9A

Status of the Statement of Common Ground

This is a Final Statement of Common Ground between the (1) National Highways (the Applicant) and (2) Morzine Limited.

The Applicant considers that this Statement of Common Ground is an accurate description of the matters raised by Morzine Limited and the status of each matter, based on the engagement that has taken place to date.

Of the 13 matters contained within, the Applicant considers that three matters are agreed and 10 matters are not agreed.

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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 Morzine Limited, and where agreement has not been reached.
- 1.1.3 This version of the SoCG has been submitted at Examination Deadline 9A.

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared in respect of the Project by (1) National Highways, and (2) Morzine Limited.
- 1.2.2 National Highways became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain, and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing National Highways made provision for all legal rights and obligations of the Highways Agency, including in respect of the Project, to be conferred upon or assumed by National Highways.
- 1.2.3 Morzine Ltd, Thames Oilport (TOP) forms part of the Employment Allocation of the former Coryton Oil Refinery pursuant to the Core Strategy Proposals Map. This land was also designated as one of the Borough's identified Growth Hub's and highlighted as a Primary Employment Area on the latest Borough Proposals Map.
- 1.2.4 TOP benefits from established and consented use as an Oilport/Biochemical Plant, which has recently begun to be decommissioned. As such, the TOP site could continue to be used for such activities. Consequently, it is essential to attribute consideration to the amount of traffic generation arising from the site if the existing use is retained when assessing the Project.
- 1.2.5 It should be noted that TOP adjacent to Thames Enterprise Park (TEP) is currently highlighted in the Local Plan Policies Map (adopted December 2011) as a Primary Industrial and Commercial Area, alongside TEP and London Gateway. All three of these were also identified as either 'Oil Refineries' or 'Oil: Refinery Expansion Areas' on the Policies Map. The designation is historic and reflects the previous use of TEP and TOP as part of the Coryton Oil Refinery and the adjacent London Gateway land as having the potential to accommodate expansion of the Oil Refinery.

- 1.2.6 Accordingly, TOP presents a unique opportunity of c. 96 hectares of previously developed brownfield land to Thurrock, in the form of natural extension to TEP, and alongside TEP and London Gateway affords the Borough with an opportunity to further consolidate employment into the east of the Borough creating a key Employment Hub within the Thames Freeport – within which TOP also sits.
- 1.2.7 TOP is considered to have a developable area of c. 54 hectares which could support up to 400,000 sqm of industrial/commercial floorspace subject to design and feasibility. This would equate to up to 6,000 further jobs based on an 80:20 split of B2/B8 Use Class, pursuant to Employment Densities set out in the HCA Employment Density Guide (Second Edition) 2015.
- 1.2.8 It is therefore Morzine Limited's view that it is necessary to consider the cumulative needs of both TEP and TOP in terms of highways, as their combined potential for employment delivery will significantly contribute to the Council's long-term economic growth.

1.3 Principal Areas of Disagreement

- 1.3.1 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 DCO application.
- 1.3.2 One of these Procedural Decisions was to use a tracker recording Principal Areas of Disagreement in Summary (PADS). This tracker is known as the PADS Tracker.
- 1.3.3 The PADS Tracker provides a record of principal matters of disagreement emerging from the SoCG and will 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.
- 1.3.4 This SoCG was requested by Morzine Limited in their Written Representation, which came after the initial request from the ExA for PADS trackers.

1.4 Terminology

- 1.4.1 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, and 'Matter Agreed' indicates where the issue has now been resolved.

2 Matters

2.1 Final position on matters

- 2.1.1 Morzine Limited requested a SoCG in their written representation [[REP1-387](#)] submitted into Examination at Deadline 1.
- 2.1.2 Subsequently the Applicant engaged with Morzine Limited to develop a SoCG, the first iteration of which was submitted into Examination at Deadline 6. Since then, the Applicant has sought to further engage with Morzine Limited to provide clarity where needed and to discuss matters in order to reach final positions.
- 2.1.3 Based on engagement and email confirmation from Morzine Limited, the SoCG has been reviewed and updated as follows.
- 2.1.4 Since version 1 of this SoCG was submitted at Deadline 6, two additional matters have been added as follows:
- a. 2.1.11 – Mitigation, Joint Representation
 - b. 2.1.12 – Mitigation, Further Joint Representation
- 2.1.5 Since version 1 of this SoCG was submitted at Deadline 6, the following matters have been moved from ‘Matter Under Discussion’ to ‘Matter Not Agreed’:
- a. 2.1.2 – Adequacy of engagement
 - b. 2.1.3 – Construction phasing
 - c. 2.1.5 – Information sharing, Traffic model
 - d. 2.1.6 – VISSIM traffic flows
 - e. 2.1.7 – Modelling results, Queuing
 - f. 2.1.8 – A13/A1089 Orsett Cock junction
 - g. 2.1.9 – Modelling methodology, Peak periods
 - h. 2.1.13 – Economic impacts
- 2.1.6 Since version 1 of this SoCG was submitted at Deadline 6, the following matters have been moved from ‘Matter Under Discussion’ to ‘Matter Agreed’:
- i. 2.1.10 – Modelling methodology, Mitigation
- 2.1.7 At Examination Deadline 9A the Applicant considers there are 13 matters in total, of which three are agreed, 10 matters are not agreed.
- 2.1.8 This is the Final Statement of Common Ground between the Applicant and Morzine Limited.

Table 2.1 Final Position on Matters

Topic	Item No.	Morzine Limited Comment	The Applicant's Response	Application Document Reference	Status
Consultation and engagement					
Request for a SoCG	2.1.1	Morzine Ltd had previously requested to enter into a SoCG with the Applicant, but the Applicant declined at the time. Morzine Ltd have since reiterated their desire to enter into a SoCG in the Written Representation.	The Applicant acknowledges Morzine Limited's request for a SoCG and has worked with Morzine Limited to produce one, which will continue to be updated during Examination in line with the Examination timetable.	N/A	Matter Agreed
Adequacy of engagement	2.1.2	To inform the Thames Enterprise Park planning application Thames Enterprise Park Ltd developed a fully validated VISSIM model (the TEP VISSIM model) which includes Sorrells Roundabout, The Manorway Interchange and Orsett Cock Roundabout. The VISSIM model developed to support the Thames Enterprise Park development includes the agreed package of highway mitigation works associated with Thames Enterprise Park – including improvements at Sorrells Roundabout and The Manorway Interchange. The TEP VISSIM model is the most up to date model of the local highway network, which meets TAG validation and	The Applicant is aware that Thames Enterprise Park Ltd developed localised traffic models to support their planning application. The Applicant developed the localised models of the Orsett Cock and Manorway junctions collaboratively with Thurrock Council. As part of the initial discussions, the scale and scope of these models was agreed, including that new standalone models would be developed for these junctions. The Applicant released the Orsett Cock VISSIM model (version 3) to Morzine at the same time it is	N/A	Matter Not Agreed

Topic	Item No.	Morzine Limited Comment	The Applicant's Response	Application Document Reference	Status
		<p>calibration requirements, and has been signed off and approved by National Highways. National Highways is aware of the TEP VISSIM model but has chosen not to use the TEP VISSIM model to understand the localised impacts of LTC at Sorells Roundabout, The Manorway Interchange and Orsett Cock Roundabout. Instead, National Highways has chosen to develop its own stand-alone models for The Manorway Interchange, and Orsett Cock Roundabout. The National Highways model of The Manorway Interchange does not include a base model, has not been validated and there is no supporting Local Modelling Validation Report (LMVR). This raises significant concern with the status of the National Highways VISSIM modelling work for The Manorway Interchange and the associated model outputs (driver delay, queue lengths, network performance).</p>	<p>issued to other Interested Parties on 20 October 2023.</p>		

Topic	Item No.	Morzine Limited Comment	The Applicant's Response	Application Document Reference	Status
Design – Road, Tunnels, Utilities					
Construction Phasing	2.1.3	<p>Morzine Ltd have outstanding concerns particularly in relation to the impact of LTC during the construction phases, which extends to issues relating to construction timing and phasing.</p> <p>Morzine Ltd is concerned that if the impacts of LTC are not addressed as part of its construction, it has the real potential to create significant adverse impacts at The Manorway Interchange and Orsett Cock Roundabout.</p> <p>The Applicant's proposed control and delivery measures are not adequate and do not provide any certainty that can be relied on to avoid such impacts or adequate mitigation.</p>	<p>The outline Traffic Management Plan for Construction (oTMPfC) describes the approach to traffic management during construction, including measures that could be taken to reduce impacts on local communities during construction. The Transport Assessment assesses the impacts during construction. In advance of the construction of the Project a Traffic Management Plan (TMP) will be prepared for each part of the works. Table 2.3 of the oTMPfC identifies stakeholder considerations that would be addressed as a minimum by the TMP; this includes impacts on business hubs such as the Thames Enterprise Park, and states that activities such as advance warning/particular sensitivity around significant events, particularly evenings and weekends would be incorporated into the TMP and engagement with relevant stakeholders would take place as appropriate. This is secured under Schedule 2 Requirement 10 'Traffic management' of the draft Development Consent Order.</p>	<p>Outline Traffic Management Plan for Construction (oTMPfC) [Document Reference 7.14 (9)]</p> <p>Draft Development Consent Order [Document Reference 3.1 (11)]</p> <p>Transport Assessment [REP4-148 to REP4-152]</p>	Matter Not Agreed

Topic	Item No.	Morzine Limited Comment	The Applicant's Response	Application Document Reference	Status
			<p>The Transport Assessment presents the impacts during the construction phase of the Project, and the Applicant considers it reflects a reasonable worst case and provides a proportionate assessment of the selected construction scenario. As set out at paragraph 8.1.7 of the Transport Assessment, includes a number of assumptions that were made to ensure that the construction programme is not under-represented.</p> <p>The Applicant does not agree that its control documents are inadequate nor that they do not provide certainty. The control documents are secured via the draft Development Consent Order and contain a range of well established mechanisms to monitor, manage, reduce and mitigate if required impacts that arise during the construction phase of the Project. The Applicant has significant experience of managing complex infrastructure projects and has employed this in the development of the control documents and so they reflect an established and tested process. It is worth noting, however, that the Applicant considers that the</p>		

Topic	Item No.	Morzine Limited Comment	The Applicant's Response	Application Document Reference	Status
			documents offer additional controls, exceeding those offered elsewhere.		
Traffic and economics					
Need for the Project	2.1.4	Morzine Ltd has highlighted in previous consultation responses an in-principal support for the LTC; however, Morzine Ltd has concerns with the 'severe' impact on the highway network. This will consequentially lead to impacts on the economic activity of the established use and operation and future growth in the vicinity of Thames Oilprt (TOP) during construction of the proposed LTC and once it is operational.	Noted.	N/A	Matter Agreed
Information sharing Traffic model	2.1.5	Morzine Ltd's concerns in relation to The Manorway Interchange and Orsett Cock Roundabout have yet to be fully and adequately addressed. It is understood that Thurrock Council, DP World/London Gateway (DPWLG) and the Port of Tilbury have also raised similar concerns. In an attempt to address these concerns LTC has undertaken additional modelling work of The Manorway Interchange and Orsett Cock Roundabout in the	The Department for Transport has issued guidelines on how transport models should be built, and the extent to which the predictions of traffic flows and times produced by the model compare with real life. The Applicant considers that the model is suitable for assessing the Project and its impacts along the A13, and at the Orsett Cock and Manorway junctions. The Applicant has undertaken additional local junction modelling (using microsimulation modelling within VISSIM) for both the Orsett	Localised Traffic Modelling [REP6A-004] Localised Traffic Modelling Appendix B: Orsett Cock VISSIM Local Model Validation	Matter Not Agreed

Topic	Item No.	Morzine Limited Comment	The Applicant's Response	Application Document Reference	Status
		<p>form of standalone VISSIM models. However, this additional modelling work does not address these concerns and is inadequate for the purposes of assessing and understanding the impact of LTC at these locations.</p>	<p>Cock and Manorway junctions that is available in Appendix B and Appendix C of the Localised Traffic Modelling. These models have been developed in partnership with Thurrock Council. Reports relating to both models have been submitted by the Applicant at Deadline 1. This has been provided in Localised Traffic Modelling.</p> <p>The physical extents of the models have been agreed with Thurrock Council as part of their development. The Applicant does not consider that there is interaction between the two junctions and the modelling results for neither junction show interaction between traffic using the junction and traffic on the A13 mainline.</p> <p>The Applicant has shared copies of the model files for the Manorway junction with Morzine Ltd on 5 October 2023 to enable them to undertake an assessment. The Applicant has shared further copies of the VISSIM data for Orsett Cock junction with Morzine Ltd on 20 October 2023.</p> <p>The Applicant does not agree with Morzine Ltd's assertion that the modelling that has been put before the Examination is not adequate to assess or understand the impacts</p>	<p>Report [REP1-188] Localised Traffic Modelling Appendix C: Orsett Cock Forecasting Report [REP6A-006] Combined Modelling and Appraisal Report [APP-518] Transport Assessment [REP4-148 to REP4-152]</p>	

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			<p>of the Project on the road network. The Applicant considers that there is a wealth of information that has been submitted, both in the localised traffic models, via the Lower Thames Area Model outputs (as reported in the Combined Modelling and Appraisal Report) and the Transport Assessment that provides a clear, appropriate and robust forecast of the impacts of the Project both during the construction and operational phases.</p>		
VISSIM traffic flows	2.1.6	<p>There appears to be a discrepancy between the LTAM traffic flows and the VISSIM traffic flows for Orsett Cock Roundabout. The data contained within the Localised Traffic Modelling Report shows variances of up to 50% in traffic movement on certain arms when comparing the LTAM and VISSIM flows.</p> <p>Further questions are raised when comparing the VISSIM traffic flows set out within the Localised Traffic Modelling Report and those at Appendix B. There are notable variances when comparing the traffic data from the VISSIM traffic flows quoted with the Traffic Modelling Report and the Appendix.</p>	<p>The Applicant considers it important to note that the VISSIM model for the Orsett Cock junction does not directly use forecast flows from the LTAM.</p> <p>The approach used in the development of the VISSIM model is set out at Section 3.4 of Localised Traffic Modelling Appendix C: Orsett Cock Forecasting Report.</p> <p>In relation to a comparison of flows between Localised Traffic Modelling and Localised Traffic Modelling Appendix B: Orsett Cock VISSIM Local Model Validation Report, flows for the Orsett Cock junction in the former are shown for 2030 in Tables 4.5 and 4.6. Within</p>	<p>Localised Traffic Modelling [REP6A-004]</p> <p>Localised Traffic Modelling Appendix B: Orsett Cock VISSIM Local Model Validation Report [REP1-188]</p> <p>Localised Traffic Modelling Appendix C: Orsett Cock</p>	Matter Not Agreed

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			Appendix B, the flows presented in Plates 3.2 to 3.4 inclusive are observed traffic flows from May 2018.	Forecasting Report [REP6A-006]	
Modelling results Queuing	2.1.7	<p>Morzine Ltd is concerned that the interaction between The Manorway Interchange and Orsett Cock Roundabout is still not fully understood by virtue of the assessment taking the form of two standalone VISSIM models. The output from the models also demonstrates significant queuing and delay at Orsett Cock Roundabout, particularly on the eastbound A13 off-slip, and this has the potential to have a knock-on effect on The Manorway Interchange and in turn the operation of TOP. This is a critical issue given that The Manorway Interchange is the sole point of access for all HGV movement to and from TOP (and the majority of all vehicle movements).</p> <p>Document 9.15 Localised Traffic Modelling Reports shows queuing of up to 1.7km on the A13 eastbound off slip which is of a concern, as the busiest period (1400 to 1500) has not been modelled and there is potential for</p>	<p>The Applicant recognises that the Project will change the pattern of traffic in the region. In many places on the network, and within Thurrock, this would lead to beneficial impacts, and in some cases, it would lead to adverse impacts. Overall, the benefits on the road network would outweigh the adverse impacts, and this is reflected in the positive economic benefit of the Project within Thurrock as set out in Chapter 5 of Need for the Project; Chapter 4 of the Planning Statement; and the Combined Modelling and Appraisal Report Appendix D.</p> <p>Chapter 7 of the Transport Assessment includes details of the scale of impacts both on roads and junctions, setting out where impacts are forecast to be adverse or beneficial. The forecast impacts of the Project on the highway network are also set out in Chapter 7 of the Transport Assessment, which includes junctions along the A13 such as the Orsett Cock and Manorway junctions.</p>	<p>Need for the Project [APP-494] Planning Statement [Document Reference 7.2 (2)] Combined Modelling and Appraisal Report - Appendix D: Economic Appraisal Package [APP-524, APP-525, APP-526] and [APP-527] Transport Assessment [REP4-148 to REP4-152] Localised Traffic Modelling Appendix B: Orsett Cock VISSIM Local</p>	Matter Not Agreed

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		the queue during this period to exceed 1.7km.	As set out in Table 5.1 of Localised Traffic Modelling Appendix B: Orsett Cock VISSIM Local Model Validation Report, flows in the 14:00-15:00 hour are significantly lower than the hours examined in both the LTAM and the Orsett Cock VISSIM model. Therefore, the Applicant does not consider that an interpeak assessment at the Orsett Cock junction is warranted.	Model Validation Report [REP1-188]	
A13/A1089 Orsett Cock junction	2.1.8	Morzine Ltd has additional outstanding concerns in relation to route choice, route availability and the number of u-turn movements which would be diverted to The Manorway Interchange due to the proposed layout of Orsett Cock Roundabout – particularly at the A13/LTC junction, and the network operation and traffic flow.	The Applicant's traffic modelling shows that there would be a very low number of vehicles (which originate from the A128 north of the Orsett Cock junction and wish to use the Project) U-turning at the Manorway junction as a result of the layout of the proposed A13/A1089/A122 Lower Thames Crossing junction. The performance of the junction within both the strategic modelling and localised traffic modelling for the Manorway junction, includes this traffic. The Applicant considers that the Orsett Cock junction would operate acceptably in future years with the Project. The modelling does not show that there would be any interaction between the two junctions.	N/A	Matter Not Agreed

Topic	Item No.	Morzine Limited Comment	The Applicant's Response	Application Document Reference	Status
			<p>Modifications to the design of the Project presented at the Local Refinement Consultation led to changes in traffic routing. The revised design does not lead to an increase in the use of the A1013 by Port of Tilbury Heavy Goods Vehicle (HGV) traffic as it would be able to join the A1089 via the Orsett Cock junction from the A13 or the A122 depending on the direction of travel of these vehicles.</p>		
<p>Modelling methodology</p> <p>Peak periods</p>	<p>2.1.9</p>	<p>There is no assessment of the busiest peak period on the local highway network – the shift changeover period at 14:00. Instead, LTC has assessed the ‘average’ hourly flow between 10:00 – 16:00. This methodology makes no allowance for the spike in movement which is forecast to occur to and from TEP, TOP and DPWLG to coincide with shift changeovers. Therefore, the true impact and operation of the local highway network with LTC during construction and in operation is not properly considered or assessed. To provide further context to this, DPWLG is forecast to generate 4,074 PCUS movement between 1400 and 1500, whilst the modelling work for LTC has assumed 2,541 as an inter peak</p>	<p>The Applicant has set out the time periods assessed within its strategic transport model, together with reasoning as to how the periods were selected, within Section 3.3 of the Combined Modelling and Appraisal Report Appendix B: Transport Model Package.</p> <p>The model hours assessed within the localised traffic models were agreed with Thurrock Council as part of the model’s development. Only the AM and PM peaks were considered as these represent the busiest times on the network. The selection of the hours for the Orsett Cock model is detailed within Localised Traffic Modelling Appendix B: Orsett Cock VISSIM Local Model Validation Report. At the Manorway junction, the hours</p>	<p>Combined Modelling and Appraisal Report Appendix B: Transport Model Package [APP-520]</p> <p>Localised Traffic Modelling Appendix B: Orsett Cock VISSIM Local Model Validation Report [REP1-188]</p>	<p>Matter Not Agreed</p>

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		flow which is 1,533 PCU's lower. The detailed modelling work associated with Thames Enterprise Park shows that the network including Sorells Roundabout and the A13 Manorway Interchanges shows congestion to be greatest between 1400 to 1500 when compared to the AM and PM peak hours.	from the LTAM were used because observed data was not available when the model was built.		
Modelling methodology Mitigation	2.1.10	The Applicant's assumptions for TEP are taken from 2021 and do not include or allow for the latest mitigation proposed to be delivered by TEP in accordance with the Resolution to Grant for redevelopment secured on 9 June 2022 (Ref: Application No: 18/01404/OUT).	The Applicant can confirm that both the Project's strategic transport model and the localised traffic model of the Manorway junction include the mitigation schemes at the Sorrells roundabout and the A13 Manorway junction that are proposed to be delivered by TEP in accordance with the Resolution to Grant secured on 9 June 2022.	N/A	Matter Agreed
Mitigation Joint Representation	2.1.11	As an associate site to TEP, Morzine Ltd agree with the content of the joint representations [REP6A-022] between Thames Enterprise Park (TEP), Thurrock Council (TC), DPW London Gateway (DPWLG), and Port of Tilbury London Limited (PoTLL). Those four parties have reached a common position with respect to	The Applicant has provided comments on these proposed requirements as follows: <ul style="list-style-type: none"> • Draft requirement: Asda Roundabout – The Applicant set out how the controls are secured in the Applicant's Asda Roundabout Construction Impact Assessment • Draft Requirement: Orsett Cock roundabout – operational traffic mitigation – The Applicant 	Outline Traffic Management Plan for Construction [Document Reference 7.14 (9)] Framework Construction Travel Plan [Document Reference 7.13 (6)]	Matter Not Agreed

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		<p>three proposed requirements to mitigate the impact of LTC:</p> <p>Draft Requirement: Asda roundabout – construction traffic mitigation, found at Appendix 3 to PoTLL's Deadline 6 submission [REP6-163].</p> <p>Draft Requirement: Orsett Cock roundabout – operational traffic mitigation, found at Appendix 4 to PoTLL's Deadline 6 submission [REP6-163].</p> <p>Draft Requirement: Wider highway network monitoring and mitigation, found at Appendix 6 to PoTLL's Deadline 6 submission [REP6-163].</p>	<p>provided a response to the proposed Orsett Cock roundabout requirement at Section 7.2 of the Applicant's responses to Interested Parties' comments on the draft DCO at Deadline 6</p> <ul style="list-style-type: none"> • Draft Requirement: Wider highway network monitoring and mitigation – The Applicant provided a response to the proposed Requirement in the Applicant's comments on Interested Parties' submissions regarding Wider Network Impact at D7, submitted at Deadline 8. 	<p>Wider Networks Management and Monitoring Plan [Document Reference 7.12 (2)]</p> <p>Port of Tilbury London Limited's Post-event submissions, including written submission of oral comments made at the hearings held 16 to 24 Oct 2023 [REP6-163]</p> <p>Asda roundabout construction impact assessment [REP6A-008]</p> <p>Applicant's responses to Interested Parties' comments on the draft DCO</p>	

Topic	Item No.	Morzine Limited Comment	The Applicant's Response	Application Document Reference	Status
				at Deadline 6 [REP7-190] Applicant's comments on Interested Parties' submissions regarding Wider Network Impact at D7 [REP8-123] Draft Development Consent Order [Document Reference 3.1 (11)]	
Mitigation Further Joint Representation	2.1.12	A further joint representation [REP8-166] on the draft requirements as set out in item 2.1.11 between Thames Enterprise Park (TEP), Thurrock Council (TC), DPW London Gateway (DPWLG), and Port of Tilbury London Limited (PoTLL) were submitted at Deadline 8. The joint representation submitted at Deadline 8 is appended to this SoCG. Morzine Ltd agree with the content of these joint representations.	The Applicant has provided a response to the proposed draft requirements as follows: <ul style="list-style-type: none"> Asda roundabout - see Applicant's Responses to Interested Parties' comments on the dDCO at Deadline 8 Wider highway network monitoring and mitigation – see Applicant's comments on Interested Parties' submissions regarding Wider Network Impact at Deadline 7 	Applicant's comments on Interested Parties' submissions regarding Wider Network Impact at Deadline 7 [REP8-123] Applicant's Responses to Interested Parties' comments on the Draft	Matter Not Agreed

Topic	Item No.	Morzine Limited Comment	The Applicant's Response	Application Document Reference	Status
		At the time of writing this SoCG, the Applicant has not responded to the Deadline 8 Submission.	<ul style="list-style-type: none"> Orsett Cock roundabout – see Applicant's Responses to Interested Parties' comments on the dDCO at Deadline 8 	Development Consent Order at Deadline 8 [Document Reference 9.213] Thurrock Council's Comments on Applicant's submissions at Deadline 6A and Deadline 7, Appendix D [REP8-166]	
Economic impacts	2.1.13	<p>Thames Oil Port, Thameside Enterprise Park , and the London Gateway combined account for 85% of available employment land supply within Thurrock whilst sharing the same access route enhancing the risks arising from delays resulting from LTC.</p> <p>Morzine Ltd is concerned that if the impacts of LTC are not adequately secured and addressed as part of its construction and operation, it has the real potential to create significant adverse impacts at The Manorway Interchange and Orsett Cock Roundabout, which in turn would pose the risk of deterring investors and operators from TOP.</p>	The Project's proposed approach to monitoring impacts on the road network is summarised within Chapter 10 of the Transport Assessment, and set out fully in the Wider Network Impacts Management and Monitoring Plan. The Project consulted on the Wider Network Impacts Management and Monitoring Plan as part of the Community Impacts Consultation in July 2021. This document sets out how the Applicant would work with local authorities and the Department for Transport, and the role of the Applicant and other organisations in the future management of the road network.	<p>Transport Assessment [REP4-148 to REP4-152] Wider Network Impacts Management and Monitoring Plan [Document Reference 7.12 (2)] Transport Assessment Appendix F: Wider Network Impacts Management</p>	Matter Not Agreed

Topic	Item No.	Morzine Limited Comment	The Applicant's Response	Application Document Reference	Status
			The Applicant has set out how its approach to wider network impacts, including at the Orsett Cock and Manor Way A13 junctions, is compliant with policy within Transport Assessment Appendix F: Wider Network Impacts Management and Monitoring Policy Compliance.	and Monitoring Policy Compliance [APP-535]	

Appendix A Engagement activity

Table A.1 Engagement activities between the Applicant and Morzine Limited since the DCO application was submitted on 31 October 2022

Date	Overview of engagement activities
18 August 2023	Emailed draft SoCG to Morzine Limited
29 August 2023	Email TEP Ltd concerning progression of their review of SoCG
11 September 2023	Email TEP Ltd concerning progression of their review of SoCG and sharing of traffic count data at Manorway junction
20 September 2023	Email TEP Ltd concerning progression of their review of SoCG
13 October 2023	Updated SoCG received from Morzine Ltd
5 October 2023	Email from the Applicant sharing VISSIM data of Manorway Interchange
16 October 2023	Meeting to review the SoCG and discuss next steps
20 October 2023	Email from the Applicant sharing the VISSIM data of Orsett Cock junction
24 October 2023	Email from the Applicant sharing Deadline 6 final version
31 October 2023	Meeting to discuss the Orsett Cock and Manor Interchange traffic information shared with the Applicant
3 November 2023	Email from the Applicant concerning progression of SoCG and submission Deadlines
10 November 2023	Email exchange between the Applicant and Morzine Limited concerning progression of SoCG and submission Deadlines
14 November 2023	Email from the Applicant concerning progression of SoCG
21 November 2023	Email from the Applicant concerning progression of SoCG and final Deadline submission
30 November 2023	Updated SoCG received from Morzine Ltd
6 December 2023	Email from the Applicant sharing draft version of Deadline 9A SoCG for endorsement
8 December 2023	Updated SoCG received from Morzine Ltd
12 December 2023	Email from the Applicant sharing final version of Deadline 9A SoCG for endorsement

Appendix B Glossary

Term	Abbreviation	Explanation
A122 Lower Thames Crossing	Project	A proposed new crossing of the Thames Estuary linking the county of Kent with the county of Essex, at or east of the existing Dartford Crossing.
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.
Development Consent Order	DCO	Means of obtaining permission for developments categorised as Nationally Significant Infrastructure Projects (NSIP) under the Planning Act 2008.
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.
Outline Traffic Management Plan for Construction	oTMPfC	Outlines the approach to carrying out temporary traffic management for the safe construction of the Project and the management measures to reduce the impact on local communities.
Traffic Management Plan	TMP	The approach to carrying out temporary traffic management for the safe construction of the Project. It will also explain management measures available to the Contractor to reduce the impact on the local community (including journey time reliability, access, and safety).

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